

Meeting Summary
StateStat website, April 28, 2010

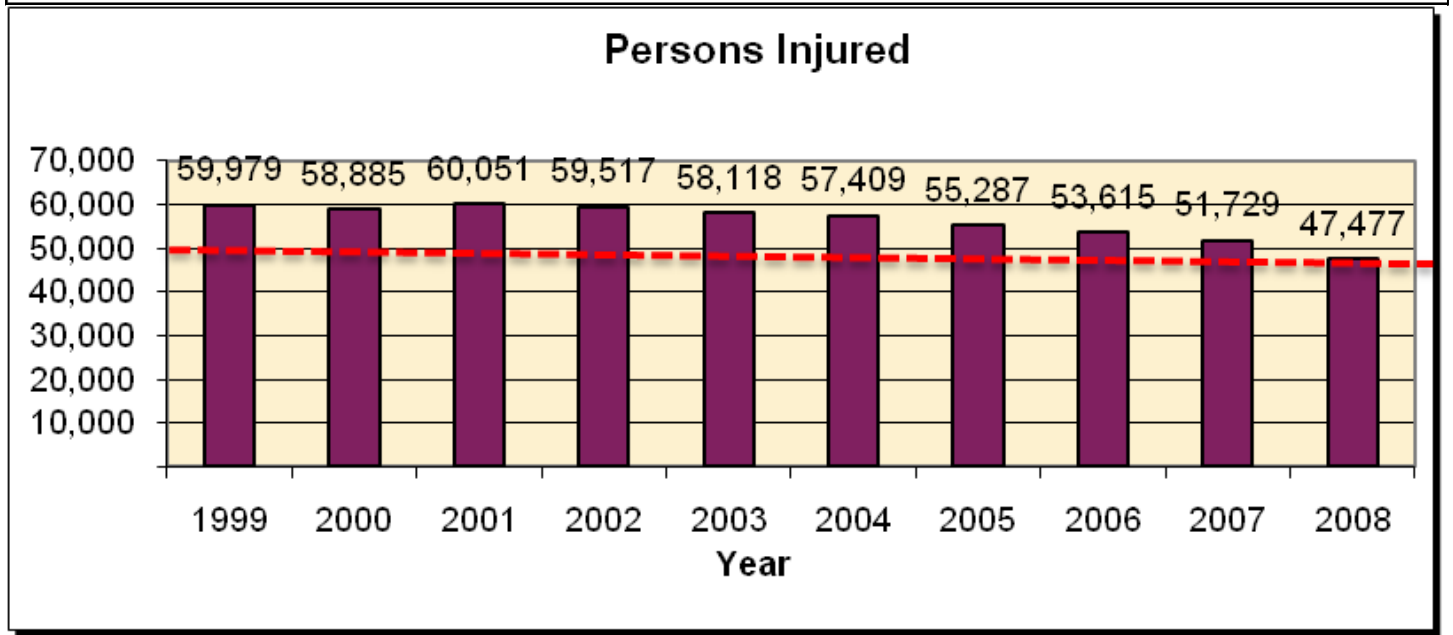
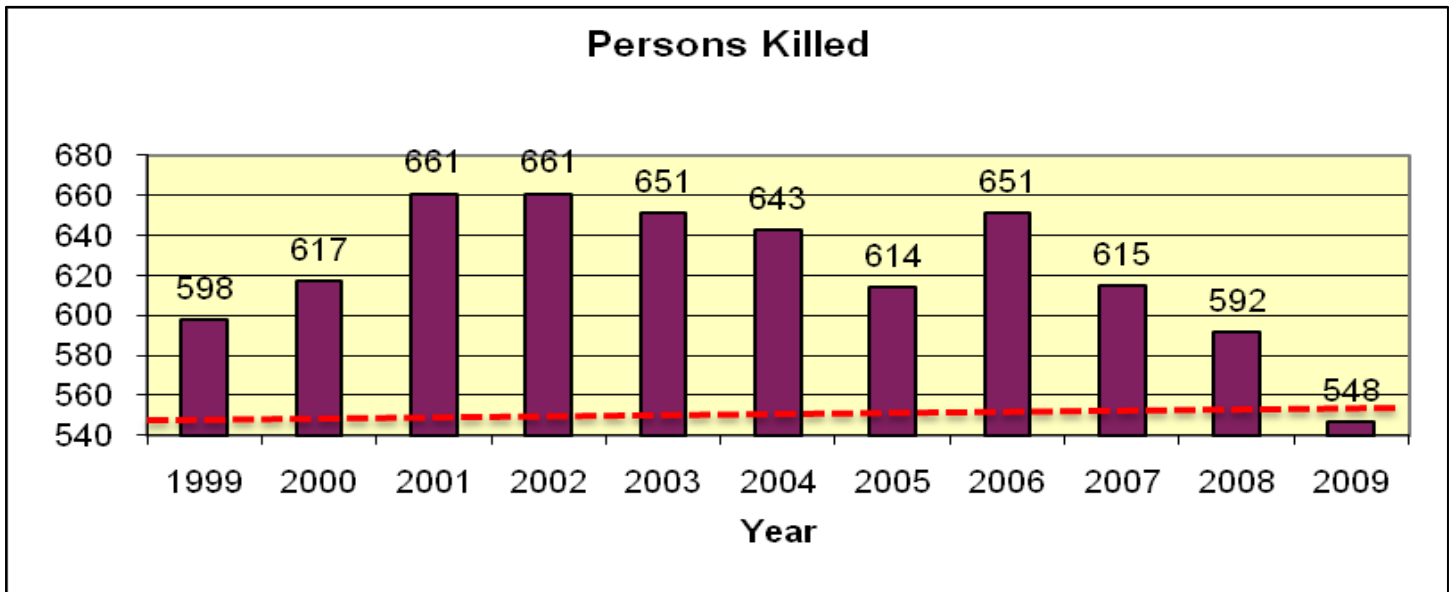
Agency: SHA (MDOT)

