

1. Agenda

Documents:

AGENDA.02.20.2018.PDF

2. Supporting Documents

Documents:

CC SUPPORTING DOC. 2018.02.20.PDF

## COMMON COUNCIL AGENDA February 20 , 2018

- 7:00 PM Public Hearing to amend Chapter 20 of the City’s Code “Energize NY Benefit Financing Program”.
- 7:02 PM Public Hearing on a proposed local law enacting a local law authorizing the creation of a Community Choice Aggregation Program, and adopting certain provisions to facilitate Program implementation.
- Call Meeting to Order
  - Salute to the Flag of the United States
  - Public Comments
  - Mayor’s Report
  - Minutes – Approval of minutes

### **AGENDA:**

**Item #1** – Consideration of a Resolution adopting Local Law to Improve and Strengthen the Sustainable Energy Loan Program. (Mack Cook)

**Item #2** – Consideration of a Resolution adopting Local Law to add a section to the General Law of the City of Cortland, authorizing the creation of a Community Choice Aggregation Program, and adopting certain provisions to facilitate Program implementation. (Mack Cook)

**Item # 3** – Consideration of a Resolution adopting Community Choice Aggregation Program Education and Outreach Plan and Customer Opt-out Letter. (Mack Cook)

**Item #4** – Consideration of a resolution to appoint Nic Dovi as the certifying officer on the Clinton Avenue Gateway Project. (Mack Cook)

**Item #5** – Consideration of a Resolution authorizing the Mayor to enter into a contract with Smartwatt Energy, Inc. for the provision of energy saving facility improvements. (Nic Dovi)

**Item #6** – Discussion on the traffic signals at the intersections of Pomeroy St. /Central Ave. and Pomeroy St. /Elm St.

**Item #7** – Discussion on 911 memorial. (Alderman Ferrer)

**Item #8** – Discussion of ad-hoc committees. (Mayor Tobin)

**Item #9** – DRI update (Mayor Tobin)

### **Adjournment**



Resolution # \_\_\_\_\_

**CITY OF CORTLAND CLINTON AVENUE INFRASTRUCTURE PROJECT  
CERTIFYING OFFICER RESOLUTION**

**WHEREAS**, the City of Cortland received a Community Development Block Grant (CDBG) from the U.S. Department of Housing and Urban Development, as administered by the New York State Office of Community Renewal for the above referenced project; and,

**WHEREAS**, the City of Cortland is required to designate a Certifying Office for the purpose of signing required documents pertaining to this grant;

**NOW AND THEREFORE IT BE RESOLVED**, that the Mayor of the City of Cortland be hereby designated as the City's authorized signatory for the above referenced project;

**AND, BE IT FURTHER RESOLVED**, that the City DPW Deputy Superintendent be hereby designated as the Certifying Officer responsible for all activities associated with the environmental review process to be completed in conjunction with NYS CDBG project number 285WP169-16 awarded to the City of Cortland.

Whereupon, the Resolution was put to a vote, recorded as follows,

Ayes \_\_\_\_\_

Nays \_\_\_\_\_

Abstentions \_\_\_\_\_

SO APPROVED:

\_\_\_\_\_  
City of Cortland

Date: \_\_\_\_\_



**C&S Companies**  
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November 16, 2015

Mr. Nick Dovi  
Deputy Superintendent  
City of Cortland Department of Public Works  
19 South Franklin Street  
Cortland, New York 13045

Re: Pomeroy Street and Central Avenue  
All Way Stop Control Warrant Analysis

File: 131.018.001

Dear Mr. Dovi:

