

## Meeting Summary

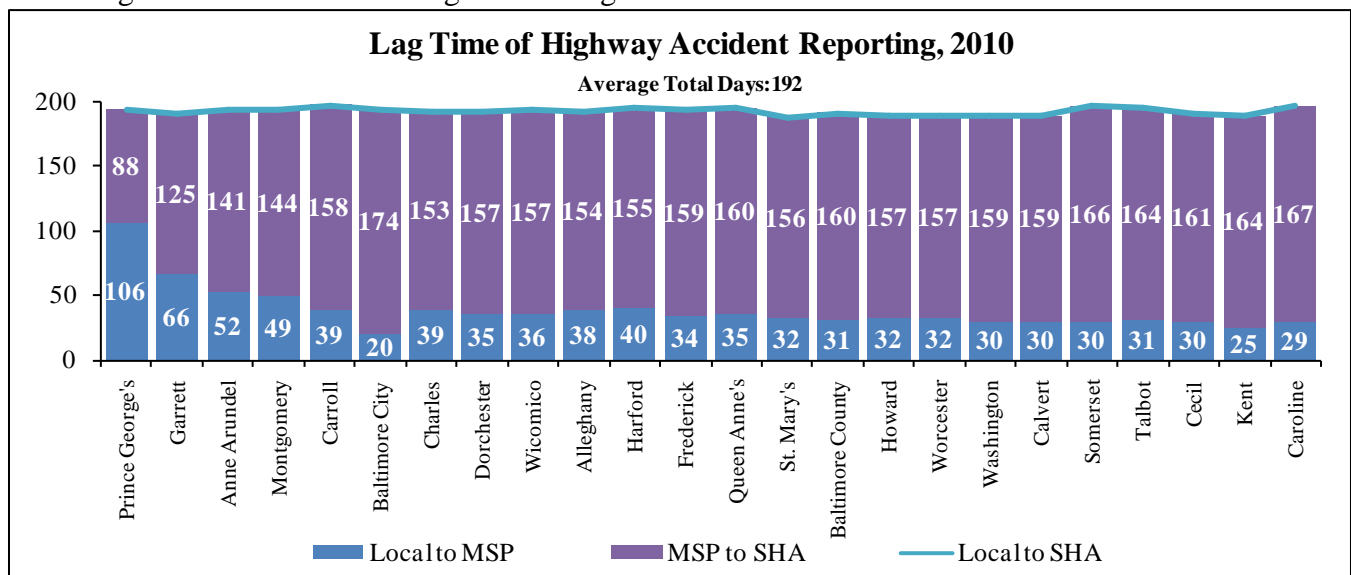
Following is a summary of issues discussed at the MDOT SHA Stat on September 30, 2011. Analysis is provided by StateStat and the Governor's Delivery Unit (GDU).

### Highway Safety Reporting Data

- Automated Crash Reporting System (ACRS).** The agency has provided a timeline for roll-out of the ACRS system, which is provided below. The ACRS project is managed by the Maryland State Police (MSP), with support from the Capital Wireless Information Net (CapWIN). To date, the agency reported that MSP has pushed an ACRS component to current E-TIX users, but that the component cannot be enabled until additional work is done to the ACRS system during Phase II of the project. The proposed schedule listed below is dependent upon approval of additional funding from the Federal Motor Carrier Safety Administration (FMCSA). Approval of this funding request affects when Phase II can begin. Additionally, an ACRS Task Force is being convened to develop a long-term budget for operations and maintenance of ACRS and E-TIX.

ACRS Project Timeline	
Year	Activity
Calendar Year 2011	Complete Technical Development (Phase I) Test Complete System in Beta
Calendar Year 2012	Train and Deploy to Volunteer Agencies
Calendar Year 2013	Terminate or Replace Paper Based Form

- Accident Reports Backlog.** At the last StateStat meeting, the agency indicated the backlog of entering accident reports into the current eMARRS system would be cleared by the end of October. As of the date of the meeting, the backlog of accident reports was at 10,173. Contractor support from three contractors was being used to support MSP efforts to clear the existing backlog. However, a contract for one of the contractors has expired, and existing contracts with the remaining contractors are set to expire in October. MSP has indicated that the likelihood of developing a backlog still exists without the addition of permanent data entry staff or continued contractor support. The agency was asked to work with MSP to determine the amount of staff needed to close the accident report backlog by the end of December, and assist MSP in allocating resources toward closing the backlog.



