

**SALT REDUCTION WORK SESSION**

**- Minutes -**

**Tuesday, April 26, 2011**

**1:30 to 3:30 pm**

**Derry Municipal Center,**

**14 Manning Street**

**Derry, N.H.**

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**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
Alan Cote,	Town of Derry
Pat Santoso,	UNH T2 Center
Beth Hamilton,	UNH T2 Center
Jack McCartney,	Town of Windham, Highway
Melissa McNamara,	N.H. DES
Barabara McMillan,	N.H. DES
Eric Williams,	N.H. DES
Mark Hemmerlein,	N.H. DOT
C.R. Willeke	N.H. DOT
Caleb Dobbins,	N.H. DOT
Carl DeLoi,	EPA
Julie LaBranche,	Rockingham Planning Commission
Steve Whitman,	Jeffrey H. Taylor & Assoc.

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## **Introductions**

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

### **Town Round Robin – Updates on Salt Reduction Efforts**

Whitman asked the representatives from each Town to share updates on their activities related to salt reduction. Alan Cote shared that Derry has recalibrated their spreaders, held training sessions last fall and private contractor sessions. The salt use in Derry is 12-13% lower now. This season it declined from 3800 tons per year to 3300 tons. This was also a good winter to get buy in from staff without changing the level of service.

Janus Czynowski reported that it had been an average year in Londonderry. They are now waiting for a public hearing to accept the funds for Round 1. Jack McCartney explained that Windham also experienced an average year. However, they purchased a new truck at the start of the season and have seen a reduction in salt use (maybe 20%) from that route. The new salt storage shed also saved time and kept the material dry which helped it spread better.

Dave Wholly reported that this was not a bad year in Salem. Similar to the seven year average for salt use. Rick Russell added that Salem will be purchasing a new loader with an integrated scale to weigh loads. The unit is computerized and will provide data to the Department.

### **Round 1 and Round 2 Funding Discussion**

C.R. Willeke explained that he is coordinating the execution of Round #1 Implementation Municipal Agreements with Derry, Londonderry, and Windham for a maximum of \$160,000 each of federal funds (80% share). Windham and Derry handed in 3 copies each of signed municipal agreements. Willeke indicated that he will obtain the Commissioner's signature, date the agreements and return an executed copy to Windham and Derry. The same process will follow for Londonderry after they submit their signed copies. Salem does not have an approved Chloride Reduction plan and therefore is not eligible for Round #1 Implementation funding.

McCartney explained that they are looking at specifications for a truck, and Willeke said that he is looking into how he can assist the towns with bid packages. The deadline for submitting purchasing requests to the committee will be March 31, 2012 for Round 1 funding (*put this sentence after the next sentence*). Prior to purchasing each town must submit the details of the pending purchase to the Steering Committee for review and approval. A long conversation related to the state bid process then concluded with Willeke offering to share the specifications used by Bureau of Turnpikes, and Bureau Aeronautics (federally funded) and communicating that he will be helping the towns with the Federal purchasing requirements.

Willeke then explained that the Steering Committee decided that there will be \$800k available during Round 2. There was then a conversation about how these funds should be distributed, and if towns have access to any unspent funds in the following round of funding. Mark Hemmerlein expressed concern that any unspent funds would create a funding bubble toward the end of the project. Hemmerlein explained that unused funds should be carried to the next round for all towns to access. Eric Williams explained that the priority for these funds is activity that gets the most salt reduction. At the end of the discussion it was agreed that \$800k would be made available, and that each town's plan will be evaluated. It sounds like some may come in under \$200k and some may come in over that figure.

Hemmerlein explained that the deadline for Round 2 proposals will be June 30<sup>th</sup> 2011, and that will give July and August for the Steering Committee to review and work with towns on any needed changes prior to approval in September. Melissa McNamara asked if the towns can just submit a one page addendum to their plan that explains what they will do with their funding and the anticipated salt reduction. The Steering Committee members in attendance agreed.

Rick Russell asked what NHDOT is doing to plan for their salt reduction efforts. Williams explained that plans are being prepared at the watershed scale for all sectors with a timeline, and that NHDOT is not tapping into the earmark. Hemmerlein clarified that from the original earmark NHDOT has purchased brine trucks, paid for the TMDL studies, consultant services, the pending social marketing and driver behavior effort, and is committed to monitoring for the TMDLs. The state will be replacing their equipment in the watersheds using state dollars. Whitman suggested a copy of the State Plan be sent to each of the towns.

Russell then asked about the status of the I-93 project. Hemmerlein explained that the plan is to pave and operate three lanes until the salt issue is resolved. The infrastructure for the fourth lane is being built, but that lane will not be completed and opened until NHDOT can show that they are meeting their allocation in the TMDL.

Julie LaBranche asked if the towns could use some of the available funding for regulation changes and other planning efforts that will result in salt reductions. It was agreed that they could. Cote explained that Derry has staff in house and they could even get soft match for this type of effort, but he does not see that as a big expense. LaBranche added that changing regulations to prevent future loadings would take some planning, calculations, and monitoring. Pat Santoso then offered to meet with the towns as they get ready for Round 2 funding.

### **Salt Certification and Outreach**

Santoso reported on the parking lot training session held in Derry earlier in the day. Approximately twenty-five people attended. More trainings are being scheduled for late summer and fall. T2 is also working on building a database of private sector contacts. Beth Hamilton explained that she has been contacting chambers of commerce in the region, and has attended business after hours and other events to discuss salt reduction with the private sector. The largest effort has been getting the word out to private property owners so that they are aware of the certification process. Hamilton also distributed draft letters for the towns to send to property owners explaining the need for salt reduction on private lots and roadways, and offered to work with the towns making changes to the letter and helping them get them out to property owners in their community.

Williams added that NHDOT has also offered to co-sign letters to add more weight. Czyzowski suggested that a paragraph be added to the letter explaining that they are in a watershed that requires salt reductions. Cote agreed stating that the private sector is half of the problem.

### **Sector Allocation Update**

Melissa McNamara explained that the sector allocation agreements have been reworked and signed by NHDES and NHDOT. Copies were then handed to each community. Santoso added that once these agreements are signed this officially changes the TMDL allocations, and suggested that each community review these documents. He also reminded them that these allocations were discussed with each community when they met by watershed.

### **Water Quality Update**

Williams explained that data continues to be collected in all three watersheds year-round every fifteen minutes. This data is then processed annually with the winter severity index. Williams then shared five years worth of data (FY07 – FY11). The data from this past winter will soon be processed on the winter severity index and shared with the Working Group. Rick Russell asked if there are different ways of measuring salt in the water. Williams explained that they measure specific conductance in the water and grab chloride samples.

### **Driver Behavior Change Update**

Barbara McMillan provided an update on this aspect of the project. McMillan explained that at the last meeting NHDES reported that they would be contracting with SOAP for these services, but there were some setbacks and NHDES was forced to reissue the RFP. Two applicants were interviewed and the contract was offered to Cadmus of Boston, Massachusetts. Williams added that the consultant will be contacting the towns once they get started.

### **Salt Accounting**

Santos displayed the internet interface for the salt accounting program. The data can now be reported by town instead of by watershed so it should be more user friendly. Santos then walked through the screens showing how data can be entered by private sector contractors. All that is required to maintain certification is an annual reporting, but users can also make use of an optional logbook database and track their salt use by event on each property.

Caleb Dobbins asked if this becomes subject to “Right to Know” law. Cote responded saying that having a record of treatment should help protect them from any legal challenges. Santos added that it is worth looking into, but that this information probably would need to be made available if requested.

The meeting adjourned at 3:30 pm.