



2022 VIRTUAL WASHTO SCOM BUSINESS MEETING

Monday, April 11, 2022
9:00 AM - 3:00 PM (MST)

Hosted by the
Western Association of State Highway and
Transportation Officials

Prepared by The Langdon Group Inc.

EXECUTIVE SUMMARY

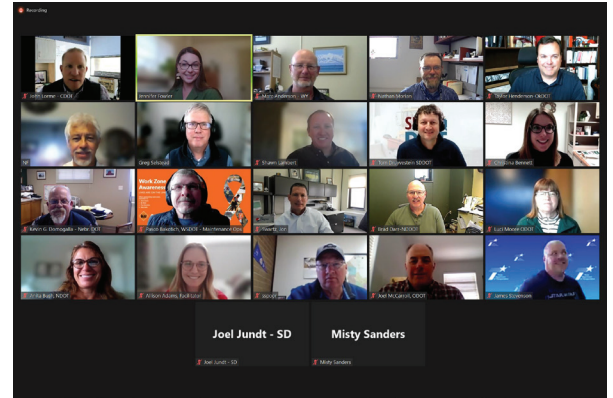


Following the success of the virtual **2020 WASHTO SCOM Business Meeting** during the COVID-19 pandemic and in an effort to consolidate in-person meeting costs and travel reimbursements to every other year, WASHTO SCOM shifted their business meeting schedule to in-person on odd years and virtual on even years.

The **2022 WASHTO SCOM Business Meeting** occurred on Monday, April 11, 2022 and was held virtually utilizing Zoom.

The Langdon Group Inc. was contracted to help plan the virtual event, manage logistics, implement the Zoom platform and facilitate the discussion.

To fit the business meeting into a virtual format, the State Reports were adapted to fit into an abbreviated timeframe and presenters were challenged to utilize images to support their discussion topics and were asked to spend less than 10 minutes giving their presentation.



Chair and Vice-Chair Nominations

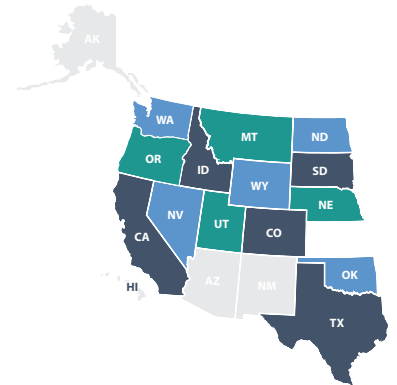
During the 2022 WASHTO SCOM Business Meeting, a new Chair and Vice-Chair were confirmed.

Chair: Nestor Fernandez (Idaho Transportation Department)

Vice-Chair: Nathan Morian (Nevada Department of Transportation)

Participants

Of the 18 WASHTO SCOM member states, 14 state representatives were in attendance. Additional state maintenance representatives and invited meeting observers resulted in a total of 22 participants. *(See appendix A for attendees)*



State Reports

During the State Reports, 5 key themes emerged:



**EMERGENCY
MANAGEMENT**
(FIRES & STORMS)



**BUDGET
CONSTRAINTS**



**EMPLOYEE RETENTION
& RECRUITMENT**



**EQUIPMENT SUPPLY
& AVAILABILITY**



**UNSHELTERED
ENCAMPMENTS**

Post Event Survey

Following the conclusion of the meeting, attendees were asked to take a survey to provide input on the virtual meeting. Overall, attendees thought the meeting went well, appreciated the State Reports, and were looking forward to meeting in person in the future. *(See appendix B for detailed survey results)*

MEETING MINUTES

9:00 AM - 9:30 AM

Introduction and Welcome

Greg Selstead

- Jennifer Fowler (Facilitator): Jennifer welcomed everyone, provided Zoom orientation, mentioned that the Zoom meeting would be recorded, and a link to that video would be provided afterward.
- Greg Selstead: Greg welcomed the group and went over the benefit seen over the last few years in hosting both virtual and in-person meetings.
 - Greg opened-up the virtual room and had each member/participant introduce themselves.
- Greg also let participants know that this meeting would qualify for Professional Development hours and those certificates would be sent out following the conclusion of the meeting.
- Joel Jundt (South Dakota Secretary of Transportation): I am the WASHTO Board CEO liaison. With the passing of the infrastructure and appropriations bill, all agencies are looking for more funds. This will impact maintenance programs a lot. Overall, how can we use these funds to make their way to state funds? We look forward to hearing your state reports and learning from one another. I appreciate being here. Thank you all.

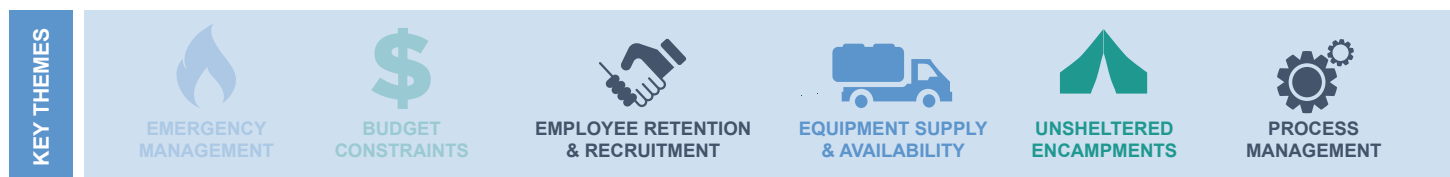
9:30 AM - 10:50 AM

State Reports

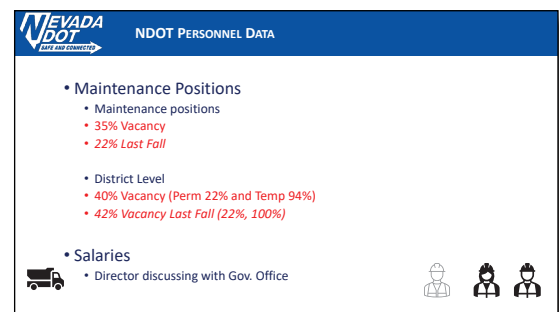
7 States

- Jennifer Fowler (Facilitator): Introduced the condensed 10-minute or less presentation format for state reports.