### Automated Vehicle Locator (AVL) System

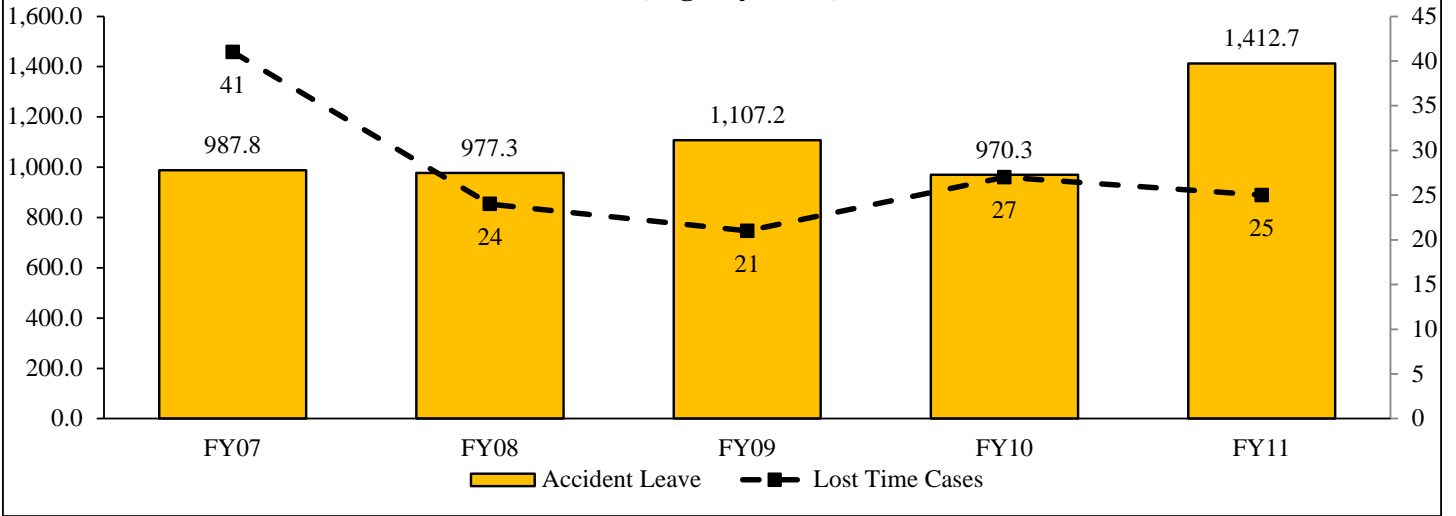
- **Vehicle Installations.** The agency reported that AVL installations were 93 percent complete as of September 27, and that installation should be completed no later than close of business on October 3. The agency reported that it is in the process of getting acclimated with the new AVL technology so that it can make full use of system improvements during the upcoming winter months. The agency noted that the AVL system is greatly beneficial to assistance responses, as dispatchers are now able with the new technology to notify other personnel of the exact location of responding units.
- **Phase II.** At previous StateStat meetings, possible enhancements for Phase II of the AVL project have been discussed. Among the capabilities discussed to add to the agency's snow removal fleet are public displays of road conditions and plow locations, vehicle equipment status, route optimization and on-board diagnostics. At the last StateStat meeting, the agency expressed reservations over publicly displaying road condition information due to the fact that Baltimore City manually inputs this information based on the roads that were last plowed. The panel requested that the agency provide a cost estimate for each of the possible enhancements listed below, and analyze the benefits of each enhancement. The cost/benefit analysis prepared by the agency will serve as the basis for identifying the structure of Phase II.