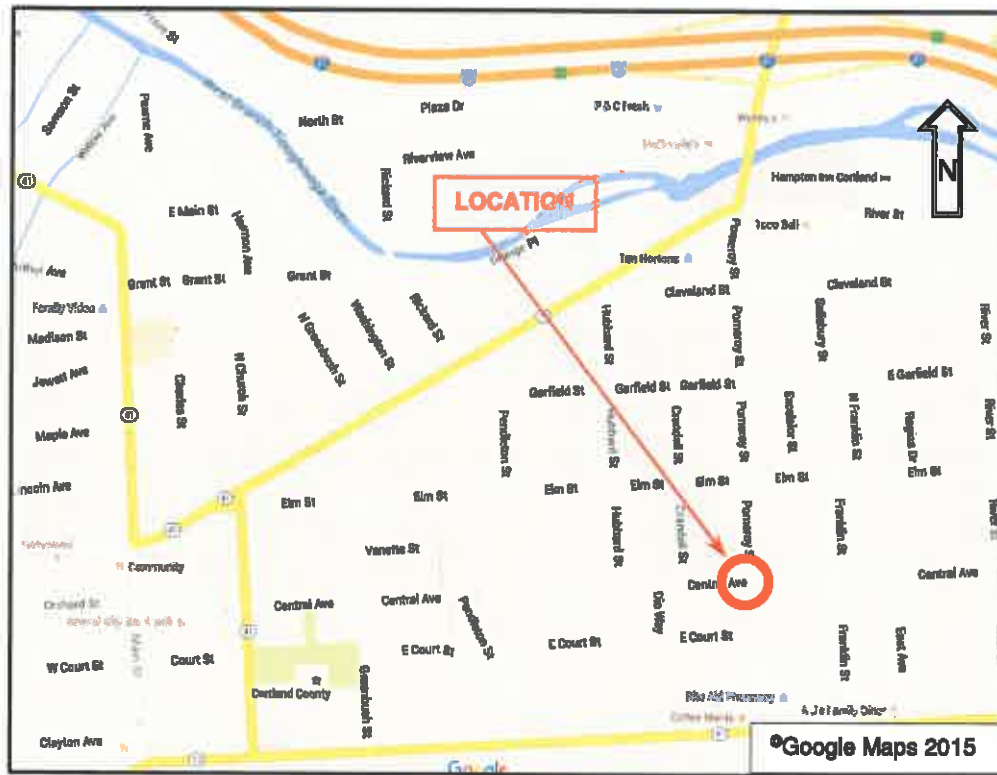
C&S Engineers, Inc. has completed an all way stop control warrant analysis for the intersection of Pomeroy Street and Central Avenue to determine if all way stop control is warranted under current traffic conditions. Our findings are documented in this letter.

***Existing Conditions:***

The intersection of Pomeroy Street and Central Avenue is a four-way intersection located on the east side of the city. Pomeroy Street provides a connection between Clinton Avenue and Port Watson Street (NYS Routes 13 and 41, respectively) as shown in Figure 1 on the following page.

Pomeroy Street is functionally classified as a minor arterial and carries heavier traffic volume than Central Avenue and is therefore considered the artery street for the purpose of this analysis. Central Avenue is functionally classified as a local urban street and is considered the side street. Each leg of the intersection has a single approach lane and a single departure lane to/from the intersection. Pomeroy Street is approximately 38 feet wide curb to curb and Central Avenue is approximately 40 feet wide. The intersection is currently two-way stop controlled operation with stop control on both Central Avenue approaches. Curb ramps are not compliant with the Americans with Disabilities Act (ADA) guidelines, and marked crosswalks are not present.

Two-way directional traffic volume counts were collected on Pomeroy Street between August 17 and September 1, 2015. The weekday peak hour was found to be between 4:00 and 5:00 in the afternoon with an average volume of 315 vehicles. The morning peak hour was found to be between 8:00 and 9:00 with a volume of 296 vehicles. See attached Exhibit A for complete traffic volume data.



**Figure 1 – Study Location**

Accident data at the intersection was provided by the City of Cortland for a five-year period between July 2010 and July 2015. There were a total of nine (9) accidents reported during that time frame: three in 2010; one each year in 2011 and 2012; and two each year in 2014 and 2015. Of the nine accidents, two (2) were right angle type accidents, five (5) were rear end type accidents, and two (2) accidents were due to driver error. The five rear-end type accidents may have been related to the traffic signal control that was present at the time. This type of accident is less common with stop control signs and is not likely to be as prevalent in the future. Two-way stop sign control can increase the incidence of right angle type accidents if it is expected the crossing street also has stop sign control. This is not the case however for the intersection of Pomeroy and Central since Pomeroy is clearly the main street and would not be expected to be required to yield the right of way.