Nevada Department of Transportation (NDOT)..... Nathan Morian

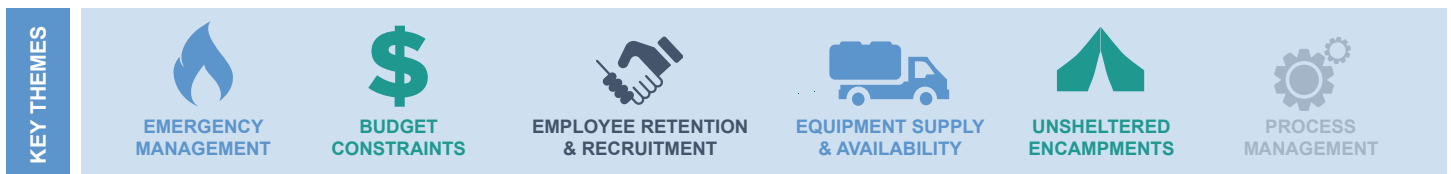


- Unsheltered/Homeless and Litter Management
 - Agreements - \$4 million annually
 - Spending about \$175 – 2000k per month in Las Vegas for clean-up (District 1) and maintenance oversight
 - Spending \$1000k per month in Reno area (District 2)
 - Interlocal/collaboration with City of Reno
- Open Maintenance Positions and Dealing with Vacancies
 - 35% Vacancy (22% last fall)
 - District Level
 - 40% Vacancy (Permanent 22% and Temporary 94%)
 - 42% Vacancy Last Fall (22%, 100%)
 - Salaries – Director is discussing with the Governor's office to come up with a solution for vacancy rates and filling positions.
- Consultant-led SWOT
 - Betterment Program



- Project selection/prioritization process
- Aiming toward data driven decisions and prioritization for pavement
- Equipment Division
 - Equipment utilization
 - Preventative maintenance
 - Renting or Leasing equipment
 - Rebuild
 - Funding budgeting
 - Looking for ways to streamline and optimize equipment
- Supply Issues
 - Buy America – issues getting supplies especially with steel products and poles
 - Computer Chips – light vehicle delays
 - Emulsions
 - Latex availability issues – could be a supply issue or a cost constraint
 - Epoxy Resins
 - Still having issues getting epoxy materials (striping paint, polymer concrete, multilayer adhesive, etc.)
- Discussion Questions:
 - How are other DOTs paying for or tracking homeless/litter units of measure?
 - Portland, Oregon has major contracts
 - California also has major contracts for litter clean-up and tracking cubic yardage
 - Facilities (Building, HVAC, etc.) – Asset management tracking software – What options and ways are there to do asset management? What are the performance measures?
 - UDOT – this is also a hot-button topic for Utah. Performance measures are based on age, condition, etc. of facilities. UDOT is still wanting to improve this process and get more funding for shed and shed improvements.
 - Idaho DOT - \$3 million a year for facilities but Idaho is requesting more money to improve the facilities that are in bad shape. Idaho currently does not have any asset management program.
 - Oklahoma – uses a tracking software. Budget of \$8 million a year to improve facilities but that is not enough annually to improve the facilities that are in need. Oklahoma

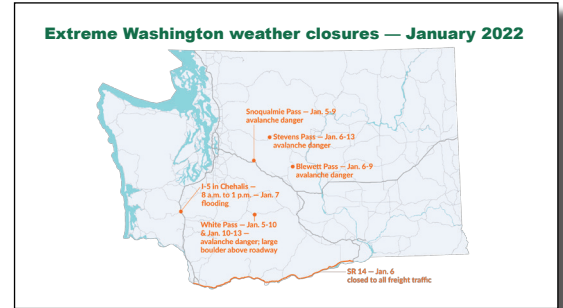
Washington State Department of Transportation (WSDOT) Pasco Bakotich



- Unsheltered Clean-Up
 - There has been a struggle in getting the local municipalities and organizations to help support clean-up efforts.
 - There are currently 9-10 partnerships targeted at unsheltered clean-up and services.

- Recently, there has been more funding allocated to clean-up and unsheltered service.
- Extreme Washington Weather Closures

- December 2021/January 2022 – a series of large storm systems brought a lot of snow and flooding issues. These storms led to major road closures.
 - All major mountain passes were closed due to snow.
 - Nearby closures in Oregon (due to mud) also triggered road closures in Washington.
 - I-5 was closed because of water and flooding.



- Staff Vacancy and Turn-over
 - There is currently a mature workforce that are looking to retire.
 - There is a 12-15% vacancy rate with permanent positions.
 - Took out advertising to try and get more people to apply.
- WSDOT COVID-19/2022 Legislature
 - Material costs are increasing – WSDOT put together a 10-year needs request to fund future efforts and abandoned trying to catch-up from the COVID-19 stall and equipment supply.
 - Legislature Passed “Move Ahead Washington” program to invest in transportation, provide more project funding, help with equipment, maintenance projects, etc.
 - Asked for \$200 million dollars to get caught up but did not get that amount.

Oklahoma Department of Transportation (ODOT).....Taylor Henderson



- Maintenance Quality Assurance Program
 - Purpose – to agree on the need, approach, and benefits of implementing a MQA program for ODOT.
 - Looking at how to leverage existing data and next steps.
 - Want to improve their process and hopefully divert more money to maintenance programs.
 - ODOT – did get many capital improvement projects completed.
 - Will start doing bottom-up budgeting process to more strategically



- MATT System (for snowplows)
 - ITS – tracking system.
 - Shows where snowplows have been and where they are going.
 - System takes a picture from the dashboard every ten minutes – that photo gets posted on the website and is available for 30 minutes.

