

HILLSBOROUGH TOWNSHIP PLANNING BOARD
PUBLIC MEETING MINUTES
February 22, 2018

Chairman, Shawn Lipani called the Planning Board Public Meeting of February 22, 2018 to order at 7:37 p.m. All stood for the Pledge of Allegiance. The meeting took place in the Courtroom of the Hillsborough Township Municipal complex.

Chairman Lipani announced the meeting had been duly advertised according to Section 5 of the Open Public Meetings Act, Chapter 231, Public Law 1975 ("Sunshine Law").

ROLL CALL

Committeeman Carl Suraci - Present

Robert Wagner, Jr. - Present

Committeeman Frank DelCore - Present

Robert Peason - Present

Stephanie Forrest - Present

Neil Julian, Vice Chairman - Absent

Sally Becorena - Absent

Shawn Lipani, Chairman - Present

Kenneth Hesthag, Secretary - Present

Ron Skobo (Alt. #1) - Absent

Sam Weinstein (Alt. #2) - Absent

Also present: David K. Maski, PP, AICP, Planning Director; Eric Bernstein, Esq., Board Attorney (Eric M. Bernstein & Associates); Lucille Grozinski, CCR, Board Court Reporter; and Caz Bielen, Board Videographer (Premier Media, LLC).

DISPOSITION OF MINUTES

- February 01, 2018

A motion to approve was made by Committeeman Suraci, seconded by Committeeman DelCore.

Roll Call: Mr. Wagner - yes; Mr. Hesthag - yes; Ms. Forrest - yes; Committeeman DelCore - yes; Committeeman Suraci - yes; Chairman Lipani - yes. Motion carries.

Chairman Lipani announced Mr. Wagner will be stepping down from the dais since he is not eligible to vote on the resolutions and will be recusing himself on the capital proposals.

DISPOSITION OF RESOLUTIONS

- 814 CRE, LLC / 814 Development (Veterinary Hospital) - File 17-PB-04-MSPV

A motion to approve was made by Chairman Lipani, seconded by Mr. Peason.

Roll Call: Mr. Peason - yes; Committeeman DelCore - yes; Committeeman Suraci - yes; Chairman Lipani - yes. Motion carries.

- 814 CRE, LLC / 814 Development (Parking - L 32.02 / Trailer L 33.01) - File 17-PB-12-MSPV

A motion to approve was made by Chairman Lipani, seconded by Mr. Peason.

Roll Call: Mr. Peason - yes; Committeeman DelCore - yes; Committeeman Suraci - yes; Chairman Lipani - yes. Motion carries.

BUSINESS FROM THE FLOOR

Chairman Lipani said he was made aware there are members of the public who would like to address the Board on matters not scheduled to the agenda. Chairman Lipani went out of order to allow the public to address the Board prior to the presentation.

Anthony D'Aniello - Oxford Place

Mr. D'Aniello said his business was for the Historic Preservation Commission. Mr. D'Aniello was directed to the meeting in progress, across the hall.

PLANNING BOARD BUSINESS

- Hazard Mitigation Plan update

Planning Director, David K. Maski, PP, AICP said he was asked by the OEM Director, John Sheridan, to read the following public service announcement:

"The Hillsborough Township Engineering Department and Office of Emergency Management are in the process of updating the Township's Hazard Mitigation Plan.

Hazard Mitigation are sustained actions to reduce long term risk to life and property. Hillsborough Township participates in a "multi-jurisdictional" plan with Somerset County. The Hazard Mitigation Plan identifies the Township's vulnerability to various natural hazards that are typically present along with an array of actions and projects for reducing key risks. Successful participation in the plan update process is required to maintain eligibility to apply for mitigation project grants. The Township invites public input for this update. Residents with questions or comments can contact the Hillsborough Township Engineering Department or Office of Emergency Management at 908-369-4313. Additional information on this update can be found on the Township's website and Emergency Management Facebook page."

