

**OPEN MEETING AGENDA TOPICS**  
**MAY 20, 2008**  
**8:00 AM – 12:00 PM**  
**3 RIVERS CONVENTION CENTER, ROOMS A, B & C**

**OLD BUSINESS**

**1. Review minutes – Diane**

**2. Steel Coupon Issue Update– Greg Leist**

- Project has been going on for quite awhile. Greg is going to step aside as it is not practical or financially advantageous at this point.
- Ron Wright is looking at trying to standardize a corrosion test.

**3. State/Province Updates – What is happening in our neck of the woods?**

• **Washington**

- Surpassed projected usage of materials due to extreme winter conditions, used 89,000 tons, had estimated 55,000.
- Have been tasked to fully fund snow and ice.
- Renegotiating deicer contracts.
- Expanding our brine operations, 2 new areas are using an inhibited salt brine product.

• **Oregon**

- Non salt brining state.
- Everything went well, although we had an extremely hard winter.
- We have engaged in an aggressive tank management program, define when to change and how to manage them.
- They will stay with mag chloride, they may add other chemicals in the future.

• **Montana**

- We are expanding our salt brining operations in Whitefish, Helena and Missoula. These sites are not operational yet, they will be ready for winter.
- The Helena location may be pushing the envelope as far as performance for that location, we are going to take a hard look at how it works.
- The Missoula location had trouble getting the brining operation approved in the city limits due to the possibility of any residual chemicals left over. The city of Missoula conducted testing and didn't find any residual so they approved salt brine.

- Salt storage facilities at Clinton and Phillipsburg impacted some drinking water wells. We are in the process of constructing 11 storage tents, 10 are completed and we are prioritizing the rest of our facilities.
- Montana is facing some energy consumption issues like the other states. We have adopted a 20 x 10 program. Looking at alternative fuels, hybrid vehicles, wind generators at rest areas.
- We are focused on succession planning, we need adequate folks to fill the rolls.

- **British Columbia**

- 20<sup>th</sup> year of privatization in British Columbia
- 28 Contractor's in the province, most are entering the 4<sup>th</sup> year of contracts.
- Primarily use winter sand, some anti-ice and pre-wet, varies by Contractor.
- Some of the Contractor's produce their own brine.
- Mag has been used by some Contractors, some issues noted in past, most using salt products now.
- Contractors appear to be increasing their storage capacities.
- With privatization, risk is passed on the Contractor's through their contracts.
- Increased need or use over extended winters or significant events – no additional cost to ministry contract.

Ed Fick, Dustbusters - Would it have made a difference if they had utilized the Train the Trainer Programmer before using Mag?

- **Idaho**

- Ron Wright introduced Steve and Brent from Idaho.
- Brent – Funding didn't keep up with the winter weather, our funding is hurting. We are looking at how Idaho does business and plan on revamping the entire snow and ice program.
- Mag contract will be renewed, salt contract is established. We are salt brining in District 1, the cost to make it is approximately \$.15-\$.21/per gallon and in District 5 it is approximately \$.07/per gallon.
- Greg Munden – Idaho enacted a chain up law on 3 mountain passes this year, Lookout, Lolo and 4<sup>th</sup> of July. This law will exempt the logging and agricultural industries. We installed a new bridge deicing system using potassium acetate.

- **Colorado**

- Ditto on the severe winter and escalating costs! Colorado had a severe winter spending \$72 million on the snow and ice program and used 10 million gallons of liquid deicer. We are in the process of reevaluating the entire program, adding additional storage, testing salt brine, dealing with succession planning and concerned with rising fuel costs.

