

SECTION VIII REPORTS FROM REGIONAL EQUIPMENT MANAGERS MEETINGS

SOUTHEAST EQUIPMENT MANAGERS MEETING

Francis E. Allred, *Alabama State Highway Department*

The equipment managers in the Southeastern states have developed a very active series of regional meetings. Every year the level of activity and the number of participants increase.

At each annual meeting, the states represented are asked to present information on equipment programs they are conducting and that are of interest to the other participants. For topics of special and current interest, a round table discussion (RTD) is used to encourage discussion regarding the topic.

Through 1990, four meetings have at locations throughout the southeast. The state agencies that have been involved include Alabama State Highway Department (ASHD), Arkansas State Highway and Transportation Department (ASHTD), Florida Department of Transportation (FDOT), Kentucky Transportation Cabinet (KTC), Louisiana Department of Transportation (LDOT), Mississippi State Highway Department (MSHD), North Carolina Department of Transportation (NCDOT), South Carolina Department of Highways and Public Transportation (SCDHPT), Tennessee Department of Transportation (TDOT), Texas State Department of Highways and Public Transportation (TSDHPT), Virginia Department of Transportation (VDOT), and West Virginia Division of Highways (WVDOH). The locations of the meetings and topics covered were:

1987 - Montgomery, Alabama

- Automatic Fueling, FDOT
- Equipment Specifications, MSHD
- Fleet Standardization, VDOT
- Problem Equipment, TDOT
- Underground Fuel Storage, VDOT

1988 - Cannan Valley, West Virginia

- Equipment Purchases, ASHTD
- Quality Assessment Reviews, FDOT
- Replacement Criteria, ASHD
- Specialty Equipment, WVDOH
- Tire Specification, NCDOT
- Training Programs, WVDOH
- Underground Fuel Storage, WVDOH
- Vehicle Assignments, ASHD

1989 - Hot Springs, Arkansas

- Automated Refueling, VDOT
- Bonding, ASHTD
- Centralized Hydraulic Repairs, ASHTD
- Commercial Drivers License, KTC
- Employee Assistance Programs, SCDHPT
- Equipment Disposal, ASHD
- Equipment Information Exchange Newsletter, TSDHPT
- Guaranteed Buy Back Update, ASHTD
- Lease Purchase Procedures, WVDOH
- Rental Rates, MSHD
- Specification Review, TDOT
- Tire Retreading, NCDOT and SCDHPT
- Truck Mounted Attenuators, LDOT
- Underground Storage Tanks, VDOT

1990 - Williamsburg, Virginia

- Air Conditioning Policy, RTD
- Anti-lock Brake Systems, Eaton Corp.
- Apprentice Training, NCDOT
- Commercial Driver's License, VDOT
- Coolant Maintenance, ASHD
- Disposal of Tires, Batteries, Waste oil, Antifreeze and Mufflers, VDOT
- Electronically Controlled Diesel Engines, Caterpillar Corp.
- Engine & Transmission Selection for Single Axle Dump Trucks, TDOT
- Fuel Spill and Site Cleanup, VDOT
- Maintenance, Use and Testing of Special Purpose Equipment, RTD
- Mechanic Training, VDOT
- Preventive Maintenance, RTD
- Reconditioning Used Equipment, KTC
- Replacement Criteria, TDOT
- Specification Review, RTD
- Underground Storage Tank Update, VDOT
- Warranty Provisions in Specifications, TDOT

MIDWESTERN STATES EQUIPMENT CONFERENCE

Mike Sherfy, *Iowa Department of Transportation*

Until recently, attempts to organize a conference of fleet managers from the state transportation agencies within the Midwestern region were unsuccessful. On October

17, 1989, we managed to hold our initial conference in Peoria, Illinois. The eight states represented at this meeting were: Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri and Nebraska. States unable to attend but within the Midwestern region include: North Dakota, Ohio, Oklahoma and South Dakota.

Those attending the conference were all involved with the daily management of equipment fleets. Common job elements of the managers participating in the conference included replacement selection, specification development, receiving acceptance, and maintenance policy formation.

The conference started with reports from the fleet managers in attendance. Considerable differences in organizational structure and range of equipment responsibilities were identified. For example, Missouri builds some of its own equipment while Illinois does no in-house maintenance. This portion of the conference provided everyone with an understanding of how the different states handle equipment management.

A large portion of the conference was concentrated on round-table discussions of vehicle and equipment specifications. The agenda provided an opportunity for individual state representatives to explore areas of special concern. We found it interesting to hear about the problems other states were having with equipment that we were considering buying. Learning how other states were solving problems similar to those that we were experiencing was also informative.

Those attending the conference decided they wished the group to remain independent. It was decided not to seek affiliation with a national organization. We decided to have specification summaries made in advance of the next meeting and that agendas for future meetings would attempt to emphasize equipment innovations.

As equipment becomes more expensive to purchase and more complicated to maintain and repair, purchasing the correct equipment becomes even more important. Equipment expenditures have been forced to compete with other programs for funding. Fleet managers must plan equipment purchases and practices to support the organizational objectives of his agency.

Participation in professional activities, such as regional equipment conferences, can assist fleet manager to be technically proficient concerning the equipment that they purchase, maintain and repair. This type of conference provides information on how other managers are resolving equipment problems. We continue to discuss equipment matters with the individuals who attended the conference. This has become the most significant benefit that we gained from participating in the Midwestern States Equipment Conference.

Many of the challenges facing fleet managers in the 1990s will be the same equipment challenges we faced in the past. The challenges that we expect to face in the next decade are presented below.

Challenges in the 1990s

- Responding to budget restraints.
- Obtaining value added support.
- Practicing effective management of time and people.
- Providing adequate training for mechanics.
- Acquiring multi-functional equipment.
- Determining who should make repairs.
- Meeting environmental concerns.

Working with fleet managers from other states at future Midwestern States Equipment Conferences will help us to respond better to many of these challenges.

WESTERN EQUIPMENT MANAGERS MEETING

Robert W. Kuenzli, *Oregon Department of Transportation*

The Western States Equipment Managers group was formed in 1969 at a meeting in San Francisco, California. The meeting was initiated by three states equipment fleet managers from Washington, California and Oregon. Contracts were made with other states equipment managers from the west, including Wyoming, Colorado, Montana, Idaho, Utah, Nevada, Arizona, New Mexico, Alaska and Hawaii. Seven years ago the State of Texas was invited as a guest and subsequently has become a member and participant of the western group.

The structure and makeup of the group follows:

- No bylaws, officers, secretary, dues.
- An informational/participant workshop.
- One member preferred from each state.
- One or two additional representatives from each state may attend, but not as an active participant (at the table).
- Exception, encourage host state to have additional personnel attend the meeting. This benefits the host state and its participants and the group at large.
- Agenda, usually 2 to 2-1/2 days, with each state having 1 to 1-1/2 hours of presentations and discussions, depending on the subjects.
- Host state is chosen at conclusion of annual meeting, usually on a rotational basis. Location "city" and meeting dates are usually determined at this time, or within a month or two after the meeting.