



WESTERN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

December 4, 2020

Colleagues and Friends,

Greetings...Attached for your information and review are the Meeting Report and other relevant materials generated from the 2020 Virtual WASHTO-SCOM meeting held on October 28th.

As discussed in the meeting, while most of us would have preferred to meet in person, the virtual format did seem to work well. We accomplished the overarching goal of keeping us connected...with the ability to openly share information on a peer-to-peer basis. In fact, we learned many things to help keep us connected as we move into the future. To this end, a big round of applause goes out to the Langdon Group for a great job hosting and facilitating our meeting!

As we look ahead to 2021, please mark your calendar for the upcoming WASHTO-SCOM meeting to be held in Deadwood, South Dakota, October 17-20, 2021. We plan to send out a call for agenda items and topics in early Spring.

Wishing you and your crews a safe and happy holiday season.

Sincerely,

Gregory A. Selstead, P.E.
Chair, WASHTO-SCOM



2020
VIRTUAL WASHTO SCOM
BUSINESS MEETING

Wednesday, 28, 2020
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



To accommodate travel restrictions and maintain health safety related to the COVID-19 pandemic, the **2020 WASHTO SCOM Business Meeting** was held virtually utilizing Zoom.

The meeting occurred on October 28, 2020.

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

The agenda and meeting length were adjusted to help participants stay engaged in the virtual platform. Following the feedback collected in a pre-event survey that gauged the participant's familiarity with online meeting platforms, the State Reports were adapted to fit into an abbreviated timeframe. Presenters were challenged to give their State Reports with the theme "A Picture is Worth a Thousand Words." Rather than providing detailed slides about the State's maintenance updates, presenters were asked to give a 5-minute update with 1-3 images that best showcased their topics.

Chair and Vice-Chair Nominations

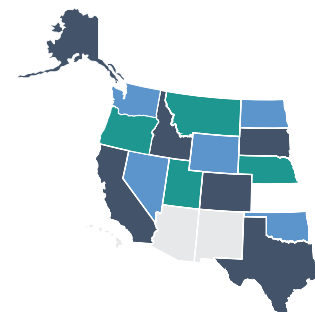
During the WASHTO SCOM Business Meeting, a new Chair and Vice-Chair were confirmed.

Chair: Greg Selstead (Washington State Department of Transportation)

Vice-Chair: Nestor Fernandez (Idaho Transportation Department)

Participants

Of the 17 WASHTO SCOM member states, 14 state representatives were in attendance. Additional state maintenance representatives and invited meeting observers resulted in a total of 28 participants. *(See appendix A for attendees)*



State Reports

During the State Reports, 5 key themes emerged:



**EMERGENCY
RESPONSE**
(FIRES & STORMS)



**BUDGET
CONSTRAINTS**



COVID-19 PANDEMIC
(RESPONSE & IMPACTS)



**ASSET
MANAGEMENT &
TECHNOLOGY**



**ENCAMPMENTS &
PROTESTS**

Post Event Survey

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



WESTERN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

2020 Virtual WASHTO SCOM Business Meeting
Wednesday, October 28, 2020 | 9:00 AM – 3:00 PM (MST)

MEETING INFORMATION

Please join the meeting via the Zoom web platform.

Link: <https://jubengineers.zoom.us/j/96861862585>

Meeting ID: 968 6186 2585

AGENDA

Time	Description	Speaker
9:00 AM - 9:30 AM	Introduction and Welcome	Greg Selstead
9:30 AM - 10:00 AM	Chair and Vice Chair Positions	Greg Selstead
10:00 AM - 11:00 AM	State Reports	Oklahoma, Utah South Dakota, Colorado, California
11:00 AM - 11:10 AM	BREAK	
11:10 AM - 12:10 PM	State Reports	Oregon, Idaho, Montana, Nebraska, Texas
12:10 PM - 12:40 PM	LUNCH BREAK	
12:40 PM - 1:40 PM	State Reports	Wyoming, Nevada, Washington, North Dakota
1:40 PM - 1:50 PM	BREAK	
1:50 PM - 2:05 PM	Upcoming Meetings WASHTO SCOM 2021 www.cvent.com/events/washto-scom-2020/event-summary-27f46ccd282c48e78f441304df33b5ab.aspx?dvce=1	Tony Ondricek & Jacob Rosecky
2:05 PM - 2:50 PM	Pooled Fund Status, Checking Account Balance, Proposed Travel Policy, and Meeting Host Agreement	Danny Page
2:50 PM - 3:00 PM	Wrap-up and Adjourn	Greg Selstead

MEETING MINUTES

9:00 AM - 9:30 AM

Introduction and Welcome

Greg Selstead

- Siobhan Locke (Facilitator): Welcomed everyone, provided Zoom orientation, stated that meeting will be recorded, and a link provided after the meeting concludes.
- Greg Selstead: Thanked the facilitators as well as the rest of the group for participating
 - Mike Tooley (Montana DOT) – Thanked everyone for attending and reminisced about the previous San Diego meeting. As a sponsor, it is his role to listen on what States are tackling and pass that information on.
 - James Bass (Texas) is the current board President and backed-up by Vice President Bill Panis (North Dakota)
 - Greg then asked all participants to introduce themselves
- Greg Selstead: Reviewed the certificates for Professional Development hours (WASHTO authorizes those hours and certificates will be sent out following the conclusion of the meeting)
 - Greg announced that the hours will be pro-rated to six hours this year for the shortened, virtual meeting but it will be up to each participant to decide those hours. Certificates will be sent out to all participants.
 - Greg also brought-up past WASHTO documentation and the effort to gather historic information/documents about the WASHTO SCOM. Greg asked that any members send WASHTO SCOM documents to him. Photos as well. Gathering the documents will help create a document library that can be a resource when leadership transitions occur.