Date of Meeting: April 13, 2010

Following is a summary of issues discussed at the SHA Stat on April 13, 2010. Analysis is provided by StateStat and the Governor’s Delivery Unit (GDU).

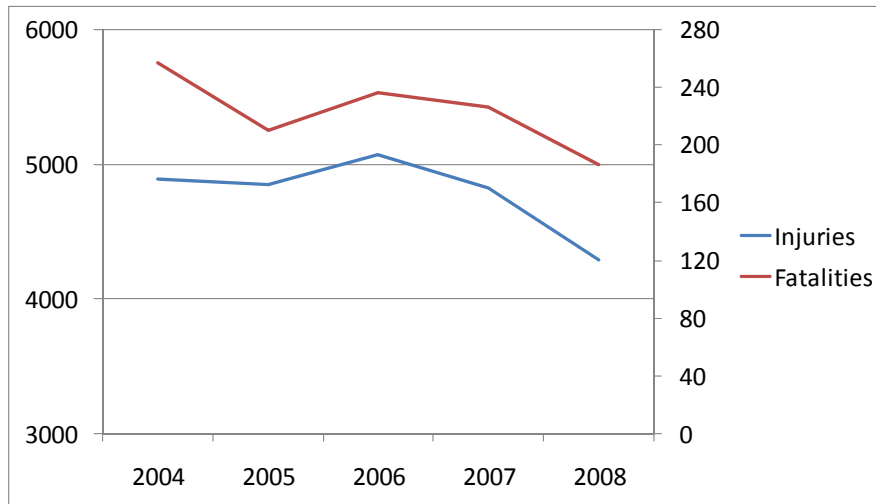
General Discussion

- **Strategic Highway Safety Plan.** SHA provided a presentation of its Strategic Highway Safety Plan (SHSP) and 2010 highway safety goals. For 2010, SHA announced that its goals were to keep highway fatalities under 550, and highway injuries under 50,000. Preliminary data for 2009 has the number of highway fatalities at 548, and final data reports indicate that there were 47,477 highway injuries in 2008.

