

December 1, 2015

AGENDA

Regular Meeting of the Hazlet Township Committee held at 8:08 p.m.

Salute to the flag and moment of silent prayer called by the Mayor.

Mayor's Statement – Open Public Meetings Act & Emergency Fire Exits.

In Compliance with the “Open Public Meetings Act” of the State of New Jersey, adequate notice of this meeting of the Township Committee was provided in the following manner:

- (A) On January 5, 2015, advance written notice of this meeting was posted at:
1766 Union Avenue, Hazlet, New Jersey.
- (B) On January 5, 2015, advance written notice of this meeting was forwarded to the Independent and published in the Asbury Park Press on January 7, 2015.
- (C) On January 5, 2015, copies of advance written notice of this meeting were mailed to all persons who requested and paid for such notices on or before January 1, 2015.

FIRE EXITS are located in the directions I am indicating:

Farther down at the end of the room, through the doors and down the stairs, directly out the front door.

To my right is the door, make a right down the hallway which leads to the stairs and directly out the rear of the building.

If you are alerted for fire, please move in a calm and orderly manner to the nearest exit. Finally, let the record reflect that the minutes of this meeting will accurately reflect the topics addressed during this meeting but will not be a verbatim transcript of tonight's proceedings. Thank you. I direct the Municipal Clerk to enter into the minutes of this meeting these announcements.

<u>ROLL CALL</u>	<u>PRESENT</u>	<u>ABSENT</u>
Committeeman DiNardo	<u> X </u>	<u> </u>
Committeewoman Kiley	<u> X </u>	<u> </u>
Committeewoman Ronchetti	<u> X </u>	<u> </u>
Deputy Mayor Aagre	<u> </u>	<u> X </u>
Mayor Sachs	<u> X </u>	<u> </u>

Recognizing John Fitzsimmons for his years of service and dedication to Hazlet Township.

Accepted by: John Fitzsimmons

Recognizing Ken Larity for his years of service and dedication to Hazlet Township.

Accepted by: Ken Larity

Ordinance Hearings:

1. AN ORDINANCE OF THE TOWNSHIP OF HAZLET, COUNTY OF MONMOUTH, AND STATE OF NEW JERSEY, AMENDING SECTION 305-19 ONE WAY STREETS

Introduced: November 16, 2015.

Published in The Asbury Park Press, issue of November 19, 2015. Proof on file.

Posted in Town Hall – November 17, 2015.

Hearing is scheduled for December 1, 2015.

Hearing:

Robert Weigand- I have reviewed the (3) three ordinances that I believe you are intending to consider tonight. The first one is a little confusing it is apparently taking Van Mater Terrace away from being a thru street?

Committeewoman Kiley-That is the second ordinance. This one is making Van Mater a one way street.

Mr. Weigand- It is Van Mater only in a certain area, is that correct?

Committeewoman Kiley- Yes.

Attorney Gorman- From Maple Drive to Holmdel Road.

Mr. Weigand- That is the confusing part of this ordinance. That would mean then from Hazlet Avenue to Maple Drive would continue to be a two-way street going either east or west and from there on you are addressing another ordinance that is one-way from Maple Drive out to Holmdel Road?

Committeewoman Kiley-Correct.

Mr. Weigand- What is the reasoning behind it, it has been that way since the streets were constructed and it has served its purpose. You are going to confuse a lot of people. At our last fire company meeting and I have been a member of Hazlet Fire Company for over 65 years, we as the fire company and I am not speaking on behalf of the fire company, at our last regular meeting someone brought to the floor there was something going on for Van Mater Terrace but we didn't know what. The fire company said they would wait to see

what is going before they comment. There has been no notice to the fire company and here we are passing an ordinance. I checked with a member of the first aid squad and he said they have not heard of anything directly. You apparently did not communicate with them readily.

Mayor Sachs- We did.

Mr. Weigand- You did by what means?

Mayor Sachs- I believe Chief Broderick spoke to the Captain/chief of the First Aid. They were very much in favor of this.

Mr. Weigand- What about communication with the fire company was there any?

Mayor Sachs- No and I will take the blame for that and the more important one was the first aid being it was right in the center of the neighborhood.

Mr. Weigand- What about HYAL?