***Multi-Way Stop Warrant Analysis:***

There are four (4) criteria that are considered for a multi-way stop sign control installation according to the United States Department of Transportation Federal Highway Administration Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways, 2009 Edition. These criteria are guidelines and should be used along with engineering judgment to determine the need for multi-way stop sign control. Chapter 2B.07, Multi-Way Stop Applications, identifies these criteria which are briefly summarized below:

- Criterion A** Where traffic signals are justified, the multi-way stop can be installed as an interim measure while traffic signal control arrangements are being made.
- Criterion B** A crash problem, as indicated by 5 or more reported crashes in a 12-month period that are susceptible to corrections by a multi-way stop installation.
- Criterion C** Minimum Volumes:
1. The vehicular volume entering the intersection from the major street approaches averages at least 300 vehicles per hour for any 8 hours of an average day, and
  2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, but
  3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular warrants are 70% of the above values.
- Criterion D** Where no single criterion is satisfied, but where criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

In considering the intersection of Pomeroy Street and Central Avenue and the above criteria, the following conclusions are made:

- Criterion A is not met. There are several warrants for a traffic control signal, all of which are more significant than the warrants for a multi-way stop control, and this intersection does not meet any of those warrants.
- Criterion B is not met. In reviewing the accident information provided by the City of Cortland, there have not been 5 or more reported crashes at this intersection within a 12-month period during any of the past 5 years.
- Criterion C is not met. The major street volumes do not meet or exceed the required minimum for 8 hours of an average day. The peak hour approaching volumes on Pomeroy Street averaged 315 vehicles and the eighth highest hour averaged 248 vehicles. The approaching volumes on Central Avenue were not collected, but since the main street volumes do not meet the minimum volume requirement, this criterion cannot be met. The approach speeds on each of the approaches do not exceed 40 miles per hour and therefore part 3 of this criterion is not applicable.
- Criterion D is not met for the intersection since the most reported crashes within a 12-month period was three (3) in 2010.

**Pomeroy-Central All-Way Stop Control Warrant Analysis**

November 2015

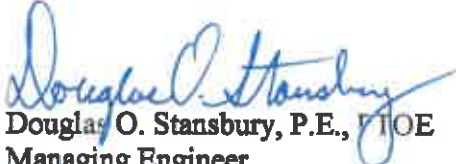
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***Conclusions/Recommendations:***

Based on the above information, all-way stop control is not warranted for the intersection of Pomeroy Street and Central Avenue. The existing two-way stop control with stop control on the Central Avenue approaches is appropriate for the existing traffic conditions at this intersection.

This concludes the findings of this study. If you have any questions or comments concerning this study or need additional information, please feel free to contact me.

Sincerely,  
C&S ENGINEERS, INC.

  
Douglas O. Stansbury, P.E., F.TOE  
Managing Engineer

**Attachments:**

Exhibit A – Traffic Volumes



**Exhibit A**  
**Traffic Volumes**

Site Code: Pomeroy S of Elm  
Station ID: 3

Latitude: 0' 0.0000 Undefined

Start Time	17-Aug-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound
12:00 AM	*	*	18	29	26	45	26	26	45	26	54	37	42	31	38	28
01:00	*	*	13	14	11	18	11	14	18	13	13	13	29	20	17	14
02:00	*	*	9	7	10	17	10	10	17	14	14	15	15	20	11	12
03:00	*	*	9	9	5	14	5	7	14	15	15	11	16	11	13	8
04:00	*	*	6	8	18	3	19	3	14	11	7	7	8	13	8	15
05:00	*	*	30	32	43	28	43	32	28	13	13	22	7	13	25	30
06:00	*	*	91	104	82	94	104	59	94	38	38	26	23	23	76	54
07:00	*	*	237	232	113	211	113	122	211	71	71	62	50	27	169	98
08:00	*	*	283	300	181	289	181	184	289	175	175	105	106	78	239	151
09:00	*	*	254	259	173	262	173	174	262	200	200	128	188	96	237	149
10:00	*	*	242	231	163	236	163	174	236	259	259	207	195	146	237	186
11:00	*	*	241	223	232	269	232	211	269	277	277	222	250	218	232	217
12:00 PM	*	*	279	275	250	311	250	282	311	270	270	242	213	188	289	239
01:00	*	*	280	269	247	302	247	262	302	218	218	239	216	205	257	229
02:00	*	*	287	302	204	277	204	251	277	237	237	197	189	166	259	213
03:00	*	*	286	236	226	313	226	259	313	209	209	184	190	140	254	209
04:00	*	*	291	292	283	343	283	270	343	247	247	137	189	153	285	224
05:00	*	*	352	346	302	273	302	292	273	217	217	183	192	162	285	244
06:00	*	*	219	223	182	232	182	217	232	202	202	146	171	142	211	183
07:00	184	153	240	193	155	217	155	185	217	182	182	189	159	105	193	154
08:00	171	121	147	170	154	180	154	151	180	137	137	105	125	88	156	124
09:00	131	80	123	94	93	124	93	112	124	105	105	81	79	68	108	88
10:00	68	58	77	95	58	101	58	86	101	85	85	52	63	41	82	58
11:00	41	35	46	51	30	78	30	61	78	61	61	60	37	28	53	42
Lane	595	447	4072	3148	3986	3242	4265	3513	2778	3308	2668	2762	2182	3734	2989	
Day	1042		7220	7089	7228		7778		5976	4944		6703				
AM Peak	-	-	08:00	11:00	08:00	11:00	08:00	10:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00
Vol.	-	-	283	205	300	214	289	222	277	277	222	250	218	252	217	217
PM Peak	18:00	19:00	17:00	16:00	17:00	16:00	16:00	17:00	16:00	12:00	12:00	13:00	13:00	16:00	17:00	17:00
Vol.	184	153	352	282	346	247	343	282	302	270	242	216	205	285	244	244