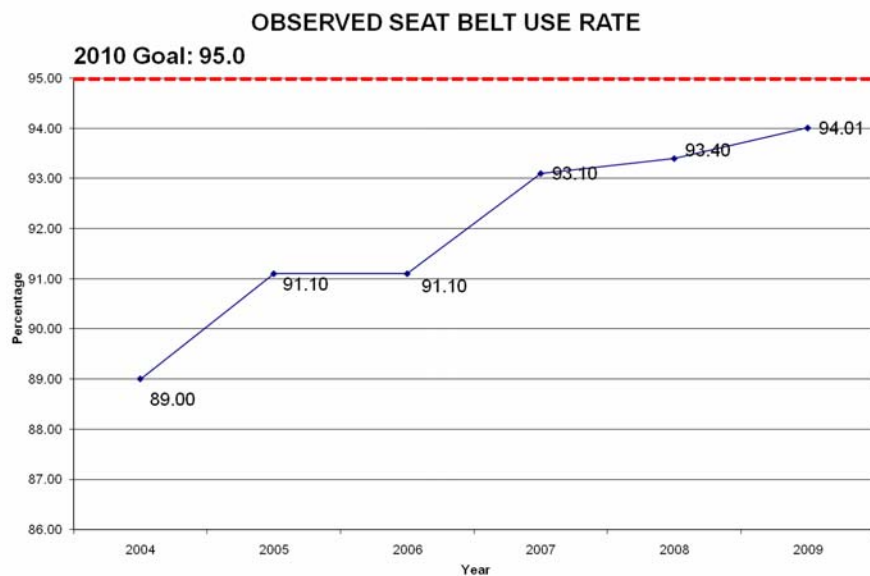


- **Impaired Crash-Related Fatalities and Injuries.** Injuries and fatalities suffered in accidents caused by an impaired driver saw steady reductions from 2004-2008. In 2008, the state finished well below its goals of 206 impaired crash related fatalities and 4,600 impaired crash related injuries.

Impaired Crash-Related Injuries and Fatalities
2004-2008

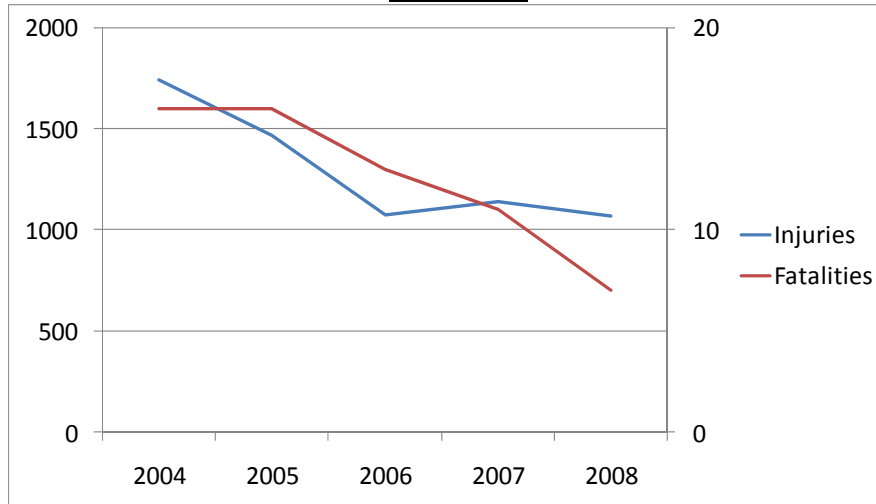


- **Observed Seat Belt Use Rate.** The observed seat belt use rate increased in every year from 2006 to 2009, and was recorded at 94.01% over the last calendar year. SHA believes that this trend of increased seat belt usage should continue, and that the goal of 95% for 2010 will be reached. Maryland’s observed seat belt usage rate is the highest among states east of Mississippi.