Mayor Sachs-These ordinances have been advertised and it has been up on the website. Over the past few months we have had complaints of speeding traffic going through there. The first aid does not allow their rigs to come in on Van Mater they are made to go up and around the jug handle and come back up Maple. The Chief and the Deputy Chief have been out there measuring the width closes to Holmdel Road. The main road is 11 foot wide on one side. The gentleman on the corner has started losing his property making the turn onto Van Mater onto Holmdel Road and encroaching on his property to make that turn. It is truly a safety issue. I know that there a people out there that don't like change and it might be a little bit of an inconvenience for them to have to ride up and go around the other way to come into their neighborhood or the road. I don't see an increase in traffic but maybe a decrease in traffic because you can't come in off Holmdel Road and now go through to Hazlet Avenue anymore that will cut down the thru traffic coming from Home Depot. What about the speed limit, what is it on Van Mater Terrace?

Committeewoman Ronchetti- It is 25 mph

Mayor Sachs- It is a residential area so it is 25mph. If it is not posted it should be 25 mph and if that is the case I will make sure there are new signs put out there for the speed limit when this new signs are erected if this passes.

Mr. Weigand- Would that tend to improve the situation in which you speak?

Mayor Sachs- I doubt it very much.

Mr. Weigand- Isn't it worth trying rather than making it a one way street.

Mayor Sachs- I want to change it now before there is a fatality. There have been numerous accidents out there over the past years.

Mr. Weigand – To get around this one way out to Holmdel Road but not in from Holmdel Road, those vehicles are going to have to go behind the Exxon Station on Bayview Avenue or up at the top of the hill of Holmdel Road and take New York Avenue.

Committeewoman Ronchetti- They can go down to the train station and make a left. This side of the tracks where Van Mater is, is a one way going out to Hazlet Avenue and a person coming out of Knoll Terrace is not going to go all that way to go all that way to go back down to Shop Rite. The easiest route for them is to come out to Knoll Terrace and make a left out to the highway and go into Shop Rite that way. It will deter some of the people now cutting through to get to the shopping center.

Mr. Weigand – You address every street but what about coming out of Chestnut Hill Development?

Committeewoman Ronchetti- They can go right the same thing.

Mr. Weigand- It is legal to use the railroad right of way either north or south of the railroad which is paved and they have one way signs up. Is it legal for the general public to go through on that paved area that is not a township street?

Attorney Gorman- You probably can't cut through the train station parking lot.

Administrator Pino- When people start complaining it is no longer an option to leave it as it is.

Chief Broderick- Van Mater Terrace itself we have had 10 accidents 2 involving injuries since 2006. There have been 25 accidents on the entire roadway, 10 were at Hazlet Avenue and Van Mater Terrace, 5 at Holmdel Road and Van Mater and the rest have all been on Van Mater and 4 of them have been on Maple and Van Mater Terrace all because people are running stop signs. The ones on Van Mater Terrace we had an incident where a volunteer fire fighter and a first aid person responding to emergency call the first aider was going east on Van Mater and the fire fighter was going west on Van Mater Terrace and they hit head on, on the curb. Fortunately, no was hurt. We have other accidents on the curb there. The Federal Highway Administration recommends that road is a collector road it's not a local road. When I tell you it is 17 foot I am being generous. It goes from 29 foot where the barbell, that bar bell takes up 13 foot, from that point on until you get to Holmdel Road is basically a 16 foot roadway. We have received letters from residents who are basically making the same complaint. It is not wide enough for two-way traffic anymore. Normal roads in town are 30 foot in width. That road isn't even close that is just about half that.

Mr. Weigand- Maple Drive and Van Mater Terrace it will be a three way stop sign?

Chief Broderick – Van Mater is designated as a thru street. Under statute when you have a street that says it's a thru street any intersecting street automatically becomes a stop street. Because of that in order to put stop signs on that street you can't make it a thru street anymore the stop sign ordinance covers all the existing stop signs plus the additional one on Van Mater going west bound and one at Van Mater and Park also facing west bound.

Mr. Weigand- Then Park Avenue will be a 3 way stop also? Coming out toward Holmdel Road you will have to stop there again. What will occur is more traffic on New York Avenue coming out or in but when you come out New York Avenue to Holmdel Road, on the left you have pretty good clearance because you can see over the hill but to the right there is all kinds of shrubbery in that corner that needs to be cut back.

Chief Broderick- You are still able to go to Holmdel Road on Van Mater so why would you go up to New York Avenue to go out to Holmdel Road to make a left or a right if you can already go Van Mater to Holmdel Road.

