

# T Transportation Committee

Executive Summary

Item: 2007\_296

Consent

**Meeting date:**

**Transportation Committee: September 10, 2007**

**Metropolitan Council: September 26, 2007**

## ADVISORY INFORMATION

**Date:** August 9, 2007

**Subject:** Interagency Agreement with Minnesota Department of Transportation (MnDOT) for Road Salt

**District(s), Member(s):** All

**Policy/Legal Reference:** Minnesota Statutes 473.129 and 473.405

**Staff Prepared/Presented:** Brian Lamb, General Manager, 612-349-7510  
Tom Thorstenson, Director, Engineering & Facilities, 612-349-7689  
Wayne Schafer, Manager Facility Maintenance, 612-349-7340

**Division/Department:** Metro Transit/Engineering & Facilities

## Proposed Action/Motion

The Metropolitan Council authorizes the Regional Administrator to negotiate and execute an annually renewable Interagency Agreement with MnDOT for road salt.

## Issue(s)

- Council approval is required for interagency agreements.

## Overview and Funding

Currently, Metro Transit purchases all road salt through a State of Minnesota contract that specifies pick-up from a location in South St. Paul. This site is inconveniently located in relation to our seven building facilities.

MnDOT also purchases road salt through the State of Minnesota contract but pays an additional charge to have the salt delivered to their sites. There are several MnDOT road salt distribution sites throughout the metropolitan area that are also convenient to our operations. MnDOT is willing to allow us to obtain salt from these locations at cost.

Although the direct purchase costs are slightly higher due to the delivery charge there are numerous benefits:

- MnDOT sites are open 24/7 and we could obtain salt when we need it. The South St. Paul site is open only 7 am – 4 pm, Monday - Friday.
- Because of these time limits at the South St. Paul site, we've considered establishing our own storage site. Using the MnDOT sites eliminates the need for us to do so.
- Labor savings offset the increased direct purchase cost. With only one site in South St. Paul, our limited staff is required to devote considerable time during inclement weather to drive to South St. Paul, wait for loading and then drive to our sites. The multiple MnDOT sites substantially reduce this time requirement, improving our efficiency.

Funding is available within the Facility Maintenance budget.