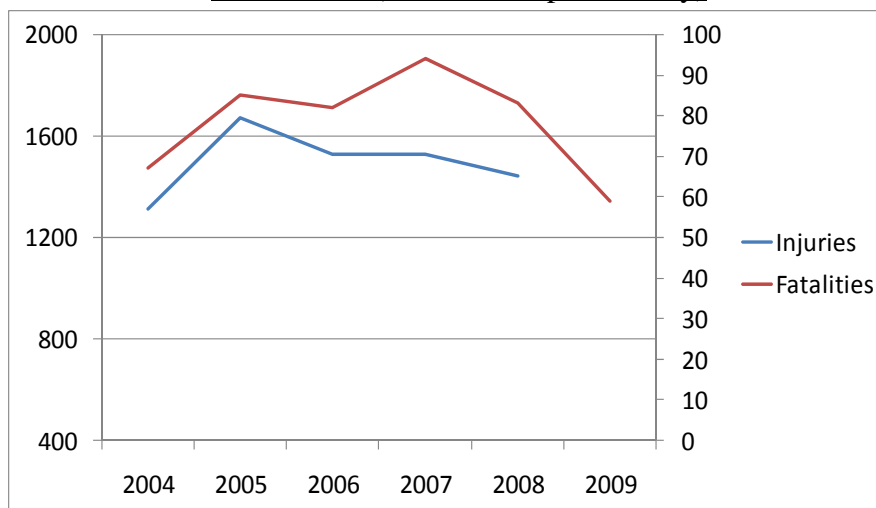
- **Hazardous Locations: Work Zone Crash-Related Fatalities and Injuries.** SHA reported that the number of work zone related fatalities was significantly below the 11 fatality goal in 2008. Work zone related injuries also were under the 2008 goal of 1,280.

Hazardous Locations: Work Zone Crash-Related Fatalities and Injuries
2004-2008



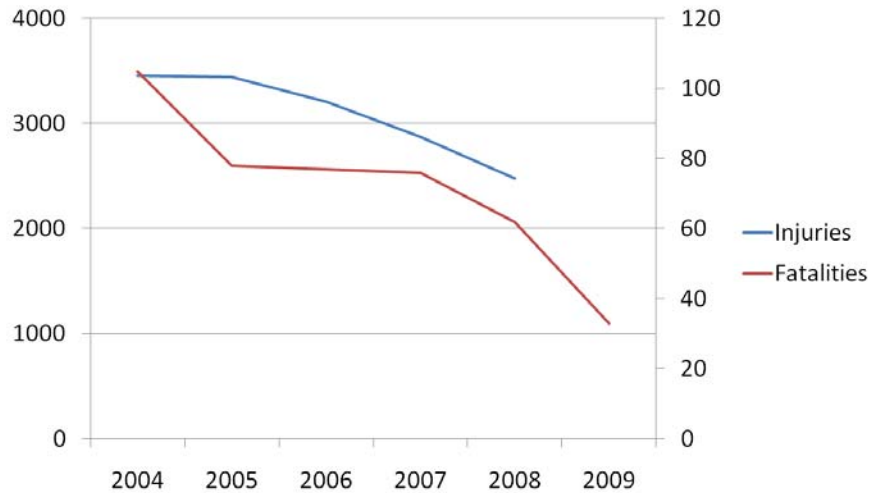
- **Driver Competency: Motorcycle Crash-Related Fatalities and Injuries.** Preliminary data indicated that the state finished below its 2009 goal of 65 motorcycle crash-related fatalities. The decrease in motorcycle crash-related fatalities in Maryland reflected a continuing trend of decreasing motorcycle fatalities nation-wide.

Driver Competency: Motorcycle Crash-Related Fatalities and Injuries
2004-2009* (2009 data is preliminary)