9:30 AM - 10:00 AM

Chair and Vice-Chair Positions

Greg Selstead

- Greg Selstead: Announced Chair and Vice-Chair nominations and roles – Nestor Fernandez (Idaho Transportation Department) has agreed to let his nomination stand.
 - Greg discussed his history as Chair and the value of continued leadership
 - Greg accepted the Vice-Chair position last year in San Diego, but then Kyle Lester, the previous Chair, moved to a different role, so Greg took over as the Chair. Greg is committed to fulfill his term through 2022.
 - Nestor Fernandez (ITD) has accepted the Vice-Chair role for 2021-2022
 - Greg asked if there were any others who were interested in the Vice-Chair role and called for additional nominations. No participants spoke up.
 - Nestor Fernandez: Thanked the group for the consideration as Vice-Chair and is happy to accept the role. Nestor said he is looking forward to working with Greg Selstead and the group. He described his career and said he has spent 30 years with ITD, in different departments. He has served as the Mobility Service Engineer for the last 5+ years where he is over the fleet and equipment, fuel

management, etc.

- Every member of the group affirmed Greg Selstead and Nestor Fernandez – all were in favor.
 - Website will be updated with the new Chair and Vice-Chair roles.
- Greg is looking forward to the next two years with the WASHTO SCOM group – this is the go-to group when there is an issue and there is tremendous value in the network and collaboration in this group.

10:00 AM - 11:00 AM

State Reports

4 States

- Siobhan Locke (Facilitator): Introduced the “A Picture is Worth a Thousand Words” challenge for state presentations

South DakotaJacob Rosecky

- This past weekend, a winter storm hit South Dakota and the DOT and as well as the fleet was not quite ready.
- David Berkowitz will be retiring soon and this will be a big role to fill. One of the longest acting secretaries. No replacement has been announced yet, but it will likely be someone outside of the Department.
- There are a lot of worries with COVID – the worry is a widespread breakout may happen and there may be limited resources to deploy.
 - Looking into a COVID continuity incentive payment so staff can temporarily relocate and help where it is needed.
 - Also, looking into a quicker travel reimbursement to help with the travel.
 - Looking into building a CDL contact list – so if a situation arises, DOT knows who they can call.
 - COVID social distance measuring has been hard to implement – but keeping up the effort to keep staff socially distanced to help curb the spread of the virus. If someone have been exposed but do not have symptoms, they are still working.
- Level of service for frequency and recovery process after a storm – what the condition of the highway is and if it should be treated and recovered after a storm.
- Candidate level of service definitions research project – how best to utilize personnel, research project will conclude in summer 2021. It is difficult research – we exceed a lot of our levels.
- Route optimization RFP – look at whole state, setting up the RFP to do full runs. Maybe include remote facilities for faster deployment.
- Implementation Study – the state would outfit the entire fleet with AVLs
 - Are there requirements for spreader rates? Yes. 1/3 of the fleet has these features. All of this data is fed back to the MDSFs.

- Looking at new maintenance system
 - Looking at estimated cost of the system, the benefits, and the implementations schedule.
- A lot of states are seeing budget constraints, South Dakota has not seen many impacts to budget because the state was left open.

Utah..... Danny Page

- ATOM – Maintenance and Asset Management System
 - Currently in implementation process, took months to go through RFP selection process.
 - ATOM was selected because it was good at asset-based management
 - Tracks levels of service, shows relative cost for assets based on level of service and management (ability to show benefit and show budget projections).
 - Ability to do budget projections – it is always a moving target between seasons, equipment, etc.
 - Time Management – staff will be able to enter their time into ATOM to track real time costs and real time effort to determine the projected needs.
 - ATOM will integrate with all of the other systems – real time cameras, time tracking, etc.
- Budget Costs in Fiscal year 2021
 - State Maintenance Cuts – were asked to look at what could be reduced
 - Total of \$2 million (Central - \$1 million, region - \$956,000)
 - Region Maintenance Cuts
- MS4 Issues
 - 121 locations scattered throughout the state to address maintenance station locations – correcting drainage systems, rebuilds of slope and runoff on stations, cited for non-permeable locations for storage of materials.
 - Working on an effort to address and fix the issues at these sites.
- Utah’s COVID Response - Utah is taking a 2-pronged approach
 - Communication and Planning Approach
 - YoUDOT
 - Met with District Engineers to lay out a plan to address high-priority routes and a contingency plan on how to address those during COVID – with the goal of maintaining level of service
 - COVID Protocols
 - Staff at maintenance stations must wear masks, but it is not required in vehicles.