Mr. Weigand- The two houses on the corner of Holmdel Road and Van Mater Terrace have access to their driveways behind their homes which they will have to go in and around to get back into their driveways.

Bill Shewan- I am not a resident there but I am familiar with the road. I do think making it a one way definitely is a safer approach. However I have a question with regard to Maple Drive the way its written up it appears that at the stop sign when you come down Maple Drive you can make a right or left turn, am I correct?

Committeewoman Ronchetti – Or go straight.

Mr. Shewan- So no matter what you are going to get more traffic on New York Avenue. Yes you would there will still be people that will come down and make the right turn. I recommend that you for consideration make no right turn on Van Mater Terrace for emergency vehicles only. This way you would stop all the traffic from going through over to Hazlet Avenue because no matter what way you cut it cars coming along Holmdel Road will seek going that way, not all of them, but there will be increased traffic on New York to go down Maple to make a right turn to go over to the ball fields. You are putting the burden on another road which is two roads which would be Maple and New York Avenue. If you stop the right turn there will be no thru traffic.

Administrator Pino- The only difference is those roads are the right size and they can handle traffic two ways.

Mr. Shewan- I am talking about the people that live there so you are increasing the traffic past their house that they did not have before.

Mayor Sachs- We don't know if that is going to happen and until it happens, if it does happen then we will address it. You are assuming that may happen.

Mr. Shewan- If I am going to the ballfield I am not going to go way down to Route 35 and cut over and come back over. I don't live there.

Mayor Sachs- If you come up around the jug handle and go up Maple and make a left on Van Mater and go to the ball field.

Mr. Shewan – I don't think it's fair to the people that live there that there is a possibility it may increase the traffic and I do think for consideration that you make no right turn on Van Mater which would stop that, but for emergency vehicles only.

Chris Cullen- I have been in this area since 1950 and that has been a street where you can go from Holmdel Road to Hazlet Avenue now with the ball field I understand it is a narrow road and there are concerns with that road but what you are proposing and I agree with Bill that people are going to come on of Knoll Terrace and instead of turning and going Van Mater they are going to turn and go New York to Maple and go to the ballfield. They know that area. Everyone who comes through Knoll Terrace knows the area they are not going to go down the highway since Shop Rites been there have you seen the highway in that area. No one goes down the highway and you don't want to go to Bethany Road to go around you are going to cut through there and that is going to put all that traffic on my street, why should I have that traffic on my street. My street was just repaved and it is probably a legal sized road but when you park cars on both sides which it is all the way down Maple Drive there is probably less than 11 feet for a car to go through.

Mayor Sachs- The majority of the roads in this town when people park on both sides you lose that.

Administrator Pino- You get to the point where sometimes there is nothing you can do and you have to take care of the first main safety issue that exists. If a block gets more traffic than it has experienced in the past than I am sure the Chief and police would be looking at it and monitoring it to see what these results are as what we just may have caused. There could be additional traffic they are public streets they don't belong to an individual.

Mr. Cullen- When I bought my house in this neighborhood I was understanding that it was not a thru street.

Administrator Pino- Again, it is a safety issue and we have to address it. We can't ignore the safety issue.

Mr. Cullen- You are going to create a new safety issue.

Administrator Pino- Not necessarily, it is not necessarily unsafe that a car goes down a street. We are saying that it is unsafe to have a road that is 17 feet wide at best and have vehicles going in two directions. So we have to fix that problem first.

Mayor Sachs- My street is as wide as your street and there are cars parked because I park on the street and there are cars parked across my street every day and I can hear the school bus going one way and another car coming the other way with no conflict. The Chief will monitor this and if it becomes it an issue it can be changed.

Mr. Cullen- No I think once it happens you are not going back and changing anything.

Committeeman DiNardo- That's not true we have changed things before. We put signs in spots that removed prior signs.

Mayor Sachs- There is stuff on the agenda tonight that is being changed around.

Mr. Cullen- Is there any consideration in fixing that problem where the road narrows where the guard rail pops out.

Administrator Pino- We are working on a long term road program. It is on the list.

Committeeman DiNardo- Van Mater is an accident that is going to happen and I agree with Mike I don't want to be sitting up here when some child gets hit by a car and it becomes a fatality on it. That is why we looked at it as a Safe Road Grant and part of the engineer's recommendation back then was to make it a one way road because they want to put curbing in and they want to improve the whole neighborhood with curbs on Van Mater and sidewalk on Van Mater for the children to get through. There is not enough room to do that.