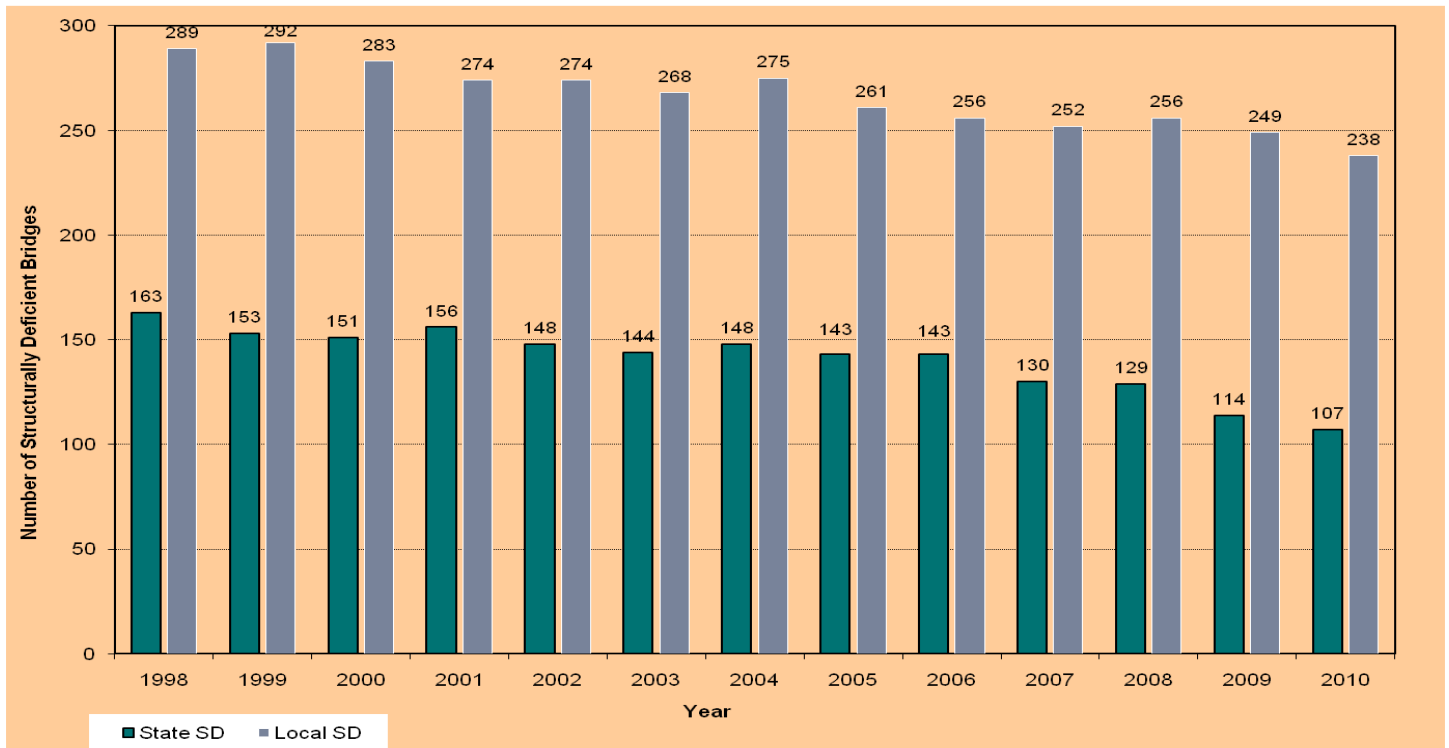


- **Driver Competency: Heavy Truck Crash Related Fatalities and Injuries.** Preliminary 2009 data indicates heavy truck crash-related fatalities continued to decline well below the goal of 69. Heavy truck injuries also continued to decline and were below the goal of 3,050.