- Wants to get this program and system more mature and optimized.
- Modernization Transportation Cabinet
 - Aeronautics, Transportation, Turnpike Authority will all be combined under one cabinet.
 - This means the chain of command is changing and will include a large learning curve process.
 - Oklahoma is not having vacancy problems but is experiencing high-turn-over rates.
 - 8 ODOT Districts – but legislation may change to 5 districts in the future.
- Equipment Shortage
 - ODOT has not been able to spend equipment funds because the equipment is not available or in supply. This is starting to change and equipment is becoming more available.
 - Hopefully purchases can be made to help improve maintenance and help tell the maintenance story/show the quality.
 - Hopefully maintenance will be allowed to roll-over unused funds to next year to buy equipment.
- Work Zone Safety Awareness Campaign
 - ODOT is working with the media to get information out about being safe in work zones. This has been a beneficial campaign.

Montana Department of Transportation (MDT) Jon Swartz



- Vacancy Rates have been high since COVID
 - Especially difficult to hire in Bozeman – housing costs are too high, and this is deterring people from relocating to Bozeman area to take open DOT positions.
 - Looked at South Dakota method of recruitment and retention pay – paying out extra monthly pay to retain people. DOT will be working with the Governor’s office to figure out how to better recruit and retain employees.
 - Kalispell – fast growing community in the state and DOT anticipates that this area will also see such high housing costs that recruitment and retention will become difficult, especially with seasonal employees.
- Equipment – Maintenance program builds many of their trucks, so they have not encountered much of an issue with equipment supply. Montana kept their older vehicles during COVID to sustain internal equipment supply.
- Telework and Office Space – State is looking at opportunities to decrease office space and leasing costs and identifying positions that could become mostly telework position.
- Budget – During the last legislative session, MDT did get more funding allocated for maintenance (\$40 million) for guardrail, LED light upgrades, etc. Most of this work has already been contracted out.
 - In Oklahoma, staff could submit a remote working plan and if approved, those staff could work part time at home. This has worked well but does make training new staff difficult.
 - Texas - James Stevenson: At a minimum, people must come into office 2 days a week. Remote workplans had to be approved.
 - New hires are now expecting a telework option as a job benefit.



EMERGENCY
MANAGEMENT



BUDGET
CONSTRAINTS



EMPLOYEE RETENTION
& RECRUITMENT



EQUIPMENT SUPPLY
& AVAILABILITY



UNSHeltered
ENCAMPMENTS

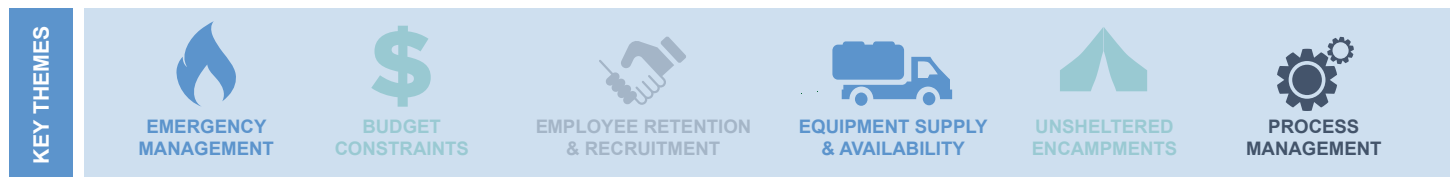


PROCESS
MANAGEMENT

- Structure Maintenance and Investigations
 - Charged with 26,000 bridge inspections (local and state bridges) – routine inspections and emergency/damage inspections
 - Load ratings, maintenance, restoration, and preservation.
 - Bridge deck maintenance as well.
 - Division also includes Design Engineers to oversee structure design and maintenance.
- Maintenance Safety Equipment and Training Program
 - Provides training – to make sure staff are trained in proper use and maintenance of equipment. Also gets staff trained in CDL and pass exams.
 - Manages \$90 million Highway Patrol safety traffic control partnership
 - Equipment – manages 8500 pieces of equipment
 - 2021 had a favorable budget – there will be a budget increase over the next three years to move toward zero emission vehicle fleet.
- Pavement Program – about 15 engineers with 50,000 lanes miles managed
 - Yearly pavement condition assessment
 - Pavement preservation projects
 - \$1.4 billion in pavement preservation, covering all different terrains.
 - Caltrans is looking at ways to make pavement more sustainable (recycle asphalt processes, etc.)
- Emergency Response and Management
 - Works closely with State emergency office and Department Operations Center to make sure proper communication is in place and response is happening.
 - Wildfire Management – Working with CalFire, US Forest Service to reduce fire risk, fire fuel, and ensure road are maintained for evacuation (\$30 million a year)
- Litter Abatement and Clean Californian Program
 - Litter Abatement – this takes up a large budget.
 - Campaign is also in place to get people to stop littering
 - Adding a lot of new staff to implement this program
- Budget – \$2.1 billion annually for maintenance
- Adopt a Highway for Litter Control
 - This a volunteer program in Washington, but an incentivized program in California? In California this is a legislative action.

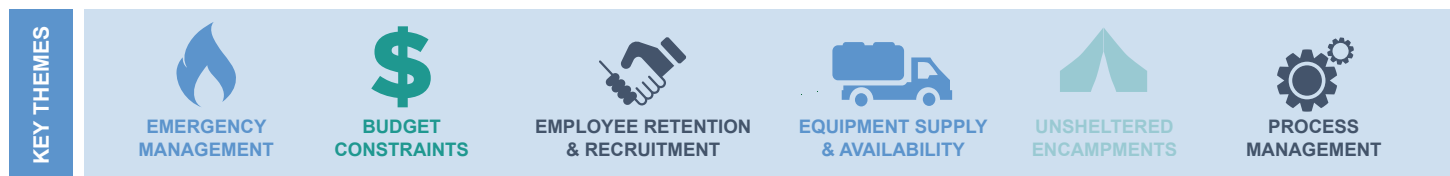


South Dakota Department of Transportation (SDDOT)..... Tom Druyvestein



- SDDOT Maintenance Department Statistics:
 - 4 Regions, 360 personnel, 18,600 lanes miles managed
- Winter Weather – has been spotty over the last year. With the lack of moisture, SDDOT is now preparing for ramped-up weed control.
- Winter Maintenance Program
 - Only about \$11 million used of the total budget over the last year (just over ½ of the budget).
- Equipment Supply Challenges
 - The 2022 vehicle orders will now be delivered before the 2021 order. (DOT went with a different supplier for 2022)
 - Truck chassis have been delivered, but the truck builds will be behind schedule.
- Maintenance Management System and Equipment Management System
 - A consultant is onboard for the development of these systems – a draft should be ready for review in next few weeks.

