



Fiscal Committee - Board of Representatives

Monica Di Costanzo, Chair

Lindsey Miller, Vice Chair

Committee Report

Date: Monday, August 26, 2019

Time: 6:30 p.m.

Place: Democratic Caucus Room, 4th Floor, 888 Washington Boulevard,
Stamford, CT 06905-2098

The Fiscal Committee met as indicated above. In attendance were Chair Di Costanzo and Committee Member Reps. Figueroa, Jacobson, Morson and Nabel. Absent or excused were Reps. Coleman, Fedeli, McMullen, Miller, Pendell and Pia. Also present were Reps. Matherne, Liebson and Zelinsky; Michael Handler, Director of Administration; Jim Travers and Garrett Bolella, Transportation, Traffic & Parking; David Yanik, Controller; Erik Larson, Purchasing; and Teresa Viscariello, Internal Auditor. There being no quorum, no actions were taken at this meeting.

Chair Di Costanzo called the meeting to order at 6:30 p.m.

Item No.	Description	Committee Action
The Committee first considered Item No. 4		
4. F30.227	RESOLUTION; With Respect To The Authorization, Issuance And Sale Of Not Exceeding \$30,000,000 City Of Stamford General Obligation Refunding Bonds. 08/07/19 – Submitted by Director Handler 08/14/19 – Approved by Board of Finance	No Action Taken
Mr. Handler explained that this is a straightforward refunding of 2011 Series E bonds. This refunding will result in a savings of \$2.4 million, or approximately \$180,000 per year.		
1. F30.223 \$160,000.00	GRANTS RESOLUTION; Authorizing The Mayor To Enter Into An Agreement With The Connecticut Department Of Energy & Environmental Protection For A Merritt Parkway Trail; amount of grant; \$160,000 (City contribution: \$40,000). 07/18/19 – Submitted by Mayor Martin	No Action Taken

Mr. Bolella and Mr. Travers discussed this item with the Committee:

- This is a grant for the design of the 1st mile of the Merritt Parkway Trail which would be part of the East Coast Greenway and part of a 38 mile stretch from Greenwich to Stratford

- This would provide a safe, alternative east/west connection between 2 heavily travelled corridors: High Ridge Road and Newfield Avenue
- Trails generally increase property values for neighboring houses and allow people to age in place and provide other health benefits
- The proposal would also eliminate invasive species in the area and replace with native plants – until design, would not know extent of tree & brush removal
- The location is along the southern part of the Merritt Parkway, within the 300 feet of the State’s right of way; the trail would be no more than 10 feet wide and would contain a buffer on each side – it would be ADA accessible, possibly with some boardwalks
- This location is along 4 commercial properties
- There would be access to the trail from the commuter lot and from the bike lanes on High Ridge and Newfield
- The Merritt Parkway Conservancy, State Historic Preservation Office, ConnDOT and the Public would be involved in the design process
- There was a petition with 1,500 signatures in support of this idea submitted with the grant application
- The bike lanes to the Glenbrook Station have been very successful
- If the rest of the bike trail is not built, this could be a stand-alone path
- This grant is only for design, not construction; if this moves forward and gets public support, the department would seek additional grants for the construction
- Cyclists tend to use paths more if they feel safer
- Maintenance of the path would be the City’s obligation; they anticipate working with local organizations
- The total distance of the path in Stamford would be 6 miles, design is for first mile
- The inception of this idea was a feasibility study done several years ago
- There were similar discussions about the Farmington Canal Trail
- ConnDOT has strict rules about clear zones where a trail could be located
- Emergency access would be part of the design
- The project would work around existing historical bridges
- This has been an item on the agenda of “People Friendly Stamford” for a long time
- Trails are generally only open from dawn to dusk – no lights
- The composition of the trail would be determined in the design phase
- There won’t be a cost estimate until the design is completed; the average cost for the entire trail is \$6.6 million per mile (average), but this is a more straightforward section of the trail so could possibly be less
- The feasibility study was done in 2014 by ConnDOT

Mr. Travers will get back to the Committee on the deadline for approval of the grant. Committee concerns and outstanding questions for possible future discussions were voiced. Mr. Travers and Mr. Bolella welcomed questions to be sent to them.

2. F30.224 \$13,480.00	ADDITIONAL APPROPRIATION (Capital Budget); CP8219; Traffic Calming Implementation; Installation of Flashing Beacon on Atlantic Street @ Bell Street, as part of Zoning Board Conditions for Approval of 885 Washington Blvd. 08/07/19 – Submitted by Mayor Martin 08/06/19 – Approved by Planning Board 08/14/19 – Approved by Board of Finance	No Action Taken
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Mr. Travers and Mr. Bolella explained that this is a requirement from the Zoning Board to the developer of 885 Washington Boulevard as a mitigation tool for pedestrian safety. The flashing beacons increase driver compliance. The City has received positive feedback in the communities where these are located.

3. [F30.226](#) ADDITIONAL APPROPRIATION (Capital Budget); J. Travers
\$40,000.00 C56174; Citywide Signals; Installation of Pedestrian F. Petise
Signal, Crosswalk and ADA Curb Ramp across High
Ridge Road @ Terrace Avenue, as part of Zoning
Board Conditions for Approval of 201 High Ridge Rd.
08/07/19 – Submitted by Mayor Martin
08/06/19 – Approved by [Planning Board](#)
08/14/19 – Approved by Board of Finance

Mr. Travers explained that this is a requirement from the Zoning Board to the developer of 201 High Ridge Road. There is currently no crosswalk in the area. This will fund ADA ramps and a signalized crosswalk.

5. F30.086 REVIEW; Drawdown Account Processes. Report Made
7/11/2018 – Submitted by Reps. Sherwood and
Cottrell
07/23/18 – Report Made and Held by Committee
10-0-0
08/13/18 – Moved to Pending
07/29/19 – Held by Committee 5-0-0

Mr. Yanik, Mr. Larson and Ms. Viscariello discussed this item with the Committee.

- Drawdown POs are blanket POs with dollar amounts but no specific items associated with them
- In the Marina Fund case, the police had estimated a misappropriation of \$60,000, but Ms. Viscariello's report found an additional \$32,000. The City has received the proceeds of the boat sale, approximately \$58,000, and will receive additional reparations
- The contributing factors were the lack of specific identification of the items purchased, lack of tracking of inventory and lack of management oversight
- The purchases were charged to other accounts
- Drawdown POs are not specifically addressed in the purchasing ordinance; it may be appropriate to amend the purchasing ordinance to include a definition of drawdowns (this is not a credit card process)
- Every department uses the drawdown process – each drawdown is for one program and with one vendor; there is a \$10,000 maximum and no purchase may be for more than \$3,000.
- Existing guidelines have been reviewed with all Department Managers

Ms. Viscariello will send the Board office her final audit report.

Chair Di Costanzo adjourned the meeting until September 3, 2019 at 6:00 p.m.

Respectfully submitted,
Monica Di Costanzo, Chair

This meeting is on [video](#).