Mr. Cullen- I don't think there is enough room for sidewalks and stuff but I suggest you delay this until you see what the engineer comes back with in January.

Administrator Pino- Can't, we have a safety issue we have to address ASAP it cannot go and be ignored.

Jim Cullen – You say that the main reason for the road patterns is for safety reasons. My main concern is I know because of the Shop Rite area and because of HYAL and Home Depot there is going to be thru traffic coming onto New York Avenue and down Maple Drive. I don't know how experienced you are with those roadways and if you ever tried to get out of New York Avenue onto Holmdel Road with them flying over that hill that is your next safety concern. There is going to be a multitude of accidents there once you increase the traffic there.

Administrator Pino- The chief is listening to everything you are saying and he knows what's going on.

Mr. Cullen- You are substituting one safety concern for another safety concern.

Administrator Pino- One is an eminent hazard right now and the other one is just pedestrians and people doing the wrong thing.

Mr. Cullen- When you come over that hill from the railroad tracks they speed they fly and you only have 50 feet from the crest of that hill and the beginning of New York Avenue and you can't see the other side because of the landscaping bushes that the gentlemen has that Mr. Weigand pointed out before. You cannot see people coming up in a southerly direction so that is your biggest safety concern. Once you put more cars in that intersection you are going to have accidents. Why don't you just make Van Mater one way from Hazlet Avenue to Holmdel Road that would solve all the problems.

Mayor Sachs- If people can't come through Van Mater from Holmdel they are still going to come through New York Avenue.

Mr. Cullen- But they won't be able to make the right onto Van Mater from Maple Drive.

Mayor Sachs- We are trying to address one issue right now. I do understand what your concerns are and we will watch them concerns and we are taking notes on everything and they are being documented if this goes through. The Chief is listening to you also besides the rest of this Committee. He knows what your concerns are and myself, I will knock on the gentlemen's door who lives on the corner of New York Avenue and have him trim back his bushes because if it is a site triangle problem we can enforce something like that.

Chief Broderick – The traffic is still going to be going towards Holmdel Road on Van Mater, you are making the assumption that because we are making it one way everyone is going to go up Maple and go down New York Avenue. Why would they do that when they can still go down Van Mater to Holmdel Road.

Mr. Cullen- I am concerned about the traffic coming off of Holmdel onto New York Avenue down Maple Drive.

Chief Broderick –How would the site triangle have any effect on that? You were talking about pulling out of New York Avenue onto Holmdel Road because you mentioned the traffic coming from the railroad station.

Mr. Cullen- If you leave it two ways to Maple and one way from Maple to Holmdel Road then they can make that left and come out that way. They can come off of Hazlet and onto Van Mater Terrace and then make the left onto Maple and go up to New York.

Chief Broderick- Why would they do that when they can still go out to Van Mater from Holmdel Road there is no change in that direction.

Mr. Cullen- In that direction right but if you make it as you are proposing, a two way and then a one way they can't get through Van Mater Terrace.

Chief Broderick- You already have the one way sir the one way will be going from Maple Drive to Holmdel Road. Why would anyone want to go up Maple to New York to Holmdel Road when you can still continue out from Van Mater Terrace?

Mr. Cullen- I have lived on that road for nearly 70 years now and when parking is on both sides I have actually seen where an emergency vehicle could not get up that road because of parking on both sides. It's not as wide as it sounds.

Sandra Giove- When I came in I was listening to everything and I thought it was great. I understand safety and I am ok with that. However when I realized you can make a right off of Maple to go to the baseball field I have a big concern with that. We have had the cops knock on our door to ask us to move our cars because across the street is the Cullen's and if our cars are parked across from each other cars have a difficult time getting through. Now we are going to increase the traffic and have this concern all the time. When the garbage cans are out there and our cars are out there people have a hard time navigating and I feel that if people now and I know if I lived on Moak and was taking my kid to HYAL, I would not go to a highway and go around if I can cut through

Maple Drive. This is going to undoubtedly increase the traffic pattern on Maple and that is a concern for safety of mine.

Mayor Sachs- Again we will monitor this.

Ms. Giove- Can we put a sign up no thru traffic?

Administrator Pino- Again this is a first step we will see what happens and we will have to take it from there. We can't think of everything possible.

Ms. Giove- It makes sense you know it does.

