

SALT REDUCTION WORKGROUP

- Minutes -

Thursday, September 25, 2008

3:00 to 6:00 pm

Londonderry Municipal Buildings

268 B Mammoth Road

Londonderry, N.H.

ATTENDEES:

Janusz Czyzowski, DPW Town of Londonderry
Rick Russell, DPW Town of Salem
Dave Wholley, DPW Town of Salem
Arthur Barnes, Salem Board of Selectmen
Alan Cote, DPW Town of Derry
Craig Durrett, Town of Derry
David Poulson, DPW Town of Windham
Jack McCartney, DPW Town of Windham
Paul Currier, N.H. DES
Barbara McMillan, N.H. DES
Eric Williams, N.H. DES
Mark Hemmerlein, N.H. DOT
Caleb Dobbins, N.H. DOT
Pamela Mitchell, N.H. DOT
Jaime Sikora, Federal Highway Admin.
Carl DeLoi, EPA
Douglas Heath, EPA
John LeLacheur, N.H. State Police
Pat Santoso, UNH T2 Center
Charlie Goodspeed, UNH T2 Center
David Preece, Southern N.H. RPC.
Mark Cornwell, Holly Township, Michigan
Lucas Mooisenga, Schmidt North America
Jim Churchill, Schmidt North America
Steve Whitman, Jeffrey H. Taylor & Assoc.

Invited but unable to attend

Joe Paradis,	Londonderry Town Council	Matt Merrill,	Condominium Manager
Dave Sullivan,	Windham Town Administrator	Ryan Carr,	RG Carr LLC
Everett McBride,	Salem Board of Selectman	Mike Oleson,	DPW Town of Chester
Harland Eaton,	Auburn Board of Selectman	Steve Williams,	Nashua RPC
Mark Harris,	Chester Board of Selectman	Cliff Sinnott,	Rockingham RPC
Michael Dross,	DPW Town of Auburn	Phil Trowbridge,	N.H. DES
Nick Wallner,	AAA	Owen Williams,	Freshwater Farms
Robert Sculley,	Motor Transport Association		
Steve Kahl,	Plymouth State Univ.		

MEETING MINUTES

Introductions

Steve Whitman of Jeffrey H. Taylor and Associates welcomed everyone, and led the participants through introductions and a review of the agenda.

Whitman then asked the participants if they had any questions or comments related to the April meeting minutes, and none were presented.

Update on the Total Maximum Daily Load (TMDL) Reports

Carl DeLoi explained that the Environmental Protection Agency is in the process of approving the TMDLs and expects the approvals to come through very soon.

Update on Meetings with Municipalities

Eric Williams provided an update on the meetings held over the summer with Salem, Windham, and Londonderry. Each meeting showed a commitment on the part of the community leaders and some hesitation because they are just becoming involved in the project.

At the Salem meeting in July there was some concern over the language in the resolution that refers to the percent of reduction expected. This has been removed for Salem and they have signed the resolution (*a signed copy was delivered at the conclusion of the 9/25 Work Group Meeting*). The meeting participants in Salem also pointed out some success with alternatives including the use of Brine on some private lots in the community. The Mall at Rockingham Park was identified for its potential impact on the Watershed, and the community suggested focusing some effort on getting them involved in local reduction efforts. Rick Russell added that the meeting went very well and all of the important items were covered well.

Craig Durette asked if liability issues related to the private sector are still being addressed as part of this project. Williams responded that they are and will be pursued further as the local and regional efforts move ahead.

Williams then explained that after the Salem meeting the Steering Committee representatives from DOT and DES attended a meeting in Windham. The Windham Board members and representatives from the public asked good questions about chloride levels, and what DOT is doing to reduce the use of road salt. Dave Poulson added that the meeting went very well, and was a good education and outreach effort.

In August representatives from DOT and DES met with the Town of Londonderry. During the meeting there were similar questions related to water quality, and interest in the use of Brine and GIS mapping. Janusz Czyzowski added that he will be meeting with the Town Council on October 6th for a public hearing on the salt reduction effort.

Czyzowski explained that the Town is being cautious to ensure that there will not be too many strings attached, but is concerned about the environmental impact of salt as well.

Williams explained that meeting the TMDLs right away is not likely, but we need to make a good effort over the next five to ten years and see what can be accomplished. Dave Poulson asked if the TMDLs give the latitude to make the reductions over five or more years. Williams said that he believes they do with a plan and reduction effort in place. Poulson then asked if this requirement will be attached to a stormwater permit. Williams said that he feels that it is likely.

Williams then asked where Derry is in the process. Alan Cote explained that the Town is not ready to meet with DOT and DES yet, but they have received the materials. Craig Durrett explained that Derry has started work on this issue in anticipation of the project. This has included stream monitoring in Beaver Brook and drafting a brochure on salt reduction. Steve Whitman asked if Derry would share the brochure with the Work Group, and Durrett said that he would once it is complete.

This led to a discussion about identifying reduction rates and the need to focus on target application rates per lane mile, and then reduce from there. Poulson asked about new development and the need to treat a larger area with the same amount of salt. Williams responded that the Towns will need to create reductions that will accommodate the new development, or have the new developments use methods that reduce their salt use. This could be accomplished through local permitting and approvals.