Capital Planning Committee Presentation – 2018 Capital Budget Proposals

Frank Herbert, Capital Planning Committee Chairman introduced the CPC members present.

Chairman Lipani noted the Department Heads present.

CPC Chairman Herbert said the first meeting was held on January 31, at which time the budget proposals were presented to the CPC by the Department Heads. The committee met again on February 6 to discuss and prioritize the items, as presented tonight.

CPC Chairman Herbert said the projects were split into road projects, and non-road projects. Fourteen roads were proposed and one new technology. The first road proposed for resurfacing is Beekman Lane – Phase I - between Amwell Road and Triangle Road (4,050 feet). CPC Chairman Herbert said he was informed the Township will be getting the State Grant funds for this project. Beekman Lane was prioritized as Item #1 due to the likelihood of it being funded by the grant. Had the grant not come through, South Triangle Road would have been made #1 because it is in worse shape and heavily traveled.

CPC Chairman Herbert called Assistant Township Engineer, Thomas Belanger to the table to discuss the new technology item used to chip seal roads.

Mr. Belanger explained High Performance Chip Seal is a coating material ½ inch thick that is different than the typical tar coating material and stone. The new technology does not allow loose stone; it will surface and seal the road. Mr. Belanger said he and the DPW Director, Rich Resavy researched this technology over the past year. Branchburg and Readington Township have been using it. He said they looked at some of the repairs and found the repairs to have a good coating and seal on the roads visited. This technology can be used on roads in reasonably good shape. It is not intended for road already in disrepair. Mr. Belanger said they were told this technology could provide another 5 to 10 years of life out of the road. He said he provided the CPC with five roads where this technology could be used; the CPC cut the list to two roads. Mr. Belanger said they are making progress on getting township roadways repaved, but this technology would allow for preserving some of the roadways as well.

Mr. Belanger said one factor that is driving up the cost of repaving of our roads is State mandates; every time you pave a roadway, you need to update the storm drainage system with the smaller ecohezd to keep bottles and such out, and you must retrofit handicap ramps. Mr. Belanger said so far he has been told this type of repair is not considered resurfacing so it does not require the updating at this time. However, it will be changed soon so it would be good to get some of these repairs done beforehand.

Committeeman DelCore asked how the costs compare.

Mr. Belanger said it would be approximately ¼ of the cost of resurfacing a road. He said our roads are 30 feet wide. In past years the cost to resurface is \$90 to \$100 per square foot, with all of the State mandates. This new technology coating would be approximately \$20 per square foot. Standard road paving lasts 20 to 25 years. This technology is supposed to extend the life of a road by 5 to 10 years so you would be getting half the life at ¼ of the cost.

Chairman Lipani asked if the restriping and reflectors are included.

Mr. Belanger said you would still need to restripe the road afterwards.

CPC Secretary, Raj Deb explained Table 1 lists proposals presented by Department. Table 2 shows how the CPC prioritized the projects. CPC Secretary Deb said originally, the chip seal project was about \$1 million. The CPC reduced that amount to 13% of the original by reducing the number of projects.

Mr. Belanger said the list of roads provided for this new type of repair was selected because they are in reasonably good condition. The manufacturer does not recommend this chip seal for roads with high truck traffic. He said they are looking to use this new technology on some of the newer road and development roads.

CPC Chairman said the cost of the Beekman Lane repair would be \$538,405; the high performance chip seal projects would cost \$133,668. Ranked at #3 is South Triangle Road - Resurface in its entirety (4,950 feet) at \$482,942; #4 Clawson Avenue - Resurface in its entirety (5,700 feet) at \$482,662; and #5 Camplain Road - Resurface between Route 206 & Sunnymead Road (2,785 feet) at \$309,228; #6 Riverside Drive (Between River Rd. & Clawson Ave.) (2,500 feet) at \$167,020; and #7 Wertsville Road (Between Long Hill Rd. & Montgomery Rd.) (4,300 feet) at \$193,335.