Administrator Pino- I am not saying you are not making any sense. This isn't traffic like highway 35 sometimes they may be cutting through but the stop signs and the one way will change a lot of patterns. People who were doing that won't do that anymore. The best part is we got rid of the initial safety issue which is the eminent hazard that exists.

Ms. Giove- Why don't we just make it all one way. It is an inconvenience to me because now I have to go down to the highway to go to Shop Rite but I am willing to do it.

Administrator Pino- I would imagine if we said the whole length would be one way other people would have a different opinion. They might now even be in the room at this moment. Right now based upon this, that is the recommendation and the only thing we have in front of us. We have no problems fixing a mistake or adjusting as things happen we have to start somewhere and this is just the first step.

Ms. Giove- So what do I do call the township every time there's an incident.

Administrator Pino- That is the best thing to do because tonight is the first time we heard there is an overgrown bush on New York Avenue.

Ms. Giove- It is logical and I know you understand and you understand it's logical that someone going to the baseball field or to Shop Rite is going to cut through New York Avenue and Maple Drive now.

Administrator Pino- They could be doing it right now anyway.

Mayor Sachs- They are not cutting through Maple Drive but they are cutting through Van Mater Terrace but you don't want them on your street but it's ok to send them down Van Mater.

Ms. Giove- Well that is the thru street.

Mayor Sachs- But it is a dangerous street now to be the thru street. That is what we are trying to eliminate.

Ms. Giove- My street isn't wide enough.

Administrator Pino- We are going to monitor it it's the first step. You can come back every time you see something and you can email us.

Ms. Giove- If my car gets side swiped I will be back. That should not be a thru street they are old roads. That is a very old development as I am sure you are aware. They are not made for any of this traffic today and our street should not suffer the consequences and that is how I feel and it is on record.

Ryan McNeil – I have the same concerns the last lady had. I live on Maple one house in from the corner of Van Mater Terrace. This is going to convert all the traffic down my block. My block is not a thru street and Van Mater is that is my problem.

Jennifer Therien- I want to thank you for considering these changes because I have a six year old twins and a bus stop on either side of my house. Two children who walk to the bus stop every morning and I was almost hit by a car twice within four days walking them to the bus stop. I have seen school buses try to pass each other in front of my house and I have had somebody on my lawn. I am the house with the railroad ties because someone was on my lawn and I have bicyclist and dog walkers and people just walking down my street. Thank you for considering it.

Tracey Errigo- I have concerns people coming down Maple Drive but my issue is my back street is Delaware Avenue and I have additional parking so when I come out I go to work at 3 am and I would have to make a left to go to work now and I have to go down to the light at 35 and that is a dysfunctional light at 3 am I have gotten stuck at it 3 times waiting for that light to change.

Motion to close hearing:

Offered Committeewoman Kiley

2nd Committeeman DiNardo

Voice vote: Yes

Action of Committee: Adopt X

Offered Committeewoman Kiley

2nd Committeeman DiNardo

Roll Call: Committeeman DiNardo Yes

Committeewoman Kiley Yes

Committeewoman Ronchetti Yes

Deputy Mayor Aagre Absent

Mayor Sachs Yes

2. AN ORDINANCE OF THE TOWNSHIP OF HAZLET, COUNTY OF MONMOUTH, AND STATE OF NEW JERSEY, AMENDING SECTION 305-20 THROUGH STREETS

Introduced: November 16, 2015.

Published in The Asbury Park Press, issue of November 19, 2015. Proof on file.

Posted in Town Hall – November 17, 2015.

Hearing is scheduled for December 1, 2015.

Hearing:

No one spoke at hearing.

Motion to close hearing:

Offered Committeeman DiNardo

2nd Committeewoman Kiley

Voice vote: Yes

Action of Committee: Adopt X

Offered Committeeman DiNardo

2nd Committeewoman Kiley

Roll Call: Committeeman DiNardo Yes

Committeewoman Kiley Yes

Committeewoman Ronchetti Yes

Deputy Mayor Aagre Absent

Mayor Sachs Yes

3. AN ORDINANCE OF THE TOWNSHIP OF HAZLET, COUNTY OF MONMOUTH, AND STATE OF NEW JERSEY, AMENDING SECTION 305-21 STOP INTERSECTIONS; PURSUANT TO N.J.S.A. 39-4-140 THE INTERSECTIONS DESCRIBED ARE HEREBY DESIGNATED AS STOP INTERSECTIONS, STOP SIGNS SHALL BE INSTALLED AS PROVIDED THEREIN

Introduced: November 16, 2015.