Alan Cote asked if there has been any more discussion on permitting the private applicators, and added that this is something that should be administered by the state. Williams explained that there was some discussion related to this in the Legislature this year, but no Bills were brought forward to address the issue. Williams suggested that we start with the accounting system and some of the other items T2 will present later in the meeting. Mark Cornwell said that Michigan is looking at regulating the private applicators.

Updates from Towns on their Resolutions and Planning Efforts

Eric Williams asked the Towns to share their progress. Each of the Towns reported as follows:

- Derry – no progress yet.
- Londonderry – will know more after the 10/6 public hearing
- Windham – currently discussing the plan and resolution
- Salem – have it and would like to submit it depending on the rest of the meeting discussion. (*The resolution was submitted to DOT at the conclusion of the meeting*)

DOT Presentation on How Funds will be Awarded

Mark Hemmerlein explained that the funds for this effort are from the Federal Highway Administration so DOT will administer the funding. A Governor and Council Resolution was passed granting DOT the authority to enter into municipal agreements for this project. Before DOT can enter into these agreements the Towns need to sign the resolution and submit a scope of services with a budget for this first phase. The work on the local salt reduction plans can be completed in-house with existing staff or a consultant can be hired to assist the Town. If the work is completed in-house there may be an opportunity to count some of the effort as match.

Hemmerlein explained that the Steering Committee will review each of the scope of services documents and then DOT will enter into municipal agreements. Once the agreement is in place the invoicing can begin for up to eighty percent of the total cost.

Dave Poulson asked if Windham could increase the percent of sand being used in their road mix using money from this project. Hemmerlein responded that it is not likely. Hemmerlein offered DOTs assistance with questions on the scope of services.

Questions were asked about the timeline for the resolution, scope of services, and the overall effort. Hemmerlein explained that there are no deadlines yet. The plan is to get the salt reduction plans drafted and then to expend the funds over a four year period. The Steering Committee is open to alternative timelines if they will help the Town with these efforts. Eventually all of the funds will be used by the Towns and the regional initiatives.

Rick Russell asked if equipment purchased using these funds can be used in other portions of the Town. Hemmerlein said that it can as long as it is also being used in the portion of the Watershed where the reductions are needed. Doug Heath asked if Towns can purchase Road Weather Information Systems (RWIS). Hemmerlein said yes, but interested towns should coordinate such a project with DOT. The goal is to make the local efforts go beyond equipment purchases and include operations, planning, and other initiatives.

Salt Accounting and Training Initiatives

Charlie Goodspeed started the presentation by explaining T2s research into salt reduction alternatives. T2 is looking at the five town area as a pilot area that will benefit the rest of New Hampshire as well. Goodspeed then introduced Pat Santoso. The complete PowerPoint presentation can be found at:

<http://www.rebuildingi93.com/content/environmental/waterquality/saltreduction/>.

Santoso explained that T2 is looking for ways for the Towns to be more efficient, reduce costs, reduce liability, and have a measurable reduction in road salt use. Hemmerlein clarified that some funds from the earmark will be used to support the regional effort T2 is proposing rather than asking each community to address these efforts individually.

Santoso explained the initiatives that T2 will lead in the Watersheds including:

- Establishing Winter Maintenance Plans
- Winter Maintenance Training
- A Certification Program
- Creation of a Salt Accounting System
- Distribution of Winter Maintenance Technical Sheets
- Program evaluations to ensure T2 is meeting the needs of the Towns

Santoso explained that this proposal is in final draft form and should be going to the Governor and Council for approval by December. This will allow for research into best practices early in 2009, and training sessions can begin in April of 2009. The training sessions will be held in the region, and will be open to participants from outside the five town area.

Alan Cote suggested that the trainings will be very important for the operators, but it needs to be hands on to ensure they benefit from the training sessions. Goodspeed agreed and explained that the site visits they will be offering will also be good hands on opportunities. A conversation on how to use GIS applications to better manage road salt application followed, and T2 will work with the Town on this. There was agreement that this would be a helpful new tool.

Dave Poulson asked how the operators will be involved and how enforcement will be handled. Goodspeed explained that the certification can become the enforcement. Don't hire drivers that are not certified, and try to get lot owners to hire certified maintainers. Hemmerlein added that some property owners will come along easily and others will not. Need to aim for those in the middle.

Rick Russell asked about involvement from the Attorney General's office on the liability and enforcement issues. Goodspeed answered that they are ready to participate and provide materials. Eric Williams added that they will also help get legislation passed. Alan Cote agreed they should be involved, and added that legislation is needed to get the private lots on board.

Mark Cornwell suggested that the group use an approach they are using in Michigan to get private property owners on board. They are focusing on the accelerated depreciation on investment because salt impacts the buildings, sidewalks, equipment, and shopping carts.

Proposed Template for Salt Management Plans

Steve Whitman provided a recap of the discussion up to this point in the meeting. The Towns need to sign the resolution and create a scope of services, but then they will still have the project of preparing the plan for their community. Eric Williams explained that he has been working on a template for the Towns to use. Williams provided copies of the Environment Canada Plan to serve as a model for now. This plan lacks the private sector component, but Williams will supply a template that includes the private sector.

Next Steps and Meeting Schedule

Steve Whitman closed the meeting by thanking all of the participants and suggesting that the presentation by T2 and other documents be circulated by email, and posted to the project website. Mark Hemmerlein added that there is also a marketing and behavior change component to this project that will need to wait until the local plans and T2 are underway. The next meeting is scheduled for December, but the Steering Committee will see what happens at the Town level and set a meeting when it is needed.