Site Code: Pomeroy S of Elm  
 Station ID: 3

Latitude: 0' 0.0000 Undefined

Start Time	24-Aug-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	Southbou	Northbou	Southbou	Northbou	Southbou	Northbou	Southbou	Northbou	Southbou	Northbou	Southbou	Northbou	Southbou	Northbou	Southbou	Northbou
12:00 AM	29	16	27	45	32	16	49	30	58	44	49	37	43	28	43	28
01:00	17	16	17	12	15	16	25	20	35	24	29	18	21	19	21	19
02:00	9	10	6	11	12	7	15	4	11	10	20	16	14	9	14	9
03:00	6	4	5	9	9	6	8	12	12	14	15	24	10	10	10	10
04:00	6	19	8	6	9	11	13	13	8	16	7	4	8	14	8	14
05:00	22	35	35	23	18	31	20	26	16	14	11	7	18	27	18	27
06:00	78	60	69	76	76	67	80	69	21	25	21	15	62	52	62	52
07:00	201	132	128	203	197	101	169	129	73	48	49	50	156	99	156	99
08:00	302	181	178	314	278	169	286	180	148	97	57	54	240	147	240	147
09:00	224	170	139	227	216	181	247	178	212	149	172	114	216	154	216	154
10:00	215	183	171	226	257	165	284	227	283	207	208	155	248	184	248	184
11:00	252	202	211	228	234	198	280	272	284	226	231	212	250	218	250	218
12:00 PM	263	222	242	249	268	240	352	269	268	269	223	193	270	237	270	237
01:00	288	234	232	257	307	254	305	295	231	224	220	189	285	234	285	234
02:00	250	235	224	253	267	207	312	299	226	254	238	208	259	232	259	232
03:00	259	221	218	250	253	225	310	302	221	194	216	186	252	228	252	228
04:00	314	253	291	303	336	280	314	305	197	174	202	173	262	258	262	258
05:00	310	244	283	309	296	294	323	357	211	167	178	129	279	252	279	252
06:00	197	224	227	230	242	208	266	272	187	148	164	153	218	208	218	208
07:00	174	138	162	212	185	169	228	228	162	153	169	139	186	165	186	165
08:00	133	116	120	149	165	142	208	177	150	130	141	88	160	129	160	129
09:00	127	98	64	98	95	81	140	116	118	73	115	90	113	88	113	88
10:00	56	44	50	75	99	68	94	77	85	62	90	46	83	62	83	62
11:00	47	29	42	49	59	40	84	59	75	60	50	22	61	43	61	43
Lane	3779	3086	3161	3813	3835	3282	4412	3915	3290	2782	2875	2322	3714	3087	3714	3087
Day	6865	7060	7217	6947	8327	6072	5197	6811	6811	6811	6811	6811	6811	6811	6811	6811
AM Peak	08:00	11:00	11:00	08:00	08:00	11:00	08:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00
Vol.	302	202	211	314	278	198	288	272	284	236	231	212	250	218	250	218
PM Peak	16:00	16:00	17:00	17:00	16:00	16:00	12:00	17:00	12:00	12:00	14:00	14:00	16:00	16:00	16:00	16:00
Vol.	314	253	291	309	336	333	352	357	288	269	238	208	282	258	282	258



respectively, and therefore, this warrant is not met. There is a second condition for this warrant which is also not met. See Exhibit B for further details.