- Aiming for one operator per vehicle. If staff must share the vehicle, the vehicle must be disinfected and sanitized.
- Gathering a list of contacts for on-call/roving mechanics
- UDOT is offering on-call pay to help keep staff tuned into winter operations and responsive
- Asked for a major CDL staffing plan to help address staffing gaps/augment staff
- John Lorne (CDOT) requested copies of UDOT's slides
- In Colorado, the DOT started an in-house composting process because it was so expensive to send out carcasses to be composted
- Cliff Spoonmoore (WyDOT) – Did Agile Assets get turned off? Yes, it will be. Goal is to turn off Agile July 5, 2021. Pilot program will be underway before ATOM goes live.

OklahomaTaylor Henderson

- Maintenance Activity Truck Tracking Device (MATT)
 - About half of the trucks have been outfitted with MATT over the last two years.
 - This system was recently put to use when Oklahoma was just hit with an ice storm over the weekend
 - Ice Storm – tested our system and it has been going really well.
 - County Superintendents can go onto the app and toggle on the conditions of the road. MATT is a centralized map system and many other agencies use it and can access it.
 - The programs shows real time road conditions via the cameras. Residents can see real time pictures of the conditions of the roadways.
 - Turnpike system is now using the same system – all trucks are outfitted with the MATT
- Agile Assets – There was an effort last year that integrated with Esri and reestablished LRS System (went live March 19-22, 2020)
 - Mapping system where users now have a better user experience
 - Oklahoma DOT is now asking, if there is more money, what can be done with it? An RFP is being released soon to explore future capabilities.
- Communications
 - Probably rank low on LOR system
 - Oklahoma is working on upgrading the system so if cell phones go out, maintenance staff can still communicate
 - In the past, when emergencies arise, there was not a good system to improve communication

- Governor publicly announced the effort to improve communication and the infrastructure (radio system)
- COVID – continuity of operations plan
 - How does every district or county help each other out if there is COVID? DOT districts created a plan to help each other. The plan was drafted over one meeting. This plan also helped with recent Ice Storm response.
- AVL – Executive Order to get devices on all of fleet vehicles (statewide Governor decree – the Governor was worried about low use vehicles)
 - DOT is now starting to implement this – this is an added strain on the budget.
- Oklahoma DOT will have a budget shortfall, but it will likely not be as bad as projected for next fiscal year.

California..... David Ambuehl

- Wildfires – August 2020 had record breaking temps and California was hit with dry lightning storms, causing many fires.
 - Jumped into emergency response and mobilized to support local agencies and emergency responders (Highway Patrol, California Fire, etc.)
 - More than 20 separate fires directly impacted CalTrans roads/highways and resulted in 35 fatalities.
 - Trees, roadside signage, retaining walls, etc. were impacted by the fire.
 - CalTrans worked with emergency contractors around the state to help tackle the issues.
 - CalTrans is now phasing into winter preparations
 - There is still a concern that after the fires, rain events could cause additional issues that will need to be dealt with.
 - \$137 million in damage to the system this fire season, and that number is anticipated to increase.
 - CalTrans has been working with FEMA and FHWA to help with reimbursement costs from damage.
 - These fire issues have been an issue for many years.
- Pavement Management
 - SB-1 (gas tax) was passed to invest in infrastructure. \$26 billion is expected to come from SB-1.
 - CalTrans uses an automated pavement Condition Survey, which provides imagery for surface stress, bridge deck conditions, etc.

- The Conditions Survey is ran on all 50,000 lanes every year
- PMPC – CalTrans works with others in the industry to coordinate efforts and review/ proposed improvements to specifications, condition standards and pavement maintenance. CalTrans is exploring partnerships with academia as well.
- Unsheltered Encampment Program – Governor issued
 - CalTrans has been trying to work within the new guidelines from CDC
 - Due to COVID, CalTrans stopped removing encampments in March 2020. They only remove encampments that pose an issue with state properties.
 - There is now a large buildup of encampments occurring without the regular removal.
 - CalTrans is now looking at developing an inhouse plan to meet the CDC guidelines with COVID safety to find ways to safely clean-up encampments.
 - Working with local homeless resource groups and finding ways to send the encampment individuals to a shelter.
 - Finding ways to use hazmat contractors to help with the encampment removal, so CalTrans staff do not have to.
 - COVID has been a challenge – the Department wants to protect the CalTrans employees but not displace the people in the encampments.
- Danny Page – In Utah, there is starting to be an influx in the encampments. UDOT just supports the effort by providing equipment during the clean-up.
 - David Ambuehl – CalTrans started working with the cities to get them involved, but there has been some pushback in finding places for people to go and get shelter. It has been a challenge to get the smaller cities to get involved and come out to CalTrans ROW. The Governor’s recent decree and requirements have helped the cities and partner agencies get involved and help with the encampment removal.
- Siobhan Locke – What is the immediate safety threat of the encampments? Who decides what the immediate threats are?
 - David Ambuehl – Sometimes it is obvious (fencing that blocks CalTrans ROW access, people sleeping in box culverts, tunneling under roadways and highways). CalTrans is developing guidelines so CalTrans staff can make a more informed decision on what is a safety threat.

Colorado..... John Lorme

- CDOT is currently upgrading the ITS Network – moving to ATMS system and currently in the RFP process
- Moving to an app-based system – moving away from supervisors having to do an inhouse update. Moving to a mobile device submission process.