CPC Chairman Herbert said a member of the public was present at the meeting, representing one of the major landlords in the industrial area of Raider and Stryker. He told the committee the roads in that area were put down 30 years ago and there are very rough in spots. He wanted to see the roads paved for the benefit of the tenants.

Committeeman Suraci, and CPC Liaison, said the representative had some issues with vacancies but his concerns may be related to the rates he is charging rather than road conditions.

CPC Chairman Herbert continued with roadway item #8 Raider Boulevard (Between Route 206 & Stryker Lane) (1,950 feet) at \$349,075; Roadway #9 Stryker Lane (In its entirety) (3,290 feet) at \$312,597; #10 Ilene Court (In its entirety) (1,100 feet) at \$132,337; #11 Andrea Avenue (in its entirety) (2,630 feet) at 294,550; #12 Roycefield Road (Between Valley Rd. & Dukes Parkway West) (5,750 feet) at \$394,575; #13 Hillsborough Road - Phase I (Between Route 206 & Railroad) (1,500 feet) at \$146,100; and #14 Hillsborough Road (Between Bypass & Willow Rd.) (4,260 feet) at \$280,450. All total, the roadway items would be approximately \$4,216,000.

Chairman Lipani asked about the amount of the grant for Beekman Lane.

Mr. Belanger said the estimate was for approximately \$538,000. We received notice that \$508,000 was approved. He said in past years the grants have been for \$200,000 so the township did very well this year since almost the entire road will be paid for in grant money.

Mr. Hesthag said he went and looked at a lot of the roads listed. He said the top seven or eight could definitely use resurfacing; it is just a matter of finding the funds. Mr. Hesthag said he did not think Auten Road was in as bad a shape, comparatively, aside from a section in the area of the school to the railroad. Mr. Hesthag suggested the new technology be used on a different road in greater need. Mr. Hesthag said Auten Road was not on last year's list of proposed roadways.

Mr. Peason said he is also a CPC member and heard the presentations. He reiterated that the new chip seal technology is not for roads that are not in fairly good condition. It is more of a preventative measure than a remediation.

CPC Chairman Herbert moved on to the non-road projects:

#1 Replace damaged wood guiderails - Various locations (approx. 5,500 LF) at \$100,000. This is a continuation of ongoing repairs. Since it is a safety issue, it is ranked at #1.

Committeeman DelCore asked if this will finish up the ongoing replacements and repairs.

Mr. Belanger said \$300,000 has been budgeted so far over the past three years. He said they are making good headway on it but this will be the fourth year, and a fifth year will be needed. Mr. Belanger said they were able to get good prices through the Morris County Co-op.

CPC Chairman Herbert said item #2 is the Left-Turn Traffic Signal Arrow Head for Triangle Road (only). He said traveling from Route 206, there can be an obstructed view when making a left onto Auten Road if the vehicle across is also making a left (towards the railroad tracks). The left-turn arrow would prevent a collision. He said they were informed there had been two collisions last year, and four the year before. The light can be adjusted according to the busy time of the day.

Committeeman DelCore said assuming this is on the list, how soon it can be done.

Mr. Belanger said it would need to go out to bid so a bid package would need to be put together first. If pushed along, the light could be up this year if funded.

Committeeman Suraci asked when Triangle Road was repaved, if the conduit work was done.

Mr. Belanger said the existing conduit can be used. They can snake another line to work with the existing conduit so that you do not need to dig up the road. The County came out to confirm the existing signal could be used. Mr. Belanger said you would not be starting from scratch, but in order to be able to put the left-hand signals on, the mast would need to be longer, so it would have to be changed. The pole could probably be reused, but the arms would need to be replaced.

Mr. Hesthag asked if the left-turn would be in both directions onto Auten.

Mr. Belanger confirmed it would be for both left-hand turns. Originally, the proposal last year was for all four turns, but after discussion, it was determined that there is better sight visibility on the Auten side. Typically, the arrow is put on all four sides, but to keep the cost down, the proposal was modified.