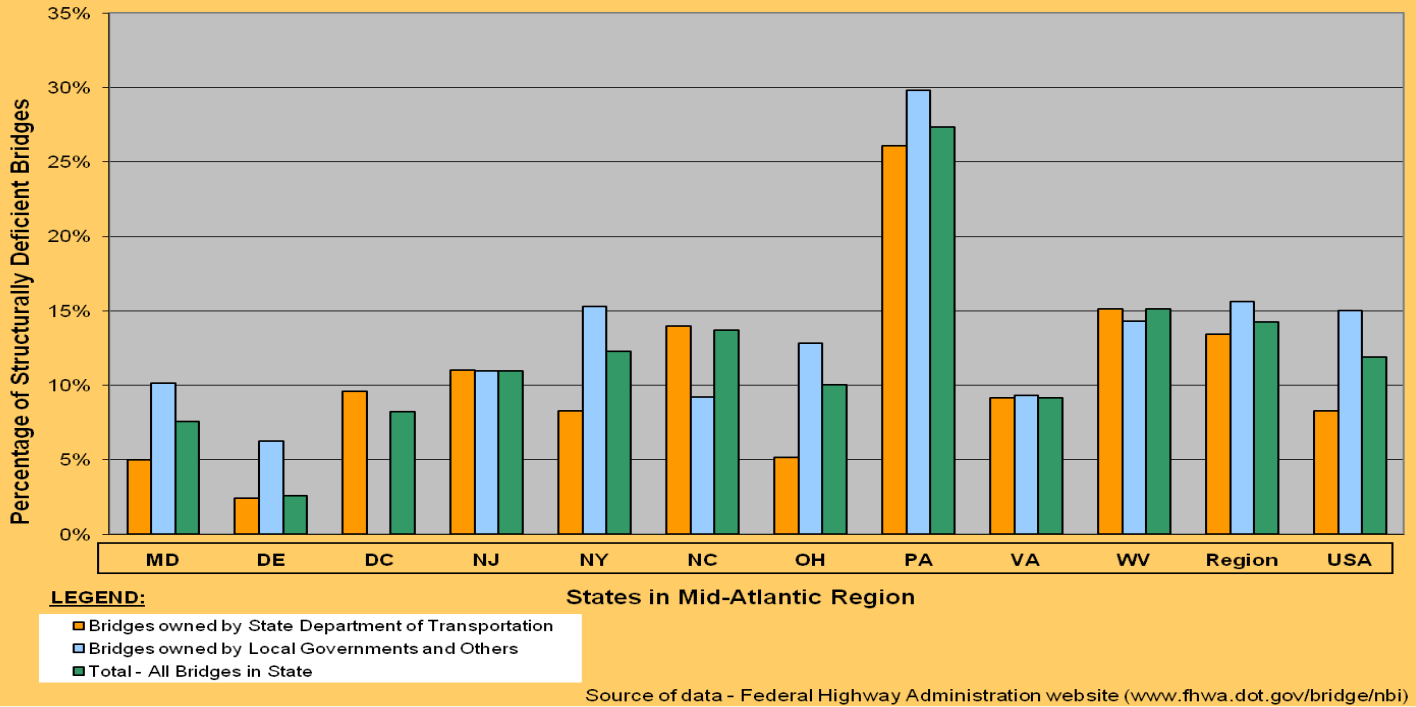
Driver Competency: Heavy Truck Crash-Related Fatalities and Injuries
 2004-2009* (2009 data is preliminary)



- **Bridge Asset Management Presentation.** SHA provided a presentation on its plans for Bridge Asset Management. Among the observations made, SHA noted the steady decline in structurally deficient bridges over the past several years, and that Maryland has become a regional leader in the structural safety of its bridges. Currently, just 4% of the bridges under the authority of the SHA bridges are considered structurally deficient.