- Colorado is now shifting away from the summer, fire operations and into winter operations.
 - It has been a year of “fire and ice” for Colorado
 - The 2019 snow season dumped unprecedented amounts of snow on the I-70 corridor. Then summer was exceptionally dry and fires consumed over 4 million acres.
 - Operators have been working during COVID and jumping from one crisis to the next
 - CDOT is well equipped to respond to fires (more than the national guard) and operators feel like they are contributing to more than just road conditions.
 - Many Colorado resident’s expectation of services exceeds the available budget, so CDOT is trying to improve messaging with the public and reaching out to the public about what to expect.
 - Maintenance budget is the same today as it was in 1992.
- COVID Impacts on Maintenance and Operations
 - COVID prevention – risk mitigation methods
 - COVID does not care if there are fires or snowstorms
 - Social distancing at CDOT is required
 - Masking and PPE are required (along with disinfecting procedures)
 - The Department is finding ways to limit partnering and face-to-face interactions
 - CDOT is assigning priorities (Interstates vs. State Roads) – limiting larger maintenance programs and focusing on safety efforts (guardrail, etc.)
 - Engaging with the public and building awareness – CDOT is communicating to the public that they are not just sitting around during COVID.
- Budget Impacts on Maintenance and Operations
 - CDOT has taken a big hit in budget, but CDOT is two years behind market trends, so the budget impacts will happen in a year or two.
 - Reduced hiring in all non-maintenance and staff positions
 - Reduced paving projects and focus on pavement preservation
 - CDOT is more focused on labor intensive projects (mowing, clearing culverts, etc.)
 - CDOT is cutting the “nice to have things” out of budget and putting money into a rainy-day fund.
 - Maintenance facility and fleet replacements are on hold
 - Historic wildfires have put regular operations on hold, staff are focused on fire repair and MOT.
 - Ultimately, the budget minded changes are saving the maintenance group money

- With COVID, there has been less travel and hotel costs, so these reimbursements can be moved into simulator training opportunities.
- Maintenance Management Systems
 - SAP Platform – Plant Maintenance Module within the SAP program
- Working on getting away from relying on computers for staff and focusing on mobile devices and app-based programs (mobile phones are cheaper than computers).
- Cliff Spoonmore – Is the virtual training using VR goggles?
 - John Lorme – Yes, CDOT is working on getting the training simulator created and then the platform will use VR goggles.
- Luci Moore – what are the standardizations for the fleet?
 - John Lorme – The Department took the dozen different fleet vehicles and paired it down to just a few different types of vehicles. Also redesigned/simplified logo package that goes on the vehicles and was able to save money.

11:00 AM - 11:10 AM

BREAK

11:10 AM - 12:10 PM

State Reports

4 States

Oregon.....Luci Moore

- Oregon has seen the worst fire season this year, across the entire state.
 - Over 250 miles were impacted by the fires.
 - The DOT was asked to develop an evacuation plan for the Portland area in about 2-hours.
 - Ended up in a bit of a turf war between FEMA and FHWA on reimbursement for the trees impacted by the fires. Taxpayers may have lost out on how that panned out.
 - Headed into winter with a few major corridors still needing trees dealt with from the fire.
- At the beginning of the year, there were a handful of new hires in Oregon DOT and then COVID hit, so there was a large learning curve for a new staff and organizational structure to meet the COVID needs.
 - The current question that the Department is asking is, “how do we do maintenance with COVID social distancing?”
- Looking at ways to be budget minded going into 2021
- Preparing for the next round of protests with the election
 - Traffic control has been needed during past protests
 - Looking at how to prepare for the protests and working with the police

- Oregon DOT is looking at a new lens for making maintenance decisions
 - Where are we going to cut services? And how are we going to cut services?
- Geotab – working on a proof of concept and will get it into vehicles
 - Still in negotiating phase.
- When possible, Oregon DOT has shifted most of the staff maintenance trainings to an online or virtual platform.
 - Some CDL and equipment trainers (who are older and higher risk with COVID) refused to get into vehicles for training. ODOT had to go to a contractor to help support CDL training – they had staff that were more willing to get into vehicles during the pandemic.

IdahoNestor Fernandez

- ITD Equipment Operator Training Program
 - Wanted to ensure there was effective personnel for operating the equipment
 - Training requirements include a two-week training course, on the job training, and an exam to get certified.
 - Last year, ITD added a backhoe, excavator and train safety to the training courses.
 - ITD just implemented the road grade training course this year.
 - The program has been successful; there are 380 staff qualified and about 240 people certified for backhoe/excavator/train safety
 - 2 people are dedicated to implement the training program and the training is part of the standardized career path.
- ITD TAMS and WARS System Upgrade
 - Winter Automated Reporting Systems (WARS) is an ADL system that collects info from the trucks.
 - Program was developed inhouse about 3-4 years ago
 - Uses controllers in the trucks and collects all activities in field
 - Movement of plows, material provided, material source (stockpile number) – this is all incorporated into management system to analyze costs
 - The truck data is collected every 6 seconds and that was consuming a lot of storage space and time on the servers. The new Esri system will help streamline this process.
 - ITD utilizes Agile System – upgraded to the 7.4 version of the program and working on upgrading to the 7.5 version

- 7.4 upgrade was at no additional cost (7.5 does require some additional funds)
- Upgrade will include the Esri lineal reference system
- Mid-November 2020 is the goal to roll-out the upgrade
- Some field staff training has been required with the new program (on mileposts)
 - The training will help staff transition from the old program to the new program
- ITD ITS Control System replacement (camera system)
 - This system was implemented in 2012 and is no longer compatible with newer programs. This program will be replaced.
 - Now working on the RFP to replace this system.
 - Looking into whether this should be on the Cloud or stored in house.
- Danny Page - Are video cameras streaming or still images?
 - Nestor Fernandez – They are streaming video.