Chairman Lipani asked if there would be a delay.

After some discussion, Mr. Belanger said the light can be designed any way, with or without a red arrow. It can even be designed for the red arrow to be in use only during certain hours.

Chairman Lipani asked if a traffic study is done to determine how the light is designed.

Mr. Belanger said a traffic study has already been done. The traffic consultant recommended having the left-turn only, which means you would not be able to have both movements at the same time.

Chairman Lipani said so then the County would not make the determination; it would be done by the Township.

Mr. Belanger agreed. He said the signal is not attached to any State roadway so the township can design it.

CPC Chairman Herbert continued with item #3 - Sidewalk Replacements - Various locations at \$75,000. He said this amount is budgeted every year for sidewalk repairs throughout the township at various locations.

CPC Secretary Deb explained there were several criteria used for determining priority, one of which is historical; if a proposal was ranked in previous years. Item #4 (DPW) Dump truck replacement at \$180,000 is one of those issues. The current dump truck is a 1999 GMC model and is badly in need of repair.

CPC Secretary Deb stated the ranking proposed for the next several items: Item #5 (DPW) - Automated Salt Brine Maker at \$100,000 - considered to be very beneficial to the Township's DPW Department; Item #6 (Parks) - One (of the two requested) 2018 Ford F-350 4WD Pick-up Truck at \$33,189; Item #7 (DPW) - Roadside Mower Implement at \$26,000 is viewed as a "safety" issue since the current mower is also badly in need of repairs; Item #8(DPW) - Two (2) Stainless Steel Truck Bodies for Mason Dump trucks at \$27,760 each; Item #9 (Police) - Two (2) Stalker DSR / Two (2) Antenna Radar Systems at \$2,812 each - one would be used as a spare; and Item #10 (Engineering) Erosion Control Measures for Protection of Roadway Failure at Mountain View Road and Three Bridges Road, at a cost of \$100,000, to address the lack of green area on these roadways.

Mr. Belanger added there is a stream next to Mountain View and Three Bridges roads where the stream is in danger of eroding the roadway, so this has to be addressed in some fashion. Money is needed so that our Engineering Consultant can start looking at a study as to how to remedy this situation, perhaps with the lining of the stream to prevent future erosion.

CPC Secretary Deb continued with Item #11 (DPW) - Ford F-350 Utility Body w/snow plow package at \$45,000; Item #12 (Parks) - One (second of two) 2018 Ford F-350 4WD Pick-up Truck at \$33,189; Item #13 (Social Services) - 2017 Ford Glaval Universal 16+2 passenger wheelchair accessible bus at \$77,215 ; Item #14 (Police) - L3 Technologies In-Car Camera System at \$155,900.

CPC Chairman Herbert added that the contract for the current cameras runs out at the end of the year and cannot be replaced. If not approved this year, it will definitely need to be approved next year.

Chairman Lipani asked if the camera replacement can be phased.

Lieutenant Sean Carolan, Administrative Division Commander said if a camera goes beyond the end of the year, it will cost about \$5,000 to replace one HD camera unit. The in-car cameras and servers should be done all at once, not phased. These cameras show two compartments: front and prisoner compartment. Body cameras are separate from in-car cameras.

Lieutenant Carolan said the existing cameras are on "end of life", meaning the warranty has expired and the existing cameras no longer have manufacturer support.

CPC Secretary Deb continued with Item #15 (Parks) - Chip-seal parking lots at Skate Park and soccer fields at \$13,136. Secretary Deb noted this item is not part of the previously mentioned high-quality chip-seal projects. Item #16 (Administration) - Conference Room 'A' upgrades at \$39,314; Item #17 (Engineering) - Pedestrian bridge replacement - Route 206 at \$85,000. This bridge is near the Senior community, across from Walgreens.

CPC Member, Mr. Monte stated the proposal is for replacement of the pedestrian bridge between Raider Boulevard and former Stop and Shop complex.