**Warrant 2 – Four-Hour Volume**

This warrant is met when there is a particularly high volume of intersecting traffic for four hours of the day. The artery volumes and side road volumes combined need to meet certain thresholds to qualify (see Exhibit B). The 4-hour traffic volumes for Pomeroy and Elm do not meet these thresholds and therefore, this warrant is not satisfied.

**Warrant 3 – Peak Hour Volume**

Warrant 3 is satisfied when there are four (4) hours or more of stopped time delay for the side road and there are significant volumes through the intersection during the peak hour. There are only approximately 0.55 vehicle-hours of delay for Elm Street under all-way stop control and 1.22 vehicle-hours of delay for Elm Street under two-way stop control during the PM peak hour and therefore, this warrant is not met.

**Warrant 4 – Minimum Pedestrian Volume**

There needs to be a significant number of pedestrians (>100/hour) crossing at the intersection to satisfy this warrant. There are some pedestrians that cross at the study intersection, but not enough to satisfy the criteria for this warrant. This warrant is not met.

**Warrant 5 – School Crossing**

This warrant requires there to be insufficient gaps in the traffic stream for crossing pedestrians and there needs to be at least 20 students crossing during the highest crossing hour. This condition is not present for the intersection of Pomeroy and Elm, and therefore this warrant is not applicable.

**Warrant 6 – Coordinated Signal System**

The intersection of Pomeroy and Elm is not in the area of a coordinated signal system and therefore, this warrant is not applicable.

**Warrant 7 – Crash Experience**

This warrant is intended for locations that are not currently signalized and have an accident history that may be correctable by the installation of traffic signal control. Since this intersection is already signalized, this warrant is not applicable. Upon reviewing the accident history for this location however, it appears there are a number of accidents that may be correctable or prevented by removing the signal control. Several reported accidents were right angle type accidents where a vehicle passed through the red indication, failing to yield the right of way. If the intersection were to alternatively be controlled by all-way stop signs, this type of accident may be less likely to occur since motorists will be required to stop before proceeding through the intersection. See attached Exhibit C for a summary of the accidents at this intersection.