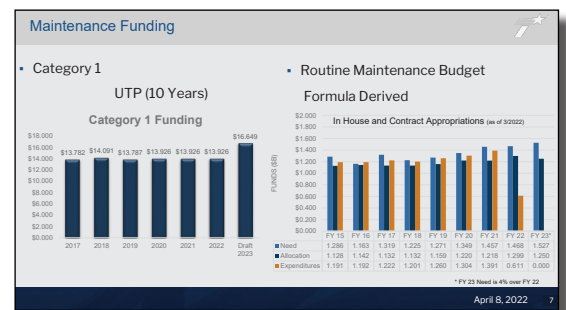
Texas Department of Transportation (TxDOT).....James Stevenson



- Districts in Texas, eastern maintenance and western districts are different and deal with different needs.
- #EndTheStreakTX – Campaign to decrease fatalities on roadways
 - Fatalities have increased over the last several years, traffic is now near pre-COVID numbers.
 - Effort to get people to refrain from speeding and put down the phone.
- FY 2021 Statistics:
 - Lane miles – 200,000
 - Centerline miles – 73,000
 - Bridges - Inspects 35,000 bridge structures
 - 254 Counties
 - 25 District Offices
 - 13,113 Employees
 - About 6,000 are maintenance employees
 - Routine Maintenance Budget - \$1.32 billion
- Performance of Our Assets
 - Highest Pavement Score to date – Goal = 90% good or better
 - Because of COVID, department was able to do a lot more

- Current Statewide Score = 89.41% (highest on record)
- Peer Reviews
 - Visit districts and go-over their maintenance approach to bring in an outside set-of-eyes and find ways to better manage assets.
- Maintenance Work
 - Pavements: asphalt, seal coat, and concrete
 - Pavement Types throughout State: 10% concrete, 52% hot mix asphalt, 38% Seal Coat
 - Bridges: joints, deck, superstructure, and substructure
 - Traffic Safety: guardrail, striping, RPMs, signals, and ITS
 - Roadside: Mowing, litter/debris, and sweeping
 - Emergency Management: always a large expenditure
 - At any given time, there could be a significant storm, flooding, wildfire, and tornadoes going on in the State.
 - Texas is still spending money on Hurricane Harvey (2017) infrastructure maintenance and improvements

- Maintenance Funding
 - Capital Funding (Category 1) – funds most pavement and maintenance work.
 - Routine Operations Maintenance Budget
 - Needs have outweighed funding allocation. Will be asking for more money from legislature over the next 2 years.



- Other Updates
 - Current Biennium – legislature did give more staffing and funding in 2021
 - Now using Routine Maintenance Contracts for roadway materials
 - Working with Industry on Modified Specifications
 - Virtual EOC tool – Veoci tool is working well and will become the documentation resource library.
 - TxERA – Texas Emergency Response Application
 - Shows where emergencies are happening and what staff/equipment is responding
 - Completed over 97% of planned maintenance work
 - Continued development of TPAS with CA, AZ, and NM
 - Truck Parking Initiative
 - Inflation, Supply Chain, CDL Drivers
 - Automated Stockpile Measurement (Clear Roads/SR)
 - Inflation and Supply Chain is influencing getting equipment and supplies
 - Especially with cable barriers – so Texas is pausing on cable barrier maintenance projects
 - Hiring at 95%, offering CDL certification reimbursement to help retain staff
 - There is more of a P.E. shortage in the DOT
 - Oklahoma – Also having the CDL reimbursement program to help keep staff on for a few years. Has this been difficult to enforce if people leave early? If staff leaves before

the 2-year mark, how do you enforce them paying the DOT back for the CDL?

- ClearRoads.org program – can help with CDL and other trainings. Could be a more cost-effective route and provide in house retaining resource.
 - <https://clearroads.org/project/20-01/>

- Winter Weather Spending – 2021/2022 expenses have not been as high as previous years.

