

SALT REDUCTION WORK SESSION

- Minutes -

Wednesday, December 8, 2010

10:00 to 12:00 pm

Derry Municipal Center,
14 Manning Street
Derry, N.H.

ATTENDEES:

Janusz Czyzowski,	DPW Town of Londonderry
John Trottier,	DPW Town of Londonderry
Dave Wholly,	DPW Town of Salem
Rick Russell,	DPW Town of Salem
Craig Durrett,	Town of Derry
Alan Cote,	Town of Derry
Pat Santoso,	UNH T2 Center
Justin Pelletier,	UNH T2 Center
Charlie Goodspeed,	UNH T2 Center
Jack McCartney,	Town of Windham, Highway
Dave Poulson,	Town of Windham
Melissa McNamara,	N.H. DES
Barabara McMillan,	N.H. DES
Eric Williams,	N.H. DES
Mark Hemmerlein,	N.H. DOT
Jim Marshall	N.H. DOT
C.R. Willeke	N.H. DOT
Caleb Dobbins,	N.H. DOT
Jamie Sikora,	FHWA NH
Carl DeLoi,	EPA
Douglas Heath,	EPA
Rep. Beverly Ferrante,	District 05
Bill Arcieri,	VHB
Julie LaBranche,	Rockingham Planning Commission
Steve Whitman,	Jeffrey H. Taylor & Assoc.

Introductions

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

Update on Salt Reduction Legislation

Whitman introduced Eric Williams of the New Hampshire Department of Environmental Services. Williams explained that the legislation is at the beginning of the process for this session. Public hearings will begin in January, and updates on the process will be posted to the Salt Reduction list serve. **Williams then requested that everyone talk to private lot owners and maintainers about this Bill and the limited liability protection that it will include if best management practices are followed during winter maintenance operations.** According to Williams, once a track record is established there should also be reductions in insurance premiums.

This legislation puts everyone on a level playing field by needing to meet the certification requirements. Williams explained that he will be working with the NHDOT and the Public Works Committee on this as well. It is also possible that the Salt Reduction Steering Committee will be invited to present before a meeting of the Wal-Mart store managers soon to explain winter maintenance practices and to share the fact sheets developed by T2.

Update on Trainings and BMP Documents

Pat Santoso updated the group on the August 1st private sector training session which attracted 64 participants. The participants felt that the training was not too burdensome and all did well when tested at the end of the session. Another private sector training is planned, but will include more time in the field. Santoso also explained that some private sector maintainers have also participated in the first sector allocation discussions.

A liability presentation was also offered to supervisors, and in the future this training will also include time in the field. Feedback from the participants indicates that they were pleased with what they learned about calibration. Santoso then suggested that additional topics should be offered such as a half day session on planning and zoning issues.

Santoso then presented the draft set of best management plan documents that have been developed by T2. These documents are intended to hit the high points on each of the issues presented and get the most critical information out to maintainers. Julie Labranche suggested that a winter maintenance good housekeeping BMP document be added, e.g., salt storage BMPs, sweeping, snow storage location, etc. **The participants were then asked to send any comments or suggestions on these documents to Santoso in the next few weeks** before he sends them out to the private sector maintainers for comment.

Dave Poulson asked if the private sector certification was focused on subcontractors hired by the towns. Eric Williams explained that it was not focused on them specifically, but they would be included under the legislation with all private sector maintainers. The Bill will require all private sector maintainers to be certified.

Santoso explained that T2 is still struggling to identify application rates for parking lots, and will be talking to representatives from the private sector to hone in on the figures for efficient salt use. Alan Cote added that it is clear that private lots will need to use more salt, and Mark Hemmerlein then suggested that the grain size for salt used on lots may need to be looked at. The grains do not get subjected to the same vehicle traffic that they do on a roadway and are often left on the surface after a storm. Cote suggested that this is another benefit of pre-wetting with brine. Janusz Czyzowski suggested that the largest difference is that private lots can't be easily plowed during business hours so salt is used to burn off the snow and ice. Caleb Dobbins mentioned the parking lot study for alternative anti-icing treatments to be conducted by DOT during the 2010-2011 winter season.