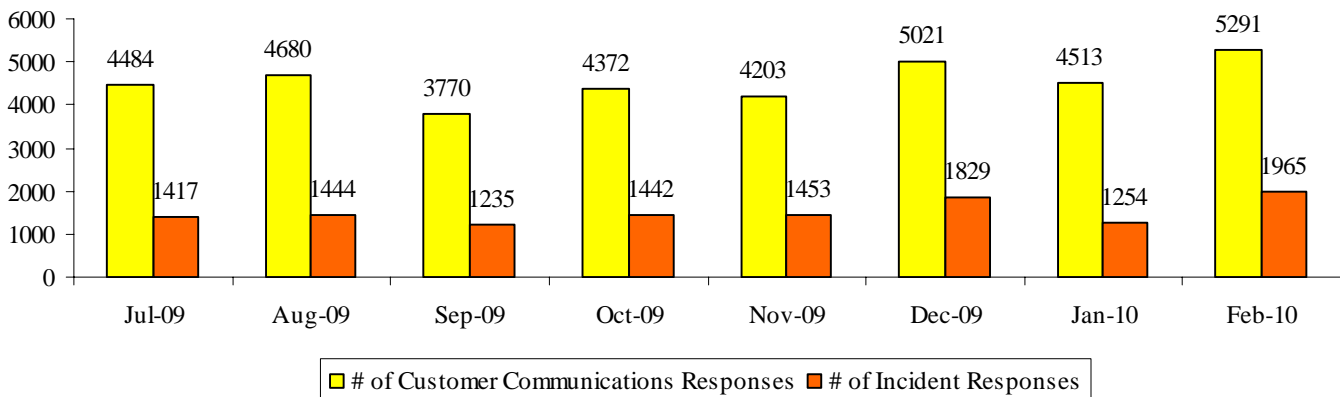


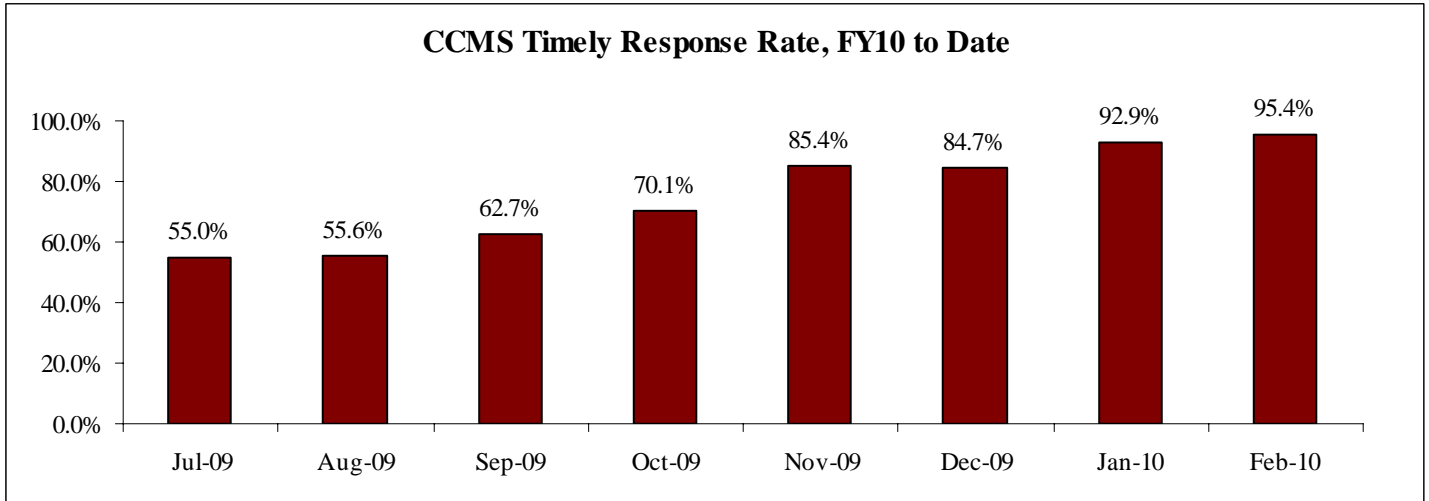
Structurally Deficient Bridges by Owner Type



- Coordinated Highways Accident Response Team (CHART).** As expected, the number of customer communication responses and incident responses by CHART spiked in February as a result of the storms. Despite the increase in workload, SHA reported that 95% of service requests made were responded to in a timely manner. SHA discussed its efforts to provide accurate information and respond efficiently to customer requests.

CHART, Customer Communication and Incident Responses, FY10 to Date





- **Federal Emergency Management Agency (FEMA) Reimbursements.** SHA reported that it met with FEMA officials concerning the guidelines for reimbursements of agency expenses during the December snowstorm. Per FEMA guidelines, the federal government informed SHA that 75% of eligible expenses would be reimbursed for the most expensive 48-hour period of the storm. Beyond FEMA guidelines, SHA also received a full reimbursement for the cost of overtime payments for administrative managers. SHA further reported that FEMA was yet to set a date for a project kick-off meeting for the February snowstorm.