10:50 AM - 11:00 AM

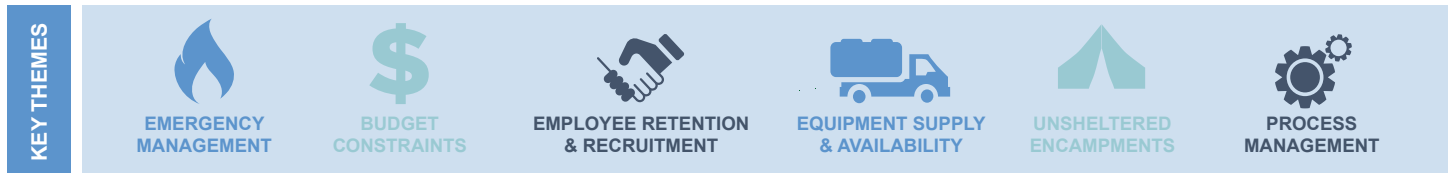
BREAK

11:00 AM - 12:10 PM

State Reports

7 States

Utah Department of Transportation (UDOT) Shawn Lambert

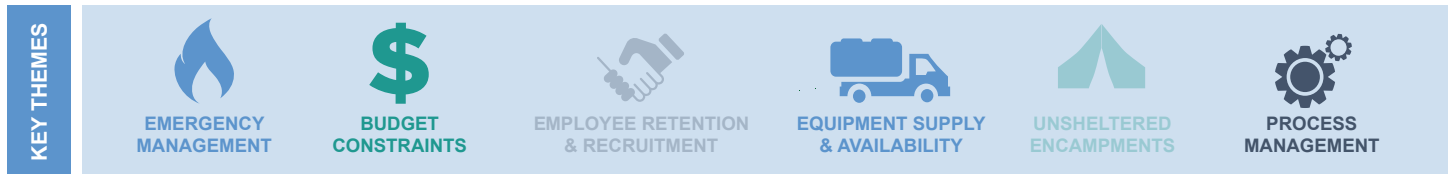


- Atom Program
 - New Asset Management Program – been in development for about 3 years.
 - GIS based program to manage assets
 - Will be going live Spring/Summer 2022 (old system will be offline July 2022)
 - Biggest task is to get 600 staff trained in the next few months on Atom.
 - Desktop and mobile based – will tell maintenance story better (especially to legislators), available assets, what is being replaced and what is new.
 - UDOT has a bring your own device policy so there has been some hesitation for some staff to put the app on their phone because of the tracking feature. Overall, there has been a lot of buy-in.
- Rest Areas – UDOT has contracted out the maintenance and cleaning of these facilities.
 - The contractor walked out on UDOT in October 2021-UDOT contacted all the rest facilities managers and “hired” them as seasonal UDOT staff. As of April 1st, there is a new contractor onboard – they did have a higher cost.
- Employee Turnover and Vacancies
 - In most urban region – there is 14% vacancy rate. Statewide vacancy rate is 9%.
 - Technician rate got a 9% salary increase rate – this has helped but vacancies are going up again.
 - State pensions have also gone away – this has not helped the vacancy rate.
 - UDOT will go to legislature to ask for more budget to help recruit and retain staff and make working for the State look enticing.
- Pavement Striping
 - Move striping program to tier-one asset
 - Increased funding for maintenance budget in 2024, additional \$6 million for durable striping and markings.



- Filling-in some durable striping gaps along state highways and in urban areas.
- Is UDOT looking at any bright-line with ceramic beads? UDOT has been trying out ceramic beads (3M was the suppliers) and testing out wet-night tape.
 - 3M did find some possible issues with the ceramic beads during the testing phase. Visibility was good but the striping was falling apart.
 - UDOT on wet-night tape testing, did have to change standards on contrasting type to “tiger-tail” design.

Idaho Transportation Department (ITD).....Nestor Fernandez, Steve Spoor



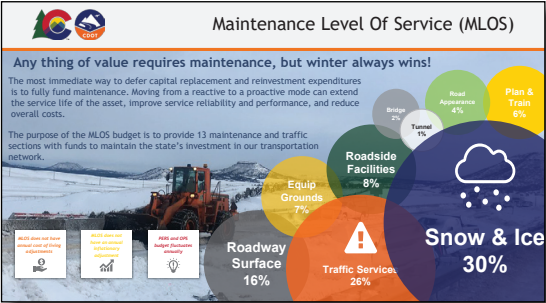
- ITD Salt Deliver Challenges in Winter 2021/2022
 - Salt supply was available but there were issues with delivery and truck availability to do delivery. Northern Idaho area prefers a specialized truck trailer to deliver the salt for easy unload.
 - Idaho had to hire a contractor with the correct truck to deliver the salt. This was expensive but needed to happen to get the salt delivered.
- Fleet Order Delays
 - Chip Shortage was shrinking number of trucks available.
 - Idaho went with Ford to get those trucks in 2020/2021. This past year, Idaho placed all orders in late September to be proactive about getting vehicles.
 - There are now new supply issues – Ford has only delivered SUVs and still needs to build other vehicles.
 - Idaho is working on maintaining and updating current vehicles to keep fleet operational. Idaho is also now looking at other provider with GM in case they can build and deliver quicker than Ford.
- Steel High Prices and Supply Chain Market
 - Steel order and how it impacted snowplows.
 - There was a 5% price increase of snowplows with Hincke. Hincke then could not provide the plows at that rate because of a 350% price increase on steel.
 - Idaho worked with legislature to approve a one-time exemption on a price increase. Idaho now working with Hincke on their projected prices for snowplows for the next year.
 - Stainless Steel prices are even higher, and supply is being rationed and suppliers may not be able to provide spreaders up to a year.
- Mobility Cost Efficiency System (MCE)
 - Mobility Metric for Winter Maintenance that allowed for more to salt product to effectively melt ice.



- 73% mobility factor metric - above ice melt. Snowplow drivers' goal is to keep roads wet and not iced/frozen.
- Needed to get a handle on what application rates are happening in the field – all equipment is now equipped with monitoring system to better determine how much material should be put down.
- The system was tested this winter season, will be refined, and hopefully fully implemented next year.

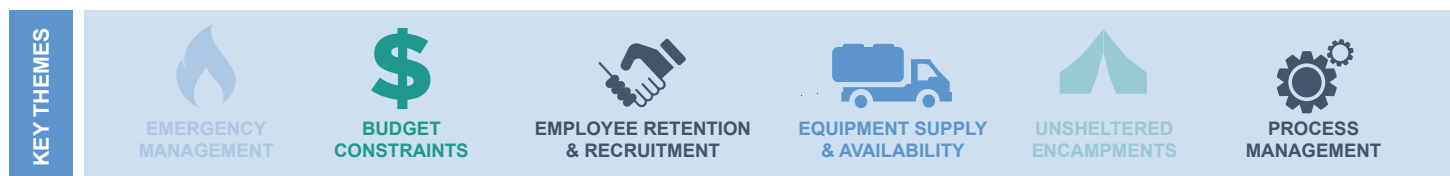
Colorado Department of Transportation (CDOT).....Jon Lorme



- Division of Maintenance and Operations Missions:
 - Support all 224 Maintenance Patrols in the State
 - All actions should support patrols
 - Provide Command and Control Statewide Events
 - Provide Resources
 - Standardize Maintenance and to Synchronize Operations
 - CDOT can't keep doing more with less . . .
 - Snow/Ice and Winter Maintenance
 - 30% of entire budget goes snow/ice and avalanche removal
 - Rest of the budget goes toward traffic services, equipment and facilities, bridges, planning and training, etc.
 - Most of budget is not focused on actual road maintenance (only 16% is available for roadway maintenance)
- 
- Snow and Ice Expenditures – “Winter always wins the budget”
 - Most other states only spend roughly 20% on winter maintenance
 - This cost does not stretch as far with increased fuel costs
 - Vacant Positions
 - Colorado has been forced to do more with less over the last few years
 - Equipment efficiency and vehicle optimization efforts are lost with increased vacancy (30% staff vacancy rate)
 - CDOT has invested money into staff iPhones rather than only laptops, optimizing fleet, new technologies but all of those optimization gains are lost with a 30% staff vacancy rate (no one to utilize those optimizations)
 - Apprenticeship and Trainee Programs
 - In an effort to address vacancy rate, CDOT is posting job announcements geared toward 18-year-old and younger adults to join apprenticeship program.