Published in The Asbury Park Press, issue of November 19, 2015. Proof on file.

Posted in Town Hall – November 17, 2015.

Hearing is scheduled for December 1, 2015.

Hearing:

No spoke at hearing.

Motion to close hearing:

Offered Committeewoman Ronchetti

2nd Committeeman DiNardo

Voice vote: Yes

Action of Committee: Adopt X

Offered Committeewoman Ronchetti

2nd Committeeman DiNardo

Roll Call: Committeeman DiNardo Yes Committeewoman Kiley Yes
 Committeewoman Ronchetti Yes Deputy Mayor Aagre Absent
 Mayor Sachs Yes

4. CAPITAL ORDINANCE OF THE TOWNSHIP OF HAZLET, IN THE COUNTY OF MONMOUTH, NEW JERSEY PROVIDING AN APPROPRIATION OF \$420,000 FOR THE ACQUISITION OF VARIOUS VEHICLES FOR THE DEPARTMENT OF PUBLIC WORKS, APPROPRIATING \$420,000 FROM THE CAPITAL IMPROVEMENT FUND

Introduced: November 16, 2015.
Published in The Asbury Park Press, issue of November 19, 2015. Proof on file.
Posted in Town Hall – November 17, 2015.
Hearing is scheduled for December 1, 2015.

Hearing:

Charles Hoffman- Just what are these vehicles?

Administrator Pino- Various vehicles.

Mayor Sachs- Various vehicles yet to be determined.

Administrator Pino- We are just putting funds in place.

Motion to close hearing:

Offered Committeeman DiNardo 2nd Mayor Sachs

Voice vote: Yes

Action of Committee: Adopt x

O Offered Committeeman DiNardo 2nd Mayor Sachs

Roll Call: Committeeman DiNardo Yes Committeewoman Kiley Yes
 Committeewoman Ronchetti Yes Deputy Mayor Aagre Absent
 Mayor Sachs Yes

5. REFUNDING BOND ORDINANCE OF THE TOWNSHIP OF HAZLET, IN THE COUNTY OF MONMOUTH, STATE OF NEW JERSEY (THE "TOWNSHIP") PROVIDING FOR (i) THE REFUNDING OF CERTAIN OUTSTANDING GENERAL OBLIGATION BONDS OF THE TOWNSHIP DATED AUGUST 1, 2008 TO PROVIDE DEBT SERVICE SAVINGS, AND (ii) AUTHORIZING THE ISSUANCE

OF NOT TO EXCEED \$4,600,000 AGGREGATE PRINCIPAL AMOUNT OF
GENERAL OBLIGATION REFUNDING BONDS OF THE TOWNSHIP TO EFFECT
SUCH REFUNDING AND APPROPRIATING THE PROCEEDS THEREFOR

Introduced: November 16, 2015.

Published in The Asbury Park Press, issue of November 19, 2015. Proof on file.

Posted in Town Hall – November 17, 2015.

Hearing is scheduled for December 1, 2015.

Hearing:

Bill Shewan- Anything that saves us money most citizens are going to be for but I do have some questions. The bond is going to be \$4.6 million what is going to be retired will be \$3.9 million so that is a net increase of \$610,000.00 considering the \$90,000.00 in service fees you are going to pay which actually increases the bond by \$700,000.00. What is the justification for increasing the bond which can then increase potential debt service?

Tom O'Hara, CFO – On a Refunding Bond Ordinance the town is required to achieve a net present value savings of at least 3% or the state will not allow the deal to go through. On the \$3.9 million in bonds being refunded that would equate to approximately \$117,000.00 is the minimum we would have to save for this to go through. As presented we are expecting to refund \$3.9 million in principal and issue \$3,895,000.00 in new principal. The number in the ordinance is larger by the bond counsel because these refunding issues tend to be very fluid and he didn't want to basically get caught at the last second if we needed to throw additional debt in there to have that was going to be refunded and we now have the ability to adjust on the fly. We do not expect in anyway to issue debt in the \$4 million range with a \$700,000.00 increase nor would we be permitted by the state to do that unless we were still saving 3% of the net present value of the refunded debt. We are required by the state to save at least \$117,000.00 on this entire transaction.

Mr. Shewan- So then what you are doing is you are fudging approximately \$510,000.00 to accommodate assumed liabilities that may redevelop.