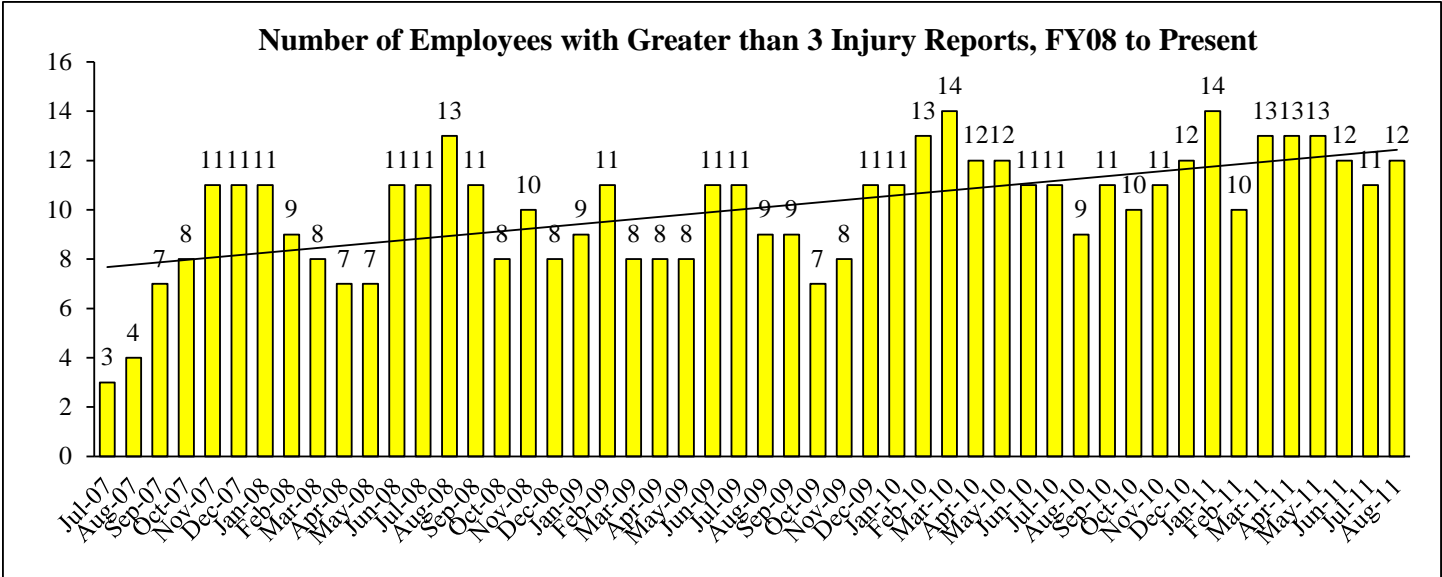
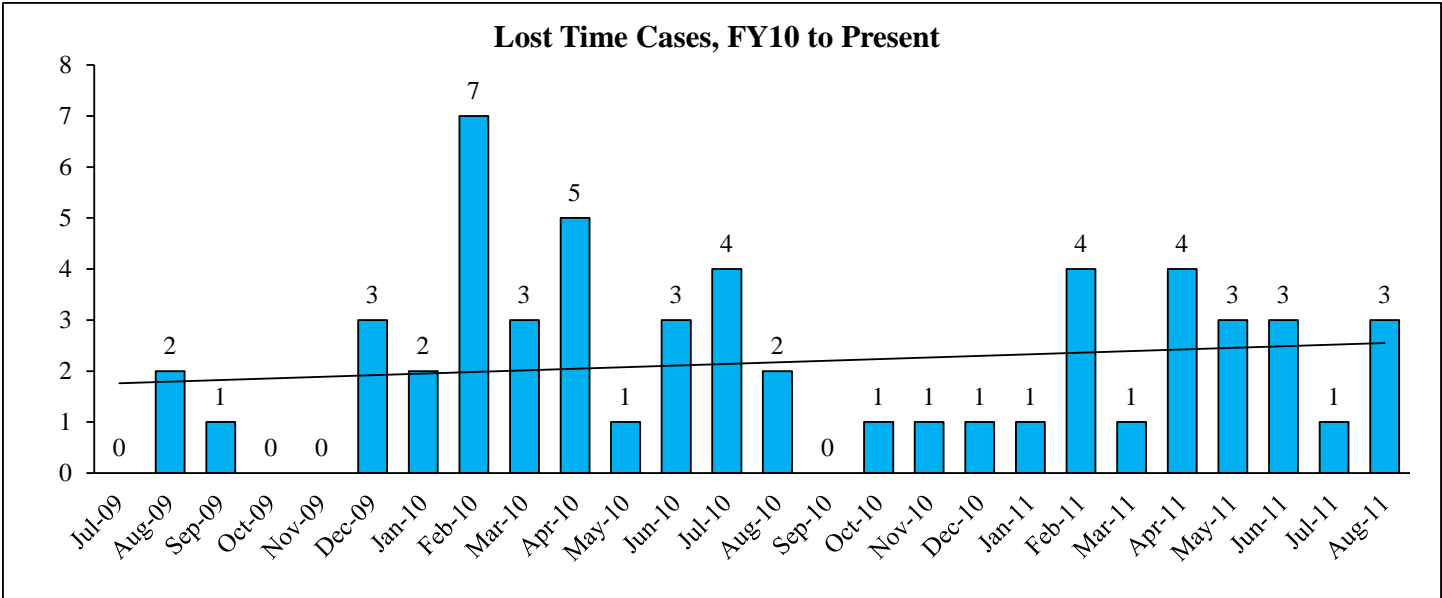
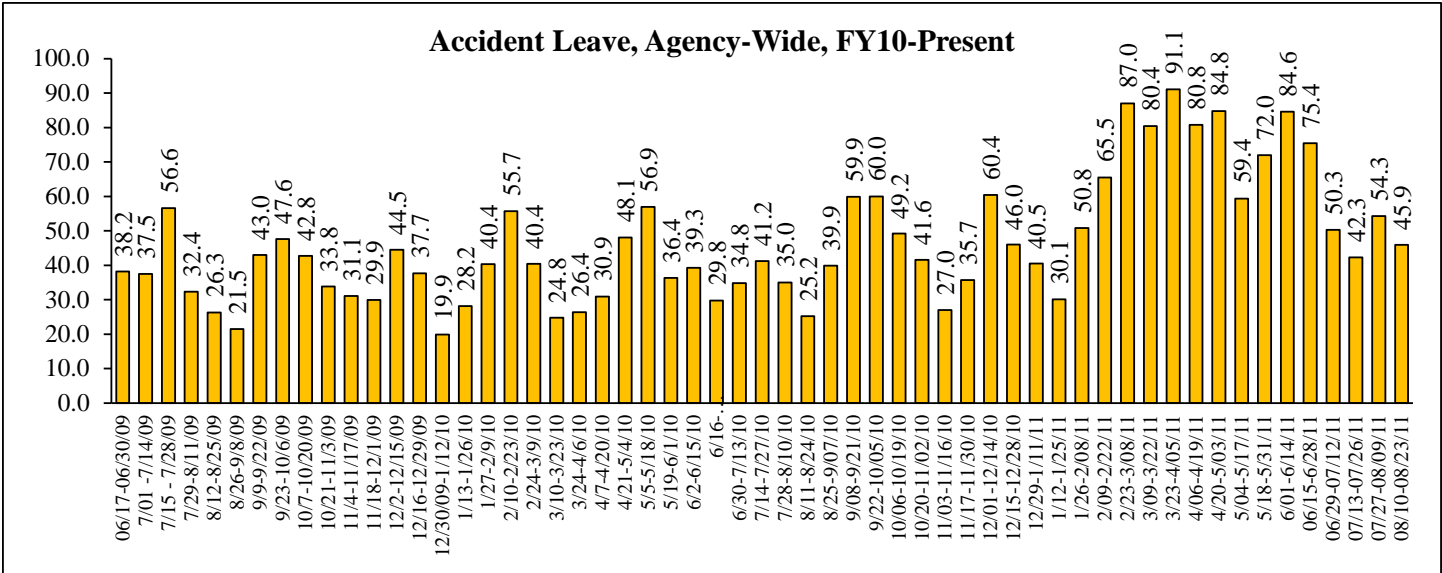
<b>Possible Phase II Enhancements</b>
1. Public Display of Road Condition Information
2. Public Display of Snow Plow Locations
3. Vehicle Equipment Statuses (Blade Up/Down, Salt Spreader Engaged)
4. Route Optimization - Selection of Optimal Route Where Multiple Destinations are Involved
5. On-Board Diagnostics (Vehicle Performance, Fuel Usage)