Priority Project List as of January 26, 2018

Project Description	Total Project Cost	Original Ask	Recommended Funding	DMF Funding Percentage of Project Cost	Transformative	Catalytic	Sustainability	RDI	Feasibility
GDM - Expand the site, music, sports and recreational based creative economy									
Crown City Artsworks Project (public art installations/venue)	\$200,000	\$200,000	\$200,000	100%	Very High	Very High	Very High	High	High
Carrolltown Park Mobile Shop/Furniture*	\$443,750	\$1,099,248	\$443,750	100%	Very High	Low	Very High	High	High
Downtown Piedmont Park*	\$350,000	\$225,000	\$250,000	100%	High	High	Very High	High	Very High
Crown Mills Theater	\$541,580	\$455,000	\$455,000	84%	Very High	Very High	Very High	High	Very High
The Orchard (indoor-use entertainment)	\$1,421,580	\$975,000	\$975,000	69%	Very High	Very High	Very High	High	High
1.8 Main Streetscape and Pocket Park	\$113,360	\$71,750	\$71,750	63%	Very High	Very High	High	High	High
RECAPS	\$70,005	\$95,402	\$95,402	50%	High	Moderate	Moderate	High	Very High
Vive Health Gym and Brewns center	\$702,720	\$500,000	\$500,000	50%	Moderate	High	High	High	High
Subtotal (art/music/venue/recreation) \$3,143,715									
GDM - Build a complete downtown neighborhood which includes housing for all demographics, retail shopping, job availability, access to everyday needs and services, and attractive public spaces									
Building Business Loan Fund									
Buildings of Georgetown and Drive Technology at SURF Corridor	\$600,000	\$600,000	\$600,000	100%	Very High	Very High	Very High	Very High	Very High
33-35 Central Avenue (office, retail)	\$760,000	\$380,000	\$325,000	43%	High	Very High	Very High	Very High	High
73 Main Street (office, retail, new apt)	\$540,000	\$220,000	\$220,000	41%	High	Very High	Very High	Very High	Very High
27-29 Park Village (new accessible apt and repairs)	\$750,000	\$650,000	\$500,000	67%	High	Moderate	High	Moderate	High
2111 Corridor Mount House (renovation)	\$300,000	\$150,000	\$100,000	33%	Low	Mild	Very High	High	High
800 (repairs improvements)	\$180,000	\$300,000	\$50,000	33%	High	High	High	High	High
Banker Block (structural substitution)*	\$424,020	\$975,000	\$297,100	70%	Moderate	High	High	High	High
28 Central Avenue (office, retail, new apt)*	\$300,000	\$300,000	\$15,000	2%	Moderate	High	High	High	High
Florinda Block (interior/exterior upgrades, windows, repairs, new apt)	\$310,000	\$410,000	\$40,000	20%	High	High	High	Moderate	High
28-35 Main Street (new apt on upper floor)	\$1,287,454	\$1,000,000	\$500,000	25%	High	High	High	High	High
Business Development Center	\$2,200,000	\$484,000	\$484,000	22%	High	High	High	Low	High
Subtotal (shopping districts) \$4,811,473									
GDM - Update infrastructure that integrates technology and sustainability to address 21st Century needs									
Survey/Design - \$44,248									
Water Supply/Drinking Water - \$252,000									
Curb to Curb (road and transport) - \$464,000									
Road Striping/Markings - \$5,000									
Streetlights (energy-efficient) - \$500,000									
Streetscape (landscaping, trees, etc.) - \$1,762,000									
General (sanitation, MPD, etc.) - \$375,000									
Contingency (10% BAO)									
Main Street Infrastructure/Structuring	\$5,089,248	\$5,089,248	\$5,089,248	100%	High	High	Very High	Very High	Very High
WiFi/Broadband Access	\$186,000	\$186,000	\$186,000	100%	Very High	Very High	Very High	High	Very High
Verticalizing Marketing	\$4,400	\$4,400	\$4,400	100%	Very High	Very High	Very High	Very High	Very High
Improve Trash/Recycling Collection	\$50,000	\$50,000	\$50,000	100%	Very High	Very High	Very High	Very High	Very High
Alternative Energy Grant Fund*	\$925,000	\$275,000	\$150,000	54%	High	High	Very High	Low	High
Clinton Avenue Gateway*	\$16,000,000	\$6,000,000	\$1,000,000	6%	Very High	Very High	High	High	Very High
Subtotal (infrastructure) \$11,807,448									
TOTAL \$20,341,088									
* Project scope reduced to make up for reduced funding \$655									

Project Description	Total Project Cost	Original Ask	Recommended Funding	DMF Funding Percentage of Project Cost	Transformative	Catalytic	Sustainability	RDI	Feasibility
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Survey/Design - \$44,248									
Water Supply/Drinking Water - \$252,000									
Curb to Curb (road and transport) - \$464,000									
Road Striping/Markings - \$5,000									
Streetlights (energy-efficient) - \$500,000									
Streetscape (landscaping, trees, etc.) - \$1,762,000									
General (sanitation, MPD, etc.) - \$375,000									
Contingency (10% BAO)									
Main Street Infrastructure/Structuring	\$5,089,248	\$5,089,248	\$5,089,248	100%	High	High	Very High	Very High	Very High
WiFi/Broadband Access	\$186,000	\$186,000	\$186,000	100%	Very High	Very High	Very High	High	Very High
Verticalizing Marketing	\$4,400	\$4,400	\$4,400	100%	Very High	Very High	Very High	Very High	Very High
Improve Trash/Recycling Collection	\$50,000	\$50,000	\$50,000	100%	Very High	Very High	Very High	Very High	Very High
Alternative Energy Grant Fund*	\$925,000	\$275,000	\$150,000	54%	High	High	Very High	Low	High
Clinton Avenue Gateway*	\$16,000,000	\$6,000,000	\$1,000,000	6%	Very High	Very High	High	High	Very High
Subtotal (infrastructure) \$11,807,448									
TOTAL \$20,341,088									
* Project scope reduced to make up for reduced funding \$655									