CPC Chairman Herbert said the bridge is in need of repair, despite it only being about twenty years old. Since this bridge is not heavily used, it was determined to be a low-level priority this year, but it is a recognized problem that will need to be addressed sooner or later.

CPC Chairman Herbert finished out the items by noting Item #18 (Parks) - Power Broom for Front-End Loader at \$22,000, is an efficiency item for Public Works; Item #19 (DPW) - Install above-ground new fueling tank at \$180,000. This would enable the Township to use its own fueling station. Right now the fueling source is at the County's facility. Lastly, Item #20 (Police) - GTBM E-Ticket at \$10,000 would allow for clearer information and processing of tickets, rather than having to rely on hand-written information. It is estimated to be able to save 7 ½ minutes per ticket.

Committeeman Suraci said there is a "per-ticket" fee associated that would have an impact on the Police's budget.

CPC Chairman Herbert asked Mr. Wagner to further comment on the replacement bus for Social Services. Robert Wagner, Jr., Director of Parks and Recreation, said the video included in the presentation to the CPC showed a similar bus to the existing. One of the two current buses is over ten-years-old, with approximately 165,000 miles. The other bus, granted in 2014, has been rotated in and is operating fine with approximately 50,000 miles on it. Several of the windows on the bus that needs replacement have fogged over because the seals have cracked. At some point, the bus will need to be replaced.

Mr. Wagner commented on the chip-seal proposal for Docherty Park. He said this is part of three-year program the Parks Department has initiated, to revamp Docherty Park. The subject of this year's proposal is the parking lot by the pavilion, and the parking lot in the far corner, where soccer and lacrosse gets played. This is not the high-performance chip seal mentioned by Mr. Belanger; just regular chip-seal intended for use in parking lots, not streets. These lots have not been done since prior to 2000. Due to the feedback from residents, it was added to the Parks' proposal this year.

Chairman Lipani asked DPW Director, Richard Resavy to give more information about the need for the automated salt brine maker.

Mr. Resavy said the time savings is in the labor. He said Hillsborough Township is a leader in the snow plowing industry, in comparison with other townships. Mr. Resavy said DPW is always looking to be able to do as much as possible within the DPW facility, and to do it faster. Supervisor, Jeff Huxley has been instrumental in the current way the salt-brine is "brewed" in our own make-shift operation. Hillsborough has fallen behind other townships in this area. Fire companies have been gracious enough to give their old tankers which DPW is repurposing as spreaders. When DPW can make the brine, it will be way ahead.

Chairman Lipani asked if any other municipalities would be willing to share in purchasing the materials to make the brine.

Mr. Resavy said he could look into that, but Hillsborough alone would keep the machine busy. He said what is being done is what little brine they currently make is to apply it right to the salt on the newer trucks. The brine allows the material to stick to the road a lot better. There is room in the garage at the DPW facility to house a salt-brine maker. Mr. Resavy said DPW would be the best at making the mixture since they know what they are doing with it. This system allows you to use unique combination for the mixtures. He said Montgomery has been experimenting with beet juice.

Chairman Lipani said there may be mixtures that prove to be less rough on the roads, such as beet juice.

Mr. Resavy said the roadways take a beating with all of the sodium. New Jersey uses the most salt out of any other state. The salt is expensive. He said they have been monitoring weather temperatures in relation to how much salt is put down; less salt is used when warmer temperatures are expected within a few hours' time.

Secretary Hesthag commented that the machine would require maintenance and even replacement several years down the road. He asked if that is also taken into consideration and made part of a long-term plan.

Mr. Resavy said the unit they are looking at has a good shelf-life because it is all stainless steel, and therefore should be able to withstand corrosion. The technology has improved over the years, which is a benefit.

Mr. Resavy expressed his appreciation to the Capital Planning Committee and Planning Board over the years, for being instrumental in allowing the DPW fleet to be what it is today. DWP has moved to the Mack series of trucks and able to get far more production and life out of the trucks, which allow for far more efficiency and comfort.