Montana..... Jon Swartz

- Maintenance Budget
 - About \$9 million in federal funding
- FTE Structure
 - About 740 FTEs (predominantly 450 for snowplow and equipment operators)
- Programs
 - 4,731 of fleet/equipment
 - 12 shops around the State
 - Motor Pool Program - 6 employees, 176 vehicles based in Helena, MT
 - Central Shop Operation
 - The shops build their own plow trucks (between 15-25 plows are fabricated each fiscal year)
 - The cost of fabrication is approximately \$180,000 per unit
 - Building the plows allows better control of quality and sustainability of the units (takes about 6 weeks to complete one truck)
 - With COVID, there is a new need to be able to accomplish more with a single employee or limited staff
- MDT's Winter Maintenance Program - Over 25,000 lane miles are maintained

- Resources
 - \$27-31 million dollars to maintain 25,000 lane miles
 - Department mostly use salt and sand as snow melt on the roadways
- Montana TMC Program
 - Had to get legislative approval in 2019 for radio communications 2019/2020 and TMC Buildout 2020
 - Legislative Approval
 - MDT staffed during winter season (November - March) in 5 districts
 - Only Radio Coverage was available during emergencies and normal business hours
 - Communication
 - MDT had good radio coverage at the district level but not statewide
 - MDT looked into using Microwave Backbone
 - TMC Buildout
 - MDT just finished the Standard Operating Procedures in August 2020
 - Completed hiring 6 full-time dispatchers
 - Needed to find a spot to house TMC – MDOT wanted it to be near Highway Patrol but found another location. The facility build out was primarily done by staff.
 - The TMC went live October 24, 2020 and MDT experienced a record state-wide storm during the first two days of operation.
 - Continuing Tasks
 - Advertise hiring of temporary employees
 - Implement new reporting system
 - MDT is replacing the 20-year-old home-grown system
 - Partnering with Telephony provider for the new system
 - The new system will include a mobile application
- Agile Assets System 7.0 (7.5 in the next year)
- COVID Impacts
 - Social distancing, masks, shift splitting, disinfecting
 - MDT has implemented a 14-day mandatory quarantine when someone is exposed to COVID (even if the test negative)

- Currently working on in house COVID procedures that will allow people with a negative test to get back on the road even during the 14-day quarantine.
- Are there Highway Patrol in the TMC location? Jon Swartz – The Highway Patrol space was not big enough to house the TMC. The hope is to eventually get legislative approval for a larger TMC space. Highway Patrol is not currently co-located with TMC.
 - Did have to get building permits for the TMC space.

NebraskaKevin Domogall

- There was a bomb cyclone event a few days after the San Diego WASHTO meeting
 - 511 Display
 - About 3,000 miles (30%) of highway were closed or were down during the height of the storm
 - During the ice storm, chunks of ice ran down the river and took out the Mormon Canal Bridge
 - The bridge was not able to be moved back into place and had to be constructed new (a temporary bridge was constructed until the bridge was recently installed).
 - Old Mormon Bridge could not be repurposed – FEMA required that it be removed to receive the reimbursement
 - FHWA and FEMA reimbursement is sometimes hard to get – debris clean-up from the storm was not eligible
 - Emergency contracts that came in were above the anticipated budget because of the emergency timing.
 - Then COVID hit and the revenue from fuel taxes and car registrations decreased.
 - A variable fuel tax was raised by 4.6 cents per gallon to help cover appropriations for the program.
 - Revenue will be checked again in October 2020 and the variable tax may be reduced.
- COVID
 - Many office personnel are telecommuting, but many people are required to show-up in person.
 - Social distancing is in place, but masks are not required (recommended)
 - COVID and telecommuting needs did reveal holes in IT capabilities
- There has been an increase in fatalities this year – Buckle-Up and Phone Down campaign is in place
- The DOT director position is opening this year and a replacement will be selected soon.