- Program also includes identifying and training mentors to work with those apprentices.
- Maintainer and Trainee Program
 - Currently 86% graduation rate, next class will have 30 trainees
- Department of Corrections Training Program
 - Work release program for temporary employment
- Maintenance training Academy Focused on Basics
 - Doing less but better (in-house training)
 - Provide in house training to get interested staff up-to-speed quicker and trained faster via an online learning portal.
- Housing is Affecting Operations
 - Lack of (affordable) housing is preventing employment opportunities
 - CDOT is now providing a monthly housing stipend to help employees live in the area
 - RV and mobile rental pads are also available
 - CDOT is building workforce housing units for staff in Glenwood Springs and Frisco
 - Future housing locations will include Fairplay, Basalt (Aspen), and Durango
 - Next Steps: Stakeholder engagement in new areas, project approvals, design, and funding
- Fleet Inflationary Alarms
 - Major increase in fleet costs. CDOT is looking at expanding tow-plow fleet and maintaining current fleet

Wyoming Department of Transportation (WYDOT) Marc Anderson



- 5 Districts in WYDOT
- 3 interstates
- 61 maintenance crews
 - 500 maintainer positions statewide
- 6,700 miles of roadway
- FY22 Maintenance Budget - \$102 million
- FY21 Snow Control expenses \$23 million, down from \$38 million
- Vacancies
 - State Government turnover is 18%
 - WYDOT turnover 15% (based on 2021 numbers)
 - There is projected to be an increase in turnovers due to retirements and resignations.
 - We are having trouble retaining and recruiting due to low salaries.
 - Legislature did approve a staffing salary raise for 2023 to help retain and attract staff
- WYDOT uses Agile Assets 7.0 as our maintenance management system, and we are hoping to upgrade.

- Identified unfunded needs of \$354.3 million for roads and facilities.
- Some materials have doubled in cost and there are delivery delays.
- Current CDOT Maintenance Priorities
 - CDL Training
 - Using 3rd party training companies and community colleges
 - WYDOT does not have a retaining agreement to help keep staff on-board after training
 - Job fairs are being hosted around the state to entice new hires.

Nebraska Department of Transportation (NDOT)Kevin Domogalla



- Historically, went from each district having an operation center/traffic management.
 - This is consolidated into one operation center/traffic management group. We kept our district operations center in Omaha area. This was updated this year. We should be seeing the benefits of that increased focus.
- NDOT looking at CDL sessions – going through community colleges and local universities to provide certificate training
 - If employee leaves within a short time, they will not get reimbursed for the CDL training. But there could be issues in enforcing this.
- Vacancies and Turnover
 - Most vacancies are based on hiring wages
 - 8% vacancy rate
 - NE struggling to get projects and responsibilities managed
 - Working with Governors office to look at how to better recruit and retain staff. This is the year we negotiate new contracts. We are seeking gubernatorial support.
- Nebraska is dealing with a drought - snowfall totals were down. Used less than 80% of the salt on contract over the last winter.
 - Lack of moisture will be a problem with farming communities but has been easier on the maintenance materials budget.
 - We pulled winter products out of our general budget so we can track them closer.
- Nebraska started a “name a snowplow” contest – reached out to elementary schools for those name suggestions.
 - “Snow Big Red”
 - “The Blizzard of Oz”
 - Looking at doing the same contest next year for additional snowplows
 - Will be used as a PR opportunity
 - The names will be displayed on the snowplows.

North Dakota Department of Transportation (NDDOT) Brad Darr

KEY THEMES



EMERGENCY
MANAGEMENT



BUDGET
CONSTRAINTS



EMPLOYEE RETENTION
& RECRUITMENT



EQUIPMENT SUPPLY
& AVAILABILITY



UNSHELTERED
ENCAMPMENTS



PROCESS
MANAGEMENT

- NDDOT received a significant increase in funding last year from the legislature and some money was moved from maintenance.
 - Moved safety out of maintenance division to improve safety visibility and outreach. Maintenance division has \$1 million for ITS.
- ITS
 - Moving to a non-proprietary software
 - Did get a grant to put ITS back in TMC
 - NDDOT have not received any grants yet - no grant for planning a TMC. NDDOT will prepare all the paperwork demonstrating our TMC.
- Vacancy and employee retention is not currently a problem
 - Currently requires a CDL before coming to work for DOT. This has worked for us.
- NDDOT currently has 350 Plows – wants to put performance measures in place to better track salt usage.
- Autonomous Mowing
 - This is being studied and looked-in, research report will be available soon. Our director has challenged us to figure out a path forward based on research for the next year. In year 3 and 4, NDDOT would like department to implement autonomous mowing.
- Legislative Push for Trailer Size Changes (LCD Freeze)
 - There will be a pilot program in our state for longer trailer lengths. We are still looking for candidates for the program.
- \$12 million funding on maintenance. NDDOT has \$4 million for facilities.
 - Just put an automated truck wash in one of the yards
- Automated Speed Recovery Measure – STIP Grant
 - Can measure how long it takes for traffic to recover after a storm

Oregon Department of Transportation (ODOT) Luci Moore

KEY THEMES



EMERGENCY
MANAGEMENT



BUDGET
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EMPLOYEE RETENTION
& RECRUITMENT