Mr. Resavy spoke about the high performance chip-seal. He said there is a rubber component involved with the science of that product. When the rubber and the asphalt mix, there is better adhesion and durability, and the oxidation process is much better. He said you can be safe in a ten-year assumption for repairs. He said they have seen the success Branchburg has had. Our team has researched it and attended a presentation on the product. The rubber allows give and flexibility in going from freezing to thawing.

Secretary Hesthag asked if the cost of maintenance and replacement is factored in in the long term plan.

Mr. Resavy said the system is made of steel so it can withstand corrosion. The technology has gotten better over the years so now is the right time, if able to be afforded.

Mr. Resavy thanked the Capital Planning Committee and Planning Board for their consideration over the years, which has been instrumental in allowing DPW to have the fleet it has. DPW has been able to move to a 20-year truck in the Mack series it has been purchasing, which provides far more production, comfort and efficiency. The investment is good for the department and good for moral.

Mr. Resavy spoke in favor of the high-performance chip-seal. He said there is a science there that includes a rubber component. The rubber mixed with the asphalt allows for better adhesion, more durability, and oxidation. He said you can be safe in a 10-year assumption. Branchburg has been successfully using it. Our team has researched it and attended a presentation that showed more like a science project. The crumb rubber is what gives the material give and flexibility in adverse conditions, going from freezing to thawing. Once we start, we will see success, and less black ice.

Chairman Lipani asked for comments from the dais.

Committeeman Suraci commented that the list did not identify the "high" "medium" and "low" rankings.

Mr. Maski said those rankings were used by the CPC during the work session, in trying to get the list to be more manageable.

CPC Chairman Herbert said he believes the "high" ranking items were #1 through #11 (non-roadways), and #1 and #2 for the roads. If roadway item #1 is able to be paid in full by the grant, then Item #3, the repaving of South Triangle Road should be done, since it is definitely in need of repair.

Secretary Hesthag said the chip seal of the parking lots at Docherty Park, although not a safety item, was beneficial, and cost effective, especially since the estimated price was low. He suggested that item could be moved up on the list.

Chairman Lipani thanked all in attendance.

Mr. Maski said the Board's task now is to consider the ranking presented, and decide if the ranking should be altered in any way, and perhaps adopt a resolution recommending the Board's final ranking to the Township Committee for its final action.

Chairman Lipani commended the Capital Planning Committee for doing a very good job of balancing the rankings. He said he agreed with continuing the efforts started with the first four items ranked. Chairman

Lipani said he would be in favor of moving the In-car camera systems for the Police use, which he said are important for safety and litigation reasons.

Open to the public

No questions / comments.

Close public

Chairman Lipani called for a motion.

A motion to approve the prioritized list “as is” for recommendation to the Township Committee for consideration and possible action, was made by Ms. Forrest, seconded by Secretary Hesthag.

Roll Call: Ms. Forest – yes; Mr. Peason - yes; Mr. Hesthag – yes; Committeeman Suraci - yes; Committeeman DelCore – yes; Chairman Lipani – yes. Motion carries.