- Storm and Natural Disaster Events
 - 5 major storms in 2020: Hannah, Marco, and Laura
 - Many areas of Texas were impacted
 - Texas also dealt with fires – DOT called the fires into the fire department
 - A boulder came down on a roadway after a heavy rain fall event
 - After Storm Harvey, a bridge was wiped out
 - COVID impacted all of those storm responses
- COVID Impacts
 - Adjusting work operations – 3W's
 - WASH your hands, WEAR your face covering, WATCH your distance
 - Many people are working remotely from home
 - Anyone who comes into the office must have their temperature taken
 - If someone becomes sick, the office is shut down
 - So far, there has not been any transmission within work
 - Maintenance staff have adjusted meetings to be outside and everyone must wear a mask when together or inside
 - Looking into adding Rapid COVID testing so people can safely come back to work during winter and respond to winter storms.
- Budget Impacts – Funding was already approved, so there likely won't be any impacts in 2020 but there could be in 2021.
 - Some funding comes from oil and gas taxes, so it is expected that funding from those sources will be reduced
 - Travel costs have been reduced – this is an area where money has been saved for the Department
- Texas DOT uses Agile System for maintenance management
- James Stevenson shared an interactive map of Texas - powered by Esri
 - The Esri map can show the status of maintenance vehicles, storms, road conditions, etc.
- James Stevenson shared EOC App – Tracking program during a weather event and shows what resources are being utilized.
- James Stevenson can provide the company and app information to anyone that is interested

Group Questions All

- Greg Selstead (WashDOT): Greg asked the group about the N95 mask recommendation and that for the masks to be effective, you must be clean shaven. How is this being navigated when many maintenance crew members have beards and facial hair? Washington OSHA requires that N95 be required in certain situations and those are not as effective with facial hair.
 - John Lorme (CDOT): CDOT Does not require N95, but any other face covering meets the CDOT requirements. Same with Alaska, Texas, and Utah.
- Danny Page (UDOT): UDOT was looking into performance-based maintenance contracting. UDOT has a hard time finding new hires that are young to replace the retiring staff; has anyone used performance-based contracting?
 - Anita Bush (NDOT): NDOT did use this process for striping but is not doing this currently.
 - James Stevenson (Texas DOT): Texas has some experience with performance-based contracting in the dense, urban areas. They were on performance-based for a long time but went away from it because it got complicated with Metro inclusion and cost differentiators between contractors.
- Anita Bush (NDOT): When it comes to electric vehicle (EV) chargers, are states using contractors? Are states experiencing issues with response when the system is down? Washington does use contractors for EV chargers, but they are not aware of any challenges at this time. EVs are new to Washington over the last few years. Nevada’s contractor who services the EV have a slow response time and the chargers seems to break down frequently.
 - Are EVs in urban areas?
 - Greg Selstead (WashDOT): In Washington, they are in urban and rural areas to help with range issues. Washington’s chargers that WDOT uses are WDOT chargers (not public), so they do not cost to use.
 - John Lorme (CDOT): In Colorado, the government chargers are open to the public, but they are charged money to use.
 - Danny Page (UDOT): In Utah, the government EV chargers are available to the public and there is a contractor who services them.

Washington Pasco Bokotich

- Before January 2020, WashDOT was being asked to restrict expenditures (even before COVID hit)
 - State Supreme Court ruled the initiative to roll back because car-tab was unconstitutional
- WashDOT maintains 18,712 highway lane miles

- Everything in Washington is connected, and if something is broken, the system does not work
- Since March 17, 2020, many DOT staff have been working from home but that has not meant that the connection with the field crews stopped.
 - Early on, the Washington legislature wanted to figure out how to get the economy to safely reopen – this became a maintenance conversation for WashDOT.
 - Rest areas were never closed but were disinfected regularly
 - WashDOT was noticing that the decrease in traffic with COVID restrictions resulted in many people driving fast and recklessly on the highways.
 - Many staff members who were working remotely, wanted to return to work and quickly tried to get through trainings so they could.
 - Washington was also experiencing wildfires and had to help deal with protests that impacted traffic
 - With the wildfires, the air quality readers were registering the worst air quality in the world at some point
 - WashDOT restricted personnel from working during this time
 - There have been hiring freezes, but they have been given the okay to hire temporary staff for the winter season and WashDOT is trying to get those temporary hires trained before the winter weather hits
 - Furlough days per month were implemented and cost of living adjustments made
 - WashDOT utilized and found mask systems that allowed crews to work in close quarters (guardrail installation, sharing vehicles).
 - During high summer temperatures, WashDOT restricted their staff from going out and working when masks would have been required.
- Encampment Cleanup
 - Local municipalities did not have the resources to provide alternate shelters, so alternate procedures had to be found
 - The DOT provided garbage bags/bins and asked the homeless to try and keep their encampments clean
- Has any DOT successfully applied for COVID reimbursement and had it accepted?
 - Yes, Washington's has been accepted. Oregon has tried, North Dakota was unsuccessful.

Nevada.....Anita Bush

- COVID-19 Response
 - No big COVID outbreaks have occurred yet

- Since COVID, the traffic counts have gone down (by almost 60%), but those numbers are starting to increase
- Once a month furloughs will go into effect soon
- A hiring freeze is in place, but the Governor's office has approved many hires
- Office staff are mostly working from home, but many go into the office once a week.
- Travel restrictions are in place
 - If staff do have to work together, they can sign a waiver that they agree they are comfortable travelling in a vehicle with someone else.
- Disinfecting processes are in place in vehicles
 - Rest stops do not have someone on site to disinfect regularly, so signs have been put up letting people know to use caution and care
- MMS – Agile
 - The roll-out process has had some bumps, but those issues are being addresses
- Disasters – Earthquakes, mudslides, and fires
 - With mudslides, Nevada is encountering issues with the archaeological clearance (which can take up to two years), halting the process for fixing the damaged roadways. Anita suggested to WASHTO members that they involve their archaeological groups early to avoid clearance problems.

