

## **Public Works Directors Meeting**

*February 9, 2011*

*10:30 A.M.*

*Present:* Mike Shaw (Scarborough), Roger Mosley (Standish), Bob Malley (Cape Elizabeth), Erik Street (Yarmouth), Doug Fortier (Windham), John Foster (Brunswick)

*Staff/guests:* Eben Marsh (GPCOG), Ben Lake (GPCOG), Lynne Powers (GPCOG), Kevin Roache (ecomaine), Jason Archambault (Eastern Salt Company), John Flynn (Bell and Flynn), Chris Rafferty (Bell and Flynn), Bill Hodgkins (Radio Communications Management), Scott Potter (IdleRight)

### **1. Welcome**

Mike Shaw opened the meeting at 10:30 A.M. and made introductions.

### **2. Acceptance of Minutes from December 8, 2010**

Bob Malley motioned to accept the minutes from the December 8 meeting, and Erik Street seconded. It passed unanimously.

### **Update from Eastern Salt Company**

Jason Archambault of Eastern Salt Company attended the meeting to give an update on the current supply of salt. Eastern Salt has a stockpile in South Portland and another in Searsport. The stockpile in the Portland area is running low and they are supplementing deliveries out of Searsport, which means that deliveries are delayed by a day or two. Trucks can do seven or eight trips per day from Portland, but only one or two from Searsport, which is causing the delay. Jason is aware that several public works directors are awaiting shipments and said that as that comes to his attention, he would be happy to send shipments out of Portland's dwindling supply. There is enough salt overall to last until the next ship arrives in the last week of February.

Eben Marsh said that the bid specification was to have a stockpile in South Portland with a 24-hour turnaround time, and that the current state of affairs is unacceptable. Several public works directors said that communication had been an issue, as they did not know when deliveries were arriving or drivers were not calling correct phone numbers. Jason said that he would be stopping to see Kim next and that she will be communicating with each customer about delivery dates and times, and that Eastern would be trying to get everyone fully supplied within the next three days. He left his contact information.

### **3. Presentation on IdleRight**

Scott Potter from Havis Inc. spoke about IdleRight. IdleRight has been out on the market for roughly a year and a half, with roughly 600 units in the field nationwide. It is a system designed to reduce the idle time of emergency, fleet, and highway vehicles that are parked for a period of time with the warning lights running. Many times, those vehicles are idling just to keep the battery charged enough to run the warning lights. IdleRight monitors the voltage of battery, and when the voltage reaches a specific threshold (11.75 volts for a standard gas engine), IdleRight will start the vehicle, run it, then shut back off again. It is a small box that tucks up under the dashboard and gets wired into the electrical system similar to a remote start system. If the system doesn't see the signal that the vehicle's warning lights are on, then the car isn't going to start. The second that the brake is stepped on, it shuts off the whole system. Some system aspects are programmable and the voltage parameters can be adjusted. 20-25 minutes of idle time are generally enough to charge the battery back up. IdleRight creates significant fuel savings and has been installed in a number of public works vehicles as well as police cruisers and other vehicles. It reduces wear and tear and also maintenance costs, given that one hour of idling is roughly equivalent to 33 miles of driving, and reduces carbon monoxide output.

In order to release federal grant funding for a product like this, it needs to be EPA-verified. That process is in place; once the section of the EPA that does verifications finishes reorganizing in June or July 2011, IdleRight is one of the first products that will be looked at. EPA verification will open the door to a tremendous amount of grant funds for idle reduction technologies. Ben Lake said that Falmouth, Scarborough, and Portland have all been working with IdleRight systems.

IdleRight will be incorporated into GPCOG's cooperative services program. There is discounted pricing on the unit itself through Havis and on the installation through local installer Radio Communications Management (RCM). Bill Hodgkins from RCM said that workers have not installed an IdleRight system yet but have been trained, and that someone from Havis would be on-site for the first installation. Once an order is placed (directly through Bill and RCM), it will be three to four days before RCM receives it, then it's just a matter of scheduling. Bill will be working with Ben to make sure that these discounted prices are only available to entities that are members of GPCOG's cooperative services program. This is a single product, single sourced; it won't be going out to bid. Staff members researched other technologies, but after a comparative analysis, IdleRight seemed to be the most cost effective and easiest to implement.

IdleRight does not affect vehicle warranties. When the vehicle is retired, it can easily be returned to factory condition. Scott said that there are currently harnesses for the Dodge Charger police car and for Ford vehicles, but that other installations are still relatively simple. It would be possible to organize a training in the future and have municipalities order the units and install them themselves. Eben made it clear that the cooperative purchasing program extends to SMRPC and Mid-Coast Council of Governments as well.

#### **Bell & Flynn Presentation on Flexible Pavement**

John Flynn and Chris Rafferty from Bell & Flynn talked about flexible pavement, specifically the injection of reclaimed base material using emulsion. Chris said that treating reclaimed base material makes for a stronger base; because there is a stronger base material, there is no need to put down typical binder top. Bell & Flynn is proposing a two-inch single course on top of the injected material, which means cost savings, if you're laying down two inches rather than four and a half. The roads will flex with the freeze and thaw rather than cracking. Chris said that they have had success in Haverhill, Ipswich, and other towns in southern New England.

#### **4. Household CFL Law and other waste issues**

Kevin Roache of ecomaine was present to discuss the recycling of compact florescent lamps (CFLs). He said that the concern is that, while CFLs are a great tool and lightbulbs are superior to incandescent due to the amount of energy that they use, there is four milligrams of mercury in each. That may not seem like a large amount, but we are already starting to see CFLs needing to be recycled and that is going to increase in the volume of them that show up at landfills and waste facilities. Right now, ecomaine is doing well with its mercury limits (25 pounds per year or 90% removal), but there are concerns that an increase in recycled CFLs could drive up those limits.

There are take-back programs in place for CFLs, but Kevin said that they have a limited amount of success and that these lightbulbs will be very easy to throw away. The proposed product stewardship law is providing awareness and people are talking about the issue, which is positive. This particular law requires manufacturers to step up to the plate. The National Electrical Manufacturers Association (NEMA) has taken the lead and developed a program that was submitted to the Department of Environmental Protection. It was accepted in December, with conditions; Kevin said that there are some growing pains and that NEMA is meeting its minimum

requirements. Bob suggested that ecomaine do a public relations piece for local papers or local access TV to promote the proper ways and places to dispose of CFLs or recycle them. They have a shelf life of five to six years, which is why they are only just beginning to turn up in dumps and landfills now. The group briefly discussed recycling hazardous waste, and computer monitors and TVs.

5. **Regional Training Coordinator Discussion**  
This item was skipped due to time constraints.
6. **Storm Water Group Discussion**  
This item was skipped due to time constraints.
7. **Announcements**  
This item was skipped due to time constraints.
8. **Other Business**  
This item was skipped due to time constraints.
9. **Next Meeting**  
The next meeting will be on March 9, 2011.
10. **Adjourn**  
The meeting adjourned at 12:35 P.M.