**2018 CAPITAL BUDGET REQUESTS
PLANNING BOARD PROJECT RANKING
(A. ROAD PROJECTS; B. NON-ROAD PROJECTS)**

Rank	A. Road Project	Department	Cost Estimate
1	Beekman Lane – Phase I; Between Amwell Road & Triangle Road (4,050 ft.). *2017 Local Aid Grant = \$508,000	Engineering	\$ 538,405
2	High Performance Chip Seal demo projects: Wertsville Road – Amwell to Long Hill, 7,000 ft. Auten Road – New Centre to Railroad, 2,200 ft.		\$ 133,668
3	South Triangle Road in its entirety (4,950 ft.) *2017		\$ 482,942
4	Clawson Avenue in its entirety (5,700 ft.) *2017		\$ 482,662
5	Camplain Road between Route 206 & Sunnymead Road (2,785 ft.)*2017		\$ 309,228
6	Riverside Drive between River Road & Clawson Avenue (2,500 ft.)		\$ 167,020
7	Wertsville Road between Long Hill Road & Montgomery Road (4,300 ft.)		\$ 193,335
8	Raider Boulevard between Route 206 & Stryker Lane (1,950 ft.)		\$ 349,075
9	Stryker Lane in its entirety (3,290 ft.)		\$ 312,597
10	Ilene Court in its entirety (1,100 ft.)		\$ 132,337
11	Andrea Avenue in its entirety (2,630 ft.)		\$ 294,550
12	Roycefield Road between Valley Road & Dukes Parkway West (5,750 ft.)		\$ 394,575
13	Hillsborough Road – Phase I; Between Route 206 & Railroad (1,500 ft.)		\$ 146,100
14	Hillsborough Road between Bypass & Willow Road (4,260 ft.)		\$ 280,450
TOTAL ROAD REQUESTS			\$ 4,216,944
Rank	B. Non-Road Project	Department	Cost Estimate
1	Replace damaged wood guiderails @ various locations (approx. 5,500 LF) *2017	Engineering	\$ 100,000
2	Traffic Signal Modification – Install left-turn signal arrow head for Triangle Road (only) *2017	Engineering	\$ 126,000
3	Sidewalk replacements – various locations *2017	Engineering	\$ 75,000
4	Dump truck replacement *2017	Public Works	\$ 180,000
5	Automated Salt Brine Maker *2017	Public Works	\$ 100,000
6	One 2018 Ford F-350 Regular Cab 4WD Pickup Trucks w/snow plow package & Tow Command / Power Equipment	Parks & Rec	\$ 33,189
7	Roadside Mower Implement	Public Works	\$ 26,000
8	Two Stainless Steel Truck Bodies for Mason Dump Trucks (\$36,360 – \$8,600 grant = \$27,760)	Public Works	\$ 27,760

9	Two Stalker DSR - 2 Antenna Radar Systems @ \$2,812 each	Police	\$ 5,626
10	Erosion control measures for protection of roadway failure at Mountain View Road & Three Bridges Road	Engineering	\$ 100,000
11	Ford F-350 Utility Body Truck w/snowplow	Public Works	\$ 45,000
12	One 2018 Ford F-350 Regular Cab 4WD Pickup Trucks w/snow plow package & Tow Command / Power Equipment	Parks & Rec	\$ 33,189
13	2017 Ford Glaval Universal 16+2 passenger wheelchair accessible bus *2017	Social Services	\$ 77,215
14	L-3 In-Car Camera System	Police	\$ 155,900
15	Chip Seal parking lots at Docherty Park	Parks & Rec	\$ 13,136
16	Conference Room A upgrades	Administration	\$ 39,314
17	Pedestrian bridge replacement - Route 206	Engineering	\$ 85,000
18	Power Broom for Front End Loader	Public Works	\$ 22,000
19	Install new above-ground fueling facility *2017	Public Work	\$ 180,000
20	GTBM E-Ticket System	Police	\$10,000
TOTAL NON-ROAD REQUESTS			\$ 1,434,329

SPECIAL COMMITTEE REPORTS

None

CONSIDERATION OF ORDINANCES

None

CORRESPONDENCE

None

Mr. Maski informed Chairman Lipani there is no business scheduled to the March 1 agenda.

A motion to cancel was made by Committeeman Suraci, seconded by Ms. Forrest. All were in favor; none opposed. Motion carries.

Chairman Lipani said the following meeting is scheduled for March 8.

ADJOURNMENT

A motion to adjourn was made and seconded. All were in favor; motion carries.

The meeting was adjourned at 8:38 p.m.

Submitted by:
 Debora Padgett
 Administrative Assistant / Planning Board Clerk