### Personnel

- **Accident Leave.** Accident leave in FY11 was significantly higher than in previous fiscal years. The increase in accident leave appeared to occur during the second half of FY11, and continue into the beginning of FY12, before dropping somewhat over the last four pay periods. Despite the increase in accident leave, the number of lost time cases dropped in FY11, though there was a modest increase in lost time cases over the last half of FY11. Stagnation in the number of lost time cases compared to large increases in accident leave may indicate that large amounts of accident leave are being taken by a few individuals or are concentrated to a few cases. The agency increases its case management efforts on employees who have made over three injury reports in a given 12 month period. The number of employees with greater than 3 injury reports has grown incrementally over the past several fiscal years. The agency reported that the increases in accident leave are attributable to a few select long term injury cases. After reviewing staff agency-wide, another possible cause of increased leave per lost time case is an aging workforce.

Accident Leave, Agency-Wide, FY07-FY11



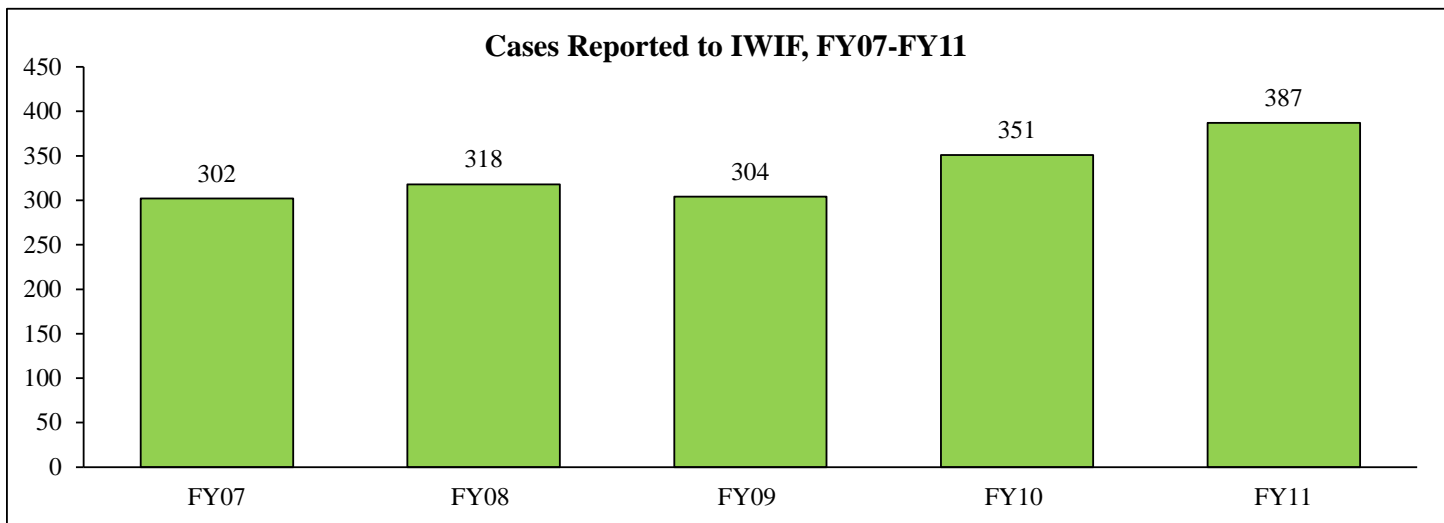


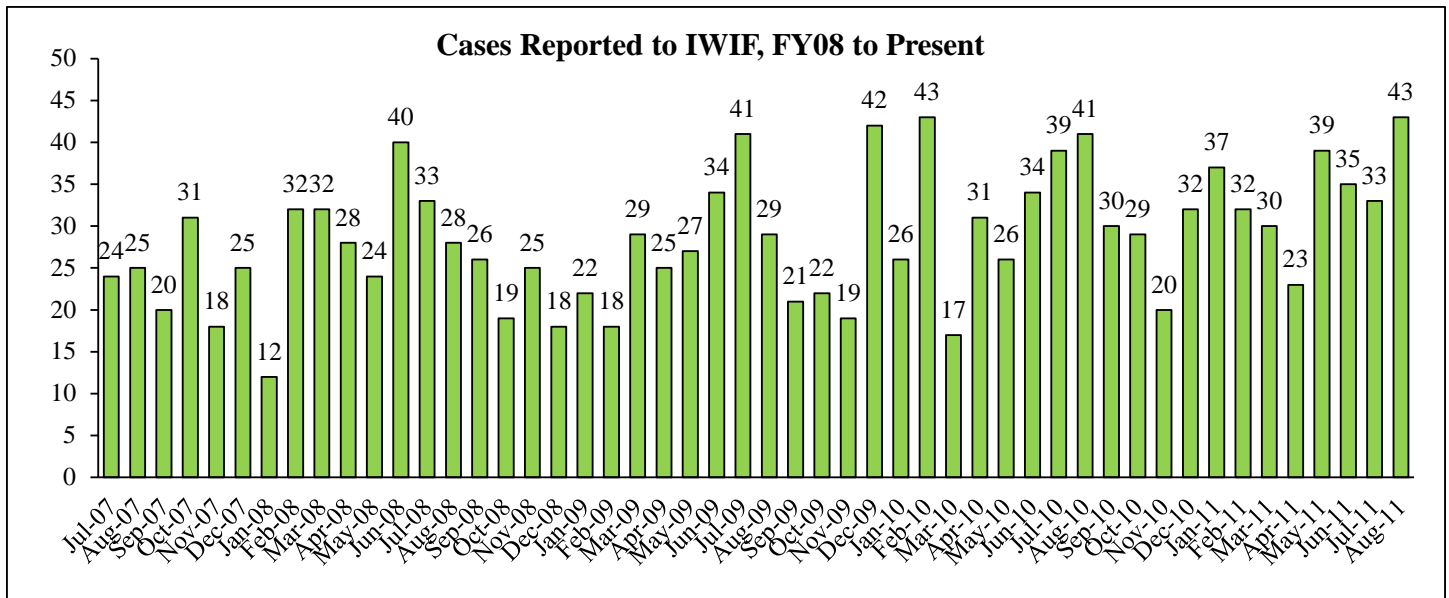
- Division Level Analysis.** Accident leave tends to fluctuate based on a few cases. However, the divisions listed below recorded unusually high accident leave figures in FY11. Districts 1 and 7 recorded at least

twice as much accident leave in FY11 than in any of the prior two fiscal years. Additionally, Planning, Engineering and Real Estate and the Office of Materials Technology recorded significant amounts of accident leave in FY11. The standard amount of accident leave accumulated by these two divisions is generally small compared to the District level shops. The agency reiterated that select cases had driven increases in accident leave in many of these locations. District 7 increases were caused by two serious accident cases, and a poison ivy related rash breakout during the spring. Districts 3 and 6 had issues with accidents involving multiple employees and entering and exiting vehicles.

<b>Accident Leave Increases by Division, FY09-FY11</b>			