EQUIPMENT SUPPLY
& AVAILABILITY



UNSHELTERED
ENCAMPMENTS



PROCESS
MANAGEMENT

- Luci Moore is retiring
- ODOT has a headquarters technical leadership drain. There are quite a few vacancies in the DOT – especially in department/program leadership.
- Telematics Program
 - 10-yard trucks with different controllers

- Now able to get information from all trucks – took quite an effort to get all equipment upgraded and on the same software
- ODOT is a bit behind on timeline, but finally has a contract everyone feels good about.
- Budget – Oregon is getting less money in the next fiscal year. (Possible \$30 million budget cut)
 - Will be looking at staffing and program cuts.
 - Could result in some maintenance yards being closed.
- Unsheltered/Homeless Population and Site Clean-Up
 - Unsheltered encampment clean-up has become a bigger focus and need for state since COVID.
 - Safety is ODOT's focus – there was a bad crash from a drunk driver that hit four unsheltered campers and ODOT has been blamed for the crash.
 - ODOT has been most focused on cleaning-up unsheltered sites that are too close to roadways = safety concerns
- 50% Vacancy Rate on Electrical
 - Frontline maintenance managers are receiving a pay raise in fall 2022
 - Working on getting a pay raise for other positions (especially emergency response staff)
- Tolling – ODOT has been trying to get different revenue streams.
- Vehicle and Fleet Supply
 - Having issues with getting fleet
 - Working on getting hybrid/electric vehicles
- New 10-yard truck specifications
 - ODOT told vendor that if they have fleet available, ODOT would be willing to buy on or before July 1 to try and get the available stock.

12:10 PM - 1:00 PM

LUNCH BREAK

1:00 PM - 1:20 PM

Upcoming Meetings

**Greg Selstead &
Nestor Fernandez**

WASHTO SCOM 2023 - Boise ID

- August 13-16, 2023, in downtown Boise, ID
- Nestor Fernandez talked about next year's WASHTO SCOM Meeting in Boise and outlined some of the activities you can do in Boise, ID.
- Registration site should be posted May 2022.

Unsheltered & Encampment Clean-Up Peer Exchange and Training – Dates TBD

- Greg Selstead introduced an upcoming peer exchange and training event
- The goal is to schedule the peer exchange for late 2022 or 2023
- Peer Exchange Concept: Seattle area peer exchange to discuss unsheltered and encampment clean-



up and go-over associated training

- Also would include a tour of a traffic management center, a tour of the Vancouver area challenges on unsheltered individuals camping
- Day three could focus on Portland, OR challenges – Could talk to Ted Miller in ODOT about this part of the tour.
- Greg also talked about aiming to get back on WASHTO SCOM spring/summer meeting schedule but it has been a challenge this year and next year because there is a high demand for conference spaces and dates.
- If the virtual/in-person format is continuing every-other year, the 2025 in-person event will need some volunteer to host. Odd years would be in-person meetings, and even years would be a virtual business meeting with an optional in-person peer exchange.
 - Montana, Utah and Oklahoma all volunteered to be upcoming hosts

1:20 PM - 1:45 PM

Chair & Vice-Chair Nominations

Greg Selstead

- Greg Selstead/Nestor Fernandez led discussion on Chair and Vice-Chair nominations and responsibilities:
 - Nestor Fernandez (ITD) has agreed to let his nomination stand as Chair – CONFIRMED
 - Vice-Chair Nominations: Nathan Morian (Nevada DOT) – CONFIRMED
 - Nominations could come from outside current member group. It could be time to look at how WASHTO SCOM gets the next generation involved.
 - Greg thanked everyone for their participation in confirming Nestor Fernandez and Nathan Morian.
 - Nestor talked about the great opportunity to serve as previous Vice-Chair and upcoming Chair for WASHTO SCOM. He invited the group to send him thoughts, ideas, or new approaches to incorporate in the meetings and the future event in Boise, ID. Nestor also thanked Greg Selstead for his contribution over the last few years as Vice-Chair and Chair.
 - Nathan is thankful for the nomination and looking forward to serving as Vice-Chair.

1:45 PM - 2:40 PM

Pooled Fund Status, Checking Account Balance, Proposed Travel Policy, and Meeting Host Agreement

Shawn Lambert

- Pooled Fund Status Update TPF-5(394)
 - Started in the 1980s.
 - Work Plan 2019 – 2024, Objectives:
 - Provide a forum for hosting and travel reimbursement for WASHTO SCOM meetings and sharing ideas
 - Includes multi-day workshop/scan tour
 - Exchange of information and knowledge about each state's maintenance program
 - Provide a means to define, support, and share technology of mutual interest
 - Provide funds for formal training presentations during the workshop

- Supports the management of the WMP
 - Special Studies, investigations, research and training
- WASHTO is made up of 18 states
 - Currently has 7 contributing states - \$15,000
 - California
 - Idaho
 - Montana
 - Texas
 - Utah
 - Washington
 - Nevada - pending
 - Current Status - total of \$90,000 have been put-in
 - Have spent \$25,000 to this point, \$64,000 is available
 - Anticipated Events:
 - Washington DOT Peer Exchange
 - WASHTO SCOM 2023 Meeting – Boise, ID
 - 2024 Meeting TBD
 - After these upcoming events, there will likely be \$19,000 left available
 - Checking Account:
 - Current Balance in checking account - \$33,846.43
 - It is funded by the pooled fund. It starts at \$15,000.
 - It enables the host state to pay for expenses related to hosting the Annual Meeting/ Multi-day Workshop/Scan Tour
 - Receive and deposit any registration fees
 - Agreement required between Utah and the host state.
 - States can contribute to the pool fund by contacting Shawn Lambert who will work with Dave Stevens
 - There is a link to this on the website
- Meeting Host Agreement – Provides Host State Access to the WASHTO Checking Account
 - Agreement must be signed before granting access.
 - Only one state can pull from the account at any given time (the current event host state)
- Travel Policy
 - Outlines the process for WASHTO members seeking travel reimbursement
 - Identifies Per Diem amounts
 - Provides direction on the purchasing of airfare and baggage
 - Lodging and Hotel or other accommodations
 - Defines other reimbursable expenses
 - Pre-approval email to ITD cc: UDOT
 - Shawn Lambert will send out travel policy to group for reference.
- You can contribute to the pooled fund by reaching out to Dave Stevens or contact Shawn.