North Dakota Brad Darr

- North Dakota rents many of its building facilities, and when many of the staff members went home during COVID, NDDOT was able to move some Highway Patrol members into the empty office spaces.
- NDDOT has a new director who previously worked for Wyoming DOT. The new director wants to improve the image of the DOT.
- Winter Operations
- Autonomous Attenuator Pool Fund
- ITS – Handled by Maintenance Group
 - Looking to move away from the 511 platform that the public uses for travel information
- Employees in maintenance – staff were able to get a bump in pay as part of a statewide initiative to remove classifications. NDDOT was able to get equity pay for existing employees.
- Maintenance System – NDDOT is still on the Legacy System
 - NDDOT wants an updated maintenance management system but has not received legislative approval over the last two years.

- COVID
 - Safety measures are in place
 - Fogging machine is in every district and shop, so equipment can be fogged and sanitized
 - The fog machine is for shop mechanics to use before they work on equipment
 - NDDOT is training some additional staff so winter plowing response won't get hit as hard during COVID
- The first automated truck washer was installed
 - It cost about \$100,000 to build washing station
 - Anita Bush requested the cost and building plans from Brad Darr
- Budget – NDDOT is not a general funded agency, so no budget cuts are anticipated
 - Requesting an increase in budget for additional equipment operators can be hired

Wyoming **Marc Anderson**

- COVID-19
 - WYDOT moved as many people as possible to telework at the start of COVID. Eventually people went back into the office, but within the last week, staff have been directed to return to teleworking.
 - Disinfecting and mask requirements are in place.
 - WyDOT did help pick-up COVID tests and take back to Cheyenne to be tested.
 - WyDOT is still helping deliver PPE supplies to hospitals
- Budget Restraints
 - There are budget cuts being looked at for 2021
 - WyDOT is projecting a \$4 million reduction in funds from the gas tax
 - A hiring freeze is in place – approval has to be given
 - 9 rest areas have been closed to reduce costs
 - Kevin Domogall (Nebraska DOT): What was the trucking industry and public feedback in closing rest areas? Nebraska closed some of their rest areas because of the toilet paper shortage but there was so much backlash that they were reopened.
 - Wyoming has not received much public or trucking industry feedback.
- Maintenance Management Systems – Agile 6.9 (hope to upgrade to 7.0 or 7.5)
 - Needs to upgrade system
 - Will no longer use the “facilities” aspect of Agile

- Looking into moving to the SAS platform – have other DOTs moved from Agile to SAS?
- Do other DOTs have recommendations on meeting the CDL training requirements?
- Danny Page (UDOT): Did any other DOTs open rest areas for food services?
 - UDOT allowed it for 5 to 6 months and then discontinued it.
 - CalTrans: CalTrans did the same thing. CalTrans is now re-evaluating keeping it open. There doesn't seem to be a need anymore.
 - ITD: ITD did the same. Once the restaurants opened, it was discontinued.
 - CDOT: CDOT did the same thing, but did it on a permitting system. This recently was discontinued.
 - WashDOT: Any vending is contracted and coordinated. The trucking association started coordinating with truckers.

1:40 PM - 1:50 PM

BREAK

1:50 PM - 2:05 PM

Upcoming Meetings

Tony Ondricek &

WASHTO SCOM 2021

Jacob Rosecky

- Jacob Rosecky: After numerous attempts, it was decided to move the dates of the conference to October 17-23, 2021 in Deadwood, South Dakota
- The conference will be located at the Lodge at Deadwood. Recreation activities include:
- Government per diem rates have been secured. Families are encouraged to attend. The Black Hills are beautiful at this time of year and there are many recreational opportunities to explore.
- Jacob Rosecky shared the 2021 agenda with the group and asked if there were any other topics that need to be changed or added?
- Technical tours will be included: Sanford Underground Research Facility – an open pit goldmine that was then turned into research facility into dark matter
- Sturgis Motorcycle Museum Tour
- Mount Rushmore Dinner
 - The dinner will include a tour that will have a former Park Ranger do a presentation when they normally light Mount Rushmore.
- Registration is open, so members can sign-up
- Closer to the 2021 event, Greg Selstead suggested that a new call for agenda items occur after the first of the year when participants will have a better idea of relevant agenda topics.
- If a hybrid approach is needed for the 2021 meeting (virtual and in-person) South Dakota can get that conversation rolling with the conference planning consultant.