Tom O'Hara, CFO- There is nothing being fudged and I take offense to that term. This whole deal will be mandated by the 3% savings. If the bond market changes between now and when we get it done the deals falls apart. We tried to do a refunding in 2010 or 2011 we were presented with an opportunity and we had all our ordinances in place and the bond market changed and we got kicked out at the last minute and the entire deal fell apart. This is one of those very few things we get to say “yes let's do it everyone saves money”.

Mr. Shewan – It sounds good to save money and everything you are saying I do understand. However, assuming what you said before “that the higher amount is just in case” is there a commitment on the part of the township that they are not going to spend that money the extra money that will be available to pull down.

Tom O'Hara, CFO- The money was only there for a Refunding Bond Ordinance it cannot be used for any other purpose. It cannot be used for capital projects. All it can be used for is a refunding.

Motion to close hearing:

Offered Committeewoman Ronchetti

2nd Committeewoman Kiley

Voice vote: Yes

Action of Committee: Adopt X

Offered Committeewoman Ronchetti

2nd Committeewoman Kiley

Roll Call: Committeeman DiNardo Yes

Committeewoman Kiley Yes

Committeewoman Ronchetti Yes

Deputy Mayor Aagre Absent

Mayor Sachs Yes

Reports

MUNICIPAL COURT – October 2015 – Total fees collected - \$25,673.64.

CONSTRUCTION OFFICIAL – October 2015 – Total fees collected - \$23,797.00.

DEPARTMENT OF PUBLIC WORKS – October & November 2015 – Received and read.

Resolutions, Motions and Appointments:

Resolutions #293 through #294 are by Consent Agenda. All matters listed under Consent Agenda are considered to be routine by the Township Committee and will be enacted by one motion. There will be no separate discussions of these items. If discussion is desired by the Mayor or any member of the Township Committee, that item will be removed and will be considered separately. Advance copies of each resolution have been given to each Committee Member. The original resolutions are with the Municipal Clerk for inspection as listed below.

293. Issue of raffle license RL-4061 to the Bayshore Anglers Association.

294. Authorizing the Township to assess a Municipal Lien on various properties – property maintenance.

Offered Committeewoman Ronchetti

2nd Committeewoman Kiley

Roll Call: Committeeman DiNardo Yes

Committeewoman Kiley Yes

Committeewoman Ronchetti Yes

Deputy Mayor Aagre Absent

Mayor Sachs Yes

295. Transfer of funds.

Offered Committeeman DiNardo

2nd Committeewoman Kiley

Roll Call: Committeeman DiNardo Yes

Committeewoman Kiley Yes

Committeewoman Ronchetti Yes

Deputy Mayor Aagre Absent

Mayor Sachs Yes

296. Transfer of funds.

Offered Committeeman DiNardo

2nd Committeewoman Kiley

Roll Call: Committeeman DiNardo Yes

Committeewoman Kiley Yes

Committeewoman Ronchetti Yes

Deputy Mayor Aagre Absent

Mayor Sachs Yes

Ordinance Introduction:

1. AN ORDINANCE OF THE TOWNSHIP OF HAZLET, COUNTY OF MONMOUTH, AND STATE OF NEW JERSEY, AMENDING SECTIONS 305-20, 305-21 AND 305-22

Title read by: Committeewoman Ronchetti

Hearing Date: December 15, 2015.

Offered Committeewoman Ronchetti

2nd Mayor Sachs

Roll Call: Committeeman DiNardo Yes

Committeewoman Kiley Yes

Committeewoman Ronchetti Yes

Deputy Mayor Aagre Absent

Mayor Sachs Yes

Payment of Bills:

Advance bill lists have been supplied to each Committee Member.

Offered Committeewoman Ronchetti

2nd Mayor Sachs

Roll Call: Committeeman DiNardo Yes

Committeewoman Kiley Yes

Committeewoman Ronchetti Yes

Deputy Mayor Aagre Absent

Mayor Sachs Yes

Citizens Hearing:

David Kestner- My favorite intersection is the county going to come back and reassess that intersection. They need to put up no turn on red signs and Middle Road coming from East to West since the roads shift the cars coming from the east side to the west side are running into the lane for left turn only to turn onto Union. I almost got killed there head on by someone who thought they could go straight instead of having to make the slight turn. It is a dangerous intersection.

Administrator Pino- I know Scott has reached out to people but he is not here tonight so I will see who or what he is talking about.