<b>Division</b>	<b>FY09</b>	<b>FY10</b>	<b>FY11</b>
District 1	19.1	51.8	206.8
District 3	142.5	151.2	238.3
District 6	54.3	17.6	88.0
District 7	105.0	105.2	266.5
Planning, Engineering, RS	5.8	19.0	96.6
Office of Materials Tech.	8.3	2.6	63.9

- Cases Reported to IWIF.** The agency indicated at the March StateStat meeting that their strategy to manage lost time cases was to encourage employees to report any possible injuries to IWIF at the earliest possible time. Consequently, the number of cases reported to IWIF increased in FY11. However, the number of cases reported to IWIF in August was the largest number since February 2010, when the area was affected by a significant snow event. The agency reported that the August increases in some cases were heat related, and were in support of the agency’s strategy of encouraging employees to report possible injuries and illnesses to IWIF at the earliest possible time.





**Tropical Storm Lee**

- Significant Damages.** Unprecedented rainfall generated from Tropical Storm Lee caused significant damage to state roads, resulting in a number of highway projects needed to perform repairs. A portion of the exit ramp connecting southbound Ritchie Hwy. to Rt. 100 collapsed, requiring \$500,000 in repairs. Additionally, the agency will perform three bridge repair projects in southern Maryland. One project is on Rt. 234 over Allens Fresh Run, consisting of a temporary and permanent component, with costs estimated at \$3 million. Two additional projects are set for US 301. US 301 south of Rt. 6 will cost roughly \$600-\$750,000, while US 301 north of Rt. 6 sustained repairs to the left lane and shoulder which will cost \$250-\$300,00. The agency reported that damages on US 301 both north and south of Rt. 6 had recently completed repairs. The agency projected that the construction of a temporary bridge on Rt. 234 over Allens Fresh Run would be completed by December. Damages from both Hurricane Irene and Tropical Storm Lee totaled approximately \$8.5 million. The agency has applied for weather disaster reimbursements from the Federal Emergency Management Agency (FEMA), which has issued major disaster declarations for both storms. The agency reported that it is expecting a total reimbursement of \$2.75 million for both storms.