- Pooled Fund Study Update
 - TPF-5(394) Western Maintenance Partnership (WMP)
 - Work Plan 2019 – 2024 - Objectives:
 - Provide a partnering forum for promoting effective maintenance strategies through the following: (see presentation slides)
 - Contributing States (max \$15,000 contribution): California, Idaho, Montana, Texas, Utah, Washington
 - The contributing funds help with tours, etc.
- Current Status and Balance as of October 2020:
 - Currently sitting at \$70,775.00
 - The account can pay for two member's travel expenses to and from the annual SCOM meeting
- Checking Account – A checking account is setup and funded by the Pooled Fund
 - The checking account allows easier access from the host state to pull from the funds
 - An e-from agreement must be filled out for access to the account to occur
 - As of Friday, October 23, 2020, the checking account is at \$40,087.49
 - Whatever is left over after one year, that remaining balance is carried over and available to the next state.
 - Meeting Host Agreement – this should be executed prior to the granting access to the host state
 - Provides host state access to the WASHTO checking account
 - Typically, only takes a few weeks to get initiated and executed
 - Access to checking account is granted through American Bank and Trust
- WASHTO SCOM Proposed Travel Policy
 - The travel policy originated and was initiated when people requested travel reimbursement when COVID hit and people could not travel.
 - The question about having a travel policy arose from FHWA
 - The travel policy outlines the process for WASHTO members seeking travel reimbursement

- Identifies Per Diem amounts (which will likely be different from your state)
- 3 Tiers:
 - Tier 1: premium location (\$71 per day for meals)
 - Tier 2: location (\$62 per day for meals)
 - Tier 3: lower cost location – everything else (\$50 per day for meals)
- Provides direction on the purchasing of Airfare and Baggage – some things are reimbursable, and some are not
- Lodging and accommodations – \$25 a day without a receipt, \$45 a day with a receipt
- Defines other reimbursable expenses (taxi, Uber/Lyft to the meetings are reimbursable) (Uber/Lyft to social dinner not reimbursable)
- Process for Obtaining reimbursement for travel:
 - Before making travel arrangement – request approval from Committee Chair and Lead State (Utah)
 - Allow verification that funds are available for reimbursement
 - After returning from event, provide a copy of all receipts (ASAP) for hotel, airline, ground transportation, and other eligible expenses
 - Have an email proving your request for travel and proof of a response that you were approved for travel
- If needed – Danny Page could investigate creating a form, if the group would like.

2:50 PM - 3:00 PM

Wrap-up and Adjourn

Greg Selstead

- Greg Selstead: Does have a list of the previous host states, which can be sent out and help determine who could host next.
 - Are there any states that have interest in the next few years to host?
 - Utah – can host in 2023
 - Montana – Interested in hosting in next few years (possibly 2024)
- Siobhan Locke (Facilitator): Reminded attendees to take post-event survey (link was provided in chat and was sent out via email following the meeting)
 - All presentations were provided to participants via a Google Drive

Appendix A
2020 Virtual WASHTO SCOM Attendees

AGENCY	PARTICIPANT	TITLE	EMAIL
Alaska DOT	Jason Sakalaskas	Engineer/Architect IV	jason.sakalaskas@alaska.gov
CalTrans	David Ambeuhl		david.ambuehl@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
Montana DOT	Jon Swartz	Administrator - Maintenance	joswartz@mt.gov
Montana DOT	Mike Tooley	Director (WASHTO Sponsor)	mitooley@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
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	Tony Ondricek	Construction/Maintenance Engineer	tony.ondricek@state.sd.us
South Dakota DOT	Jacob Rosecky	Operations Maintenance Engineer	Jacob.Rosecky@state.sd.us
Texas DOT	James Stevenson	Director, Maintenance Division	James.Stevenson@txdot.gov
Utah DOT	Danny Page	State Maintenance Engineer (Poole Fund Lead Agency)	dpage@utah.gov
Utah DOT	Kendall Draney		kdraney@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
CalTrans	Leah Budu	Observer	leah.budu@dot.ca.gov
CalTrans	Patrick Bishop	Observer	patrick.d.bishop@dot.ca.gov
CalTrans	Deborah Prochnow	Observer	deborah.prochnow@dot.ca.gov
South Dakota DOT	Dan Varilek	Observer	
Washington DOT	Mike Frucci	Observer	
Washington DOT	Greg Hansen	Observer	
Wyoming DOT	Chris Romo	Observer	chris.romo@wyo.gov
Wyoming DOT	Cliff Spoonemoore	Observer	cliff.spoonemoore@wyo.gov
	M Golden	Observer	

Appendix B
2020 Virtual WASHTO SCOM
Post Event Survey

POST EVENT SURVEY

Key Themes

Following the WASHTO meeting on October 28, 2020, each participant received a post-meeting survey to rate the effectiveness of the survey and determine what should be used on future meetings.

Of the 28 meeting participants, 16 people responded: 12 state representatives and 4 observers.

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 were informative and engaging – helpful to see what other states are doing.
 - Getting to meet new and existing members
 - Well run and professional
2. Were there features of this meeting that we should use in future meetings? If so, please list them below.
 - Facilitators and Zoom platform
 - The virtual meeting platform should be used in the future – helps all states participate
 - Prefer to meet in person but this was effective, as a substitute
 - A hybrid meeting would be a great alternative in the future so all states can participate
 - Meeting every six months would be great
 - Short slide show presentations
 - Making presentation materials available afterwards.
 - Facilitator requesting videos be turned on – more inviting and personal meeting
 - List of general topics to cover on presentations – you got to hear each state's response to the same issues.

3. Do you have any comments for organizers?

- The virtual meeting format would be useful to have more regular check-in calls to supplement in-person meetings.
- The meeting ran smoothly and was effective to keeping us connected and learning
- Would like the presentation material for reference following the meeting
- The breaks throughout the meeting were helpful