Mr. Kestner- On Union Avenue coming from the 36 side I don't think we need the bump sign anymore.

Administrator Pino- We will make sure it is our sign and see what we can do.

Mr. Kestner- The reassessment program I know it is a little early to be looking at it but now that it has been determined that you have until I believe April 26, 2016 to withdraw from it.

Mayor Sachs- It's under discussion.

Mr. Kestner- The other end of the discussion is the county has also asked each town what their thoughts are on a committee.

Mayor Sachs- We did that already.

Administrator Pino- Just to be clear it's only an article in the newspaper. The county has not come to municipalities yet and said this is what is happening and this is what you can or can't do.

Charles Hoffman- In relations to the traffic discussions we had with one-way or so forth and so on, I said way back about a year and half ago that I am very happy to see Shop Rite do what they did but I also said it was going to create nightmares traffic wise and it is. It is making Hazlet Avenue and Middle Road that much worse. Getting in and out onto Hazlet Avenue is becoming a nightmare.

Committeeman DiNardo- People are starting to find alternate routes to get to Shop Rite.

Mr. Hoffman- Thank you for the speed control signs on the other end. You said you told me that JCP&L was talking to the utility board about the LED lighting, has anything come with that yet?

Administrator Pino- No and I had checked with our rep probably about a month or so ago just to confirm there has been no change yet and JCP&L has no LED lightening. They only did Jackson because there was a Pilot Program with federal funds and JCP&L argued they almost went to court but they allowed them to do it.

Bill Shewan- Having to do with the new tax program I am not going to ask for any detail or explanation but I do think we should get on the ban wagon if we haven't in objecting to this program. As a matter of record the representative in our town or in this county, this municipality says its fine as quoted in the newspaper so there is no help there. There is interest is something different but our town has self-interest and most people that I talk to including myself, my taxes have gone up more than they have in any given time in a year. Many towns are now complaining about the money not who the contract was given out too.

Administration Pino- There is combination of things Bill and we are waiting for the county to tell us what options and what will be.

Mr. Shewan- I do think a response to the county on our stand first instead of waiting for them to tell us what our options are. Tell them that we are unhappy with this current program period.

Mayor Sachs- We already let them know that.

Mr. Shewan- I wrote a memorandum having to do with street repair. I always commend Dennis for prompt replies and a very detailed reply from the engineer. I think the work done by the utility company was on a street repair which was done by the gas company was very good. However, the circumstances around it were very poor. Number one they did not notify our town so our police department wasn't aware of it. Number two they did not post any signs on the streets that cars should not park there that the street would be paved. I did not see any and although I do not have cars in the street there were cars in the street. I hadn't gone to work yet and I personally went around and helped identify any cars on the street. This was poor coordination not on the part of the town but on the part of the contractor.

Mayor Sachs- There was supposed to have been a meeting that should have taken place prior to them coming out there which they decided they need to have a meeting so they just came out and decided to do whatever they had to do. Unfortunately, we stopped them the first day and they had a meeting the following day. The contractor was at fault.

Mr. Shewan- Above and beyond that the streets that they paved were substantial. Thirty-five percent of the street was done and some streets 70%. One of those streets was Lammers Street and that is the street that we have on for complete repair.

Mayor Sachs- That was one of the reasons where we were hoping to have the meeting prior to them coming out so we could of said don't do this street let's move it over there to Mason Drive and utilize that over there which would of gotten three quarters of your road done on Mason. But we were too late because they already moved out.

Mr. Shewan – That is why I am coming up it is not the towns fault but there has to be pressure put on these utility companies to coordinate their activities and even if they weren't going to move it to give you the dollar amount that it would of cost to put down their 35% road repair.

Administrator Pino- We are one of the only towns that require the bonding the way that we do because you have seen the work and every time they have had massive projects with the gas replacement we have tried to get them to not fix it and do A, B and C and we will put the money into the full road and the answer is no they don't work that way anymore they have gotten burnt

in the past and they just won't do it. It is odd to get them to coordinate Lammers and what Mike was just describing to go here but they typically don't want to do it.

Mr. Shewan – Maybe on a county level we can push it.

Motion to close hearing:

Offered Committeewoman Ronchetti

2nd Mayor Sachs

Voice Vote: Yes

Motion to adjourn:

Offered Committeewoman Ronchetti

2nd Mayor Sachs

Voice Vote: Yes

Time: 9:35 PM