- PDH certificates: Nestor went over how the PDH certificates will be made available – via a shared Google Drive so people can download their certificate.
- Nestor reminding participants to update their contact info in the WASHTO SCOM member contact spreadsheet and add any additional participants or members that should be involved in the future.
- Nestor talked about the goal of setting-up a WASHTO SCOM shared drive where documents can be stored, share, and accessible to leadership.
- A meeting report will be sent out to all participants
- Nestor reminded attendees to take post-event survey when it is sent out in the coming days.
- Texas DOT, James Stevenson – Asked about process of including other staff members to join. Nestor responded and said up to two representatives can be considered for travel reimbursement benefits but there is no limit to other DOT staff joining and participating in meetings at their expense.
 - WASHTO SCOM meetings are open to anyone to attend. But only two representatives qualify for travel reimbursement.

Additional Resources and WASHTO SCOM Business Meeting Materials

- **State Report Presentations**
 - Copies of the 2022 State Report presentations can be viewed and downloaded here:
<https://drive.google.com/drive/folders/1G5bnhHHNBrqvw9170kuMj6HJq1jioheo?usp=sharing>
- **Video Recording of 2022 Virtual WASHTO SCOM Business Meeting**
 - A video recording of the 2022 Virtual WASHTO SCOM Business Meeting can be viewed and downloaded here:
<https://drive.google.com/drive/folders/1f7fpFjwcuFRHM51nrUPAGXemoxpeQF2?usp=sharing>
- **General Meeting Materials from the 2022 Virtual WASHTO SCOM Business Meeting**
 - General meeting materials from the 2022 Virtual WASHTO SCOM Business Meeting can be viewed and downloaded here:
<https://drive.google.com/drive/folders/1Ohjw5C8mmkefj4hL6Kc6RXuA48xtxb4?usp=sharing>

Appendix A
2022 Virtual WASHTO SCOM Attendees

AGENCY	PARTICIPANT	TITLE	EMAIL
CalTrans	Sergio Aceves	Chief, Division of Maintenance	sergio.aceves@dot.ca.gov
Colorado DOT	John Lorme	Director, Division of Maintenance & Operations	john.lorme@state.co.us
Idaho Transportation Dept.	Nestor Fernandez	Mobility Services Engineer	nestor.fernandez@itd.idaho.gov
Idaho Transportation Dept.	Steve Spoor	Maintenance Services Manager	steve.spoor@itd.idaho.gov
Montana DOT	Jon Swartz	Administrator - Maintenance	joswartz@mt.gov
Nebraska DOT	Kevin Domogalla	District Engineer for District 3 - Norfolk	kevin.domogalla@nebraska.gov
Nevada DOT	Anita Bush	Administrator 2, Professional Engineer	abush@dot.nv.gov
Nevada DOT	Nathan Morian	Assistant State Maintenance Engineer	nmorian@dot.nv.gov
North Dakota DOT	Brad Darr	State Maintenance Engineer	bdarr@nd.gov
Oklahoma DOT	Taylor Henderson	State Maintenance Engineer	thenderson@odot.org
Oregon DOT	Luci Moore	Manager, Maintenance and Operations	lucinda.m.moore@odot.state.or.us
South Dakota DOT	Tom Druyvestein	Operations Maintenance Engineer	Thomas.Druyvestein@state.sd.us
Texas DOT	James Stevenson	Director, Maintenance Division	James.Stevenson@txdot.gov
Utah DOT	Shawn Lambert	Director of Maintenance and Facilities	shawnlambert@utah.gov
Washington DOT	Greg Selestead	Assistant State Maintenance Engineer (Chair)	Selsteg@wsdot.wa.gov
Washington DOT	Pasco Bakotich	State Maintenance Engineer	bakotip@wsdot.wa.gov
Wyoming DOT	Marc Anderson	State Maintenance Engineer	marcus.anderson@wyo.gov

AGENCY	PARTICIPANT	TITLE	EMAIL
Oregon DOT	Joel McCarroll	Observer	
South Dakota DOT	Christina Bennett	Observer	christina.bennett@state.sd.us
South Dakota DOT	Joel Jundt	Observer	Joel.Jundt@state.sd.us
Utah DOT	Ryan Ferrin	Observer	rferrin@utah.gov
Washington DOT	Misty Sanders	Observer	SandeMi@wsdot.wa.gov

Appendix B
2022 Virtual WASHTO SCOM
Post Event Survey

POST EVENT SURVEY

Key Themes

Following the WASHTO meeting on April 11, 2022, each participant received a post-meeting survey to rate the effectiveness of the meeting and determine what should be used on future meetings.

Of the 22 meeting participants, 6 people responded.

Each participant was asked these three questions:

1. What did you enjoy about this meeting?
2. Were there features of this meeting that we should use in future meetings? If so, please list them below.
3. Do you have any comments for organizers?

The key themes for these questions are outlined below:

1. What did you enjoy about this meeting?
 - The state reports and seeing what other states are dealing with was very helpful.
 - Share ideas, challenges and solutions.
 - State reports (as always)
 - Hearing from everyone. I learn something new at every meeting.
 - Hearing from each of the different states.
 - Sharing of information between the various agencies.
2. Were there features of this meeting that we should use in future meetings? If so, please list them below.
 - The Shared Google Drive is nice to drop documents into to share with the group.
 - Hybrid meetings allowing remote attendance is very helpful.
 - Discussions among state reps
3. Do you have any comments for organizers?
 - The virtual format works pretty well but it is tough to replace in person discussions.
 - in person
 - In person meetings going forward.
4. Do you have any comments for the organizers?
 - Keep WASHTO SCoM growing. We need additional participation within each state.
 - great job!
 - I thought the meeting had a good flow to it.