#### **4. QPL – Ron**

- Ron Wright proposed the new categories listed below, please contact him with any comments.
  - Category 9 – Corrosion Inhibited Liquid Sodium Chloride & Category 10 – Corrosion Inhibited Liquid Sodium Chloride Plus Calcium Chloride
  - Category A1 – Corrosion Inhibitor for Sodium Chloride (Salt) Brine & Category A2 – Corrosion Inhibitor for Sodium Chloride Plus Calcium Chloride Brine  
Some of the products are currently in the experimental categories. Montana and Washington have done some experimenting.
  - NCL-1 – Corrosion Inhibited Non-Chloride Product  
Still working through this category and needs to finish up the evaluations.
- Utah changed their specifications, the products had to meet the PNS QPL list, vendors were glad.
- Minnesota – Took Category 1 product and blended it with rock salt, it is almost like our Category 5 & 6. They would like PNS to look at this even though it doesn't meet the PNS corrosion standards.
  - Corrosion salt may not be meeting the PNS standard but there is a benefit to using it.

Jason Bagley – Minnesota is really interested in the performance aspect, not necessarily the corrosion aspect.

#### **5. PNS Pooled Fund –Monty**

- There have been changes to the Steering Committee – Justun Juelfs, Ron Wright & Monty Mills
- 11 states and other organizations have committed funding.
- Contracted with WTI to do the research.
- Received the 1<sup>st</sup> progress report which was mostly about building the infrastructure at the Lewistown facility.
- Dan Williams is the liaison between the steering committee and WTI.

- Liquids delivered and in the tanks.
- At this point the project is behind schedule due to building issues involving the wind in Montana.
- Approximately \$600,000 has been committed.
- WTI is still working on a viable means to collect the material in the field.

## **NEW BUSINESS**

### **1. Web Site and Web Contents – Jay**

- Jay displayed the new web site, showed the changes/improvements and discusses adding more features.
  - A suggestion was made to add a few words explaining what the pictures were of.

### **2. Other - Ron opened the discussion to the Vendors.**

- Direction – started out performance direction, appears to be economical now. We still believe we need to stay with performance products, thus the research study will help us with that.
- Federal Fuel Tax Holiday – We still have to pay, whether the money comes from maintenance or construction.
- Dan Williams – corrosion – Are we keeping up with the public with what we are doing? Going from performance products to economic use, are we doing anything to educate the public?
  - Idaho has been telling the “Idaho story” to anyone that will listen, why/where we are at.
  - Washington – Monty hasn’t received negative feedback from the public, put information on their website, everyone has accepted the fact they are using chlorides. It’s the price you pay to move around in winter time, but their equipment is being eaten alive with corrosion.
  - Montana – Justin – We need to be a little more proactive informing the public. Inhibited vs uninhibited – need to explain why. It’s all about dollars.
  - Colorado – Kandace – calling it the silence crisis. It’s against their constitution to lobby or run ad campaigns. They are moving backwards, no additional funding was granted. Any suggestions of effective ways to get the information to the public?

- Oregon – Rick – They received less calls this year from the public therefore the public is more accepting to their program. They have used less sand, more deicer and the public enjoys the roads being kept open. They communicate with the public through their website and a brochure with common information/questions. Maintenance forces try to avoid corrosion issues on their equipment, more aware of procedures to follow.
- Jeff Dobson – we only respond when there is a big uproar, as soon as the pressure is off, we cycle off corrosion inhibitors. Are the truckers still communicating with us? He believes the truckers don't know what we are using, straight salt, still believe we are doing what we had originally said.
- Dan Williams – Believes the states are trying to protect their equipment. When there is a choice between saving lives vs vehicles, bare roads are the ultimate goal, but economic issue plays a major part. Is the trucking issue still alive and viable?
  - Jay Wells – Trucking report – was sent to the state of Washington. He wrote a summary for the American Trucking Association website. He will also post this to the PNS website. A few suggestions he made:
    - Wash your equipment
    - Chloride neutralizer
    - Electrical system, use of aluminum wire vs copper
- Ed Fick – Has the public/truckers been updated to the fact that we are using salt more and more, not chlorides?
  - Ron Wright – That is why we are developing new categories for the QPL.