Poulson explained that local leaders need to be convinced that the legislation is important and good for the town. Poulson then asked if NHDES would attend a meeting in Windham to help make the case. **Williams agreed to attend such a meeting**, and explained that the legislation will place all maintainers on a level playing field. Right now there are some that use too much salt and that places pressure on others in the industry to do the same. The group then discussed the difficulty of finding private sector folks to work for the town.

Hemmerlein and Williams then explained that there are provisions for master certification and subordinate certification. Cote asked if the town can get trained and then train the contractors working for them. **Hemmerlein suggested that they take another look at the legislation to see if that is possible.**

Williams added that the legislation is statewide, and that at least 40 water bodies are currently impaired for chloride. Public support and testimony during the hearings on the legislation is important. Representative Ferrante agreed and explained the need to have well coordinated presentations before the Committee.

Update on Public Education Project

Barbara McMillan provided an update of the community based social marketing project which is one of the three regional salt reduction efforts underway. The Sustainable Organization Advocacy Partners (SOAP) of Portland Maine and a New Hampshire based partner have been selected to work on this project. SOAP has extensive experience with this type of work here in New England, and suggested several good ideas for this effort.

McMillan then explained that it will be important to have community involvement during this project. It will likely be the equivalent of 20 hours of one staff person's time to attend meetings. The towns should start to think about who that person will be and this should be incorporated in the municipal contracts. NHDES is currently working with the Department of Safety on message boards, accident tracking, and communication with the NHDOT.

Present Dinsmore Brook Draft Plan

Melissa McNamara presented a draft of the Dinsmore Brook Plan including some background on the location of the watershed and salt loading figures. McNamara explained the contributions to the salt loading by source and the agreed upon sector allocations. McNamara also covered key issues with chloride use, achieving reduction by best management practices, implementation assessment and a timeline schedule.

Dave Poulson asked about the phasing in of the salt reductions over time. McNamara explained that the timeline for implementation is based on the implementation activity possible through the salt reduction plans. Williams added that as the annual data is tracked these figures can be revisited if there is not enough progress being made.

Doug Heath asked if the sector allocations for this watershed considered the changes at Exit 3. Williams explained that they did, and the hope now is to get this document out so it can serve as a template for the other watersheds.

Salt Reduction Plans, Municipal Agreements, and Funding

Jim Marshall announced that three of the local salt reduction plans (Derry, Londonderry, and Windham) have been approved by the Steering Committee, and the fourth plan is on its way. The next step is to enter into municipal agreements between the towns and the state on how to manage the available funding. Marshall handed out an example of such an agreement for all to review. Marshall also added that as this moves forward each town will need to track its soft match in a very detailed manner, and all purchases will need to follow the federal process and seek approvals before moving ahead.

Janusz Czyzowski suggested that the towns will each need to bring their approved plans back to their governing board for approval before the municipal agreement can be signed. Alan Cote agreed and stated that would be the same for Derry.

Marshall reminded everyone that this is a reimbursement program. Dave Wholley asked what will happen if the Selectmen say that the state can keep the money. Hemmerlein responded saying that hopefully that will not

happen, and the argument needs to be made locally why this is needed. The other towns represented agreed and felt that they could sell this to their boards.

C.R. Willeke reminded the participants that the procurement process needs to follow federal guidelines and the bidding process. Willeke will work directly with the towns during each step to ensure they follow the process and will be eligible for reimbursement. Jack McCartney of Windham explained that they incorporated their vehicle purchase in the Capital Improvement Program and need to expend the funds before the end of 2011. Marshall suggested that is possible. Marshall also explained that the agreements are good for five years. The towns requested that a copy of the plan approval memo be sent to them so they can share that locally. **Willeke will send a copy of the plan approval out to Derry, Londonderry, and Windham.**

Julie Labranche asked if the towns using warrant articles to approve their purchases are doing outreach to educate the voters. Windham explained what they have done to get the word out. Russell asked if a town can apply for round two funds if they do not participate in round one. The answer is yes, and Williams suggested that the timeline for round two should be sorted out by the Steering Committee early in 2011.

The meeting adjourned at 11:30 am.