

Meeting Summary

Following is a summary of the issues discussed at the Maryland Department of Transportation (MDOT) – State Highway Administration (SHA) StateStat meeting on January 20, 2012. Analysis is provided by StateStat.

Updates

- **Reimbursement for Tropical Storm Lee Damage.** The agency updated StateStat on its recent receipt of Emergency Relief funding from the federal government. In December 2011, the Federal Highway Administration (FHWA) announced that SHA will receive \$6.8 million in Emergency Relief funding to repair damage to federal aid highways from Tropical Storm Lee. The funding includes \$3.1 million to replace a damaged bridge on MD 234 in Charles County, \$1.1 million to repair damage to pavement and drainage systems along US 301 near MD 6 in Charles County, and \$1.0 million to repair damage to the MD 2 South ramp to MD 100 in Anne Arundel County. The remaining \$1.6 million will be used for multiple smaller repair projects.

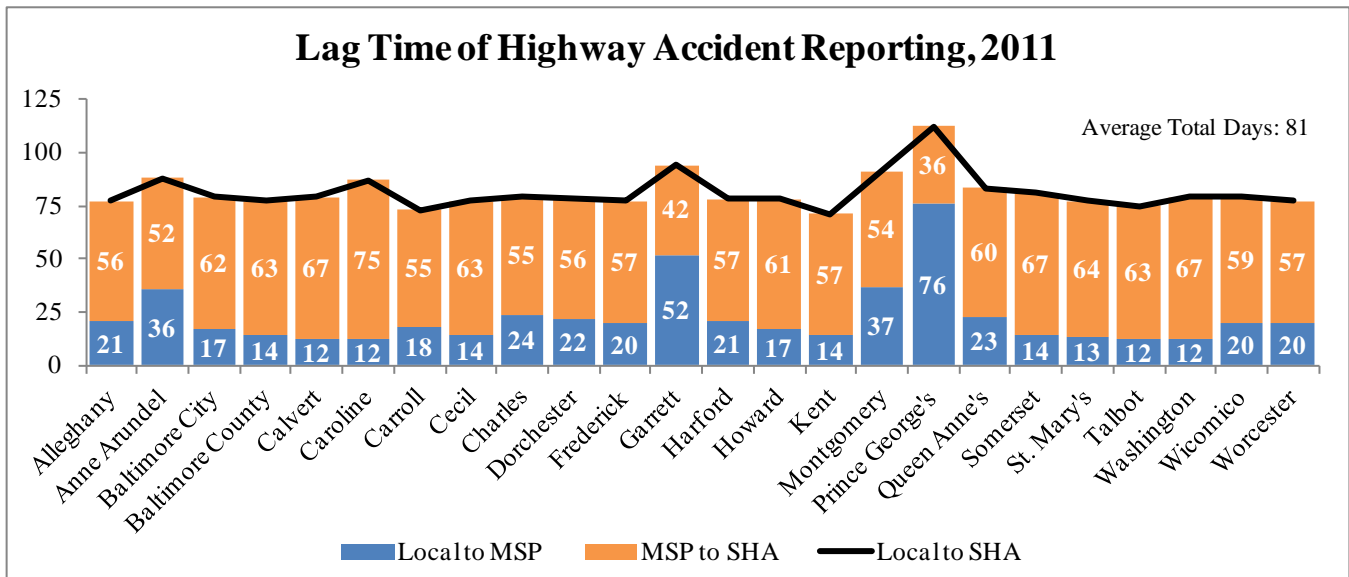
Major Projects that Received Emergency Relief Funding for Tropical Storm Lee Repairs	
Project	Allocation
Damaged bridge on MD 234 over Allen's Fresh Run in Charles County	\$3.1 million
Pavement and drainage repairs along US 301 near MD 6 in Charles County	\$1.1 million
Damage to the MD 2 South ramp to MD 100 W in Anne Arundel County	\$1.0 million
Three Project Subtotal	\$5.2 million

- **SHA now issuing fines for illegal signs.** Following a three month grace period, on January 1, 2012 SHA entered the enforcement phase of the new policy of issuing a \$25 penalty for each sign illegally placed on State road rights-of-way and medians. From October 1-December 31, SHA maintenance crews had been placing warning stickers on illegal signs with information on the new law, which was signed by the Governor in May 2011. In the past, signs were removed by SHA with no penalty at an estimated cost of up to \$600,000 per year. As of this meeting, no businesses had been fined under the new law.
- **Emergency Truck Parking.** On December 22, 2011, Secretary Swaim-Staley, the Maryland Motor Truck Association, and the I-95 Corridor Coalition held a press conference to announce a pilot program for emergency truck parking in six Park and Ride lots during snows of six inches or more. These six lots are in addition to 39 regular truck parking areas already available. A mobile application for iPhone, Android, and Blackberry systems was also released that allows truckers to see the address and capacity of all 45 parking areas and plot a course from their current location to the nearest parking area. The Park and Ride facilities are operated by SHA and MDTA and the agencies will be responsible for ensuring that the areas are clear of snow and debris. The agency reported that the new emergency truck parking website had received 1,200 unique views with an average of 12 minutes per visit. The panel asked that the agency examine additional methods of distributing information about the truck parking program and the mobile application.
- **BuildUP Program.** On December 7, SHA announced its *BuildUP* program, which is a commitment by the MDOT to contribute up to \$1 million to support On-the-Job Training (OJT) programs in crafts relating to the transportation and highway construction industries. The window for applications to the first round of *BuildUP* was extended to December 15, 2011 to February 3, 2012. The panel requested an update from SHA on *BuildUP* and requested that the agency further incorporate the expertise of the Department of Labor, Licensing, and Regulation into its assessment of applications.

- **Legislative Audits.** The panel received an update on the State Highway Administration’s progress in addressing two key findings in the June and November 2011 Special Audits: seeking retroactive approval for projects that were not brought before the Board of Public Works, and implementing a new task order process to improve accountability and monitoring of construction inspection services contracts.

Highway Accident Reporting

- **Updated Accident Reporting Lag Time.** Using data furnished by the agency, it is possible to determine the lag from when an accident occurred to when the local police agency submitted an accident report to Maryland State Police (MSP) Central Records Division and to when the record was transferred from MSP to SHA. In the 2010 data previously examined, the total time from accident to SHA for each county did not vary much from the average of 192 days. For comparison, the agency furnished data to provide the same analysis for calendar year 2011. The average total number of days dropped more than half to 81 days. The panel requested that SHA work with MSP and the Governor’s Office to determine if it is possible to reduce the reporting lag for those jurisdictions most delayed.



Winter Preparedness: AVL, CHART, and Tow Plow

- **AVL Phase I.** Phase I constitutes location-only AVL deployment to be used for vehicle tracking only. In the most recent template (November 2011), the agency reports that 96 percent of the 918 SHA vehicles slated for AVL have been equipped – this is the same percentage as October 2011. The panel confirmed with the agency that this was because some of the agency’s vehicles are slated to be traded for new vehicles. The AVL units will be installed once the trades are completed.

Automated Vehicle Locator (AVL) System					
	Jul-11	Aug-11	Sep-11	Oct-11	Nov-11
Percent of agency vehicles (918 units) that are AVL equipped	42%	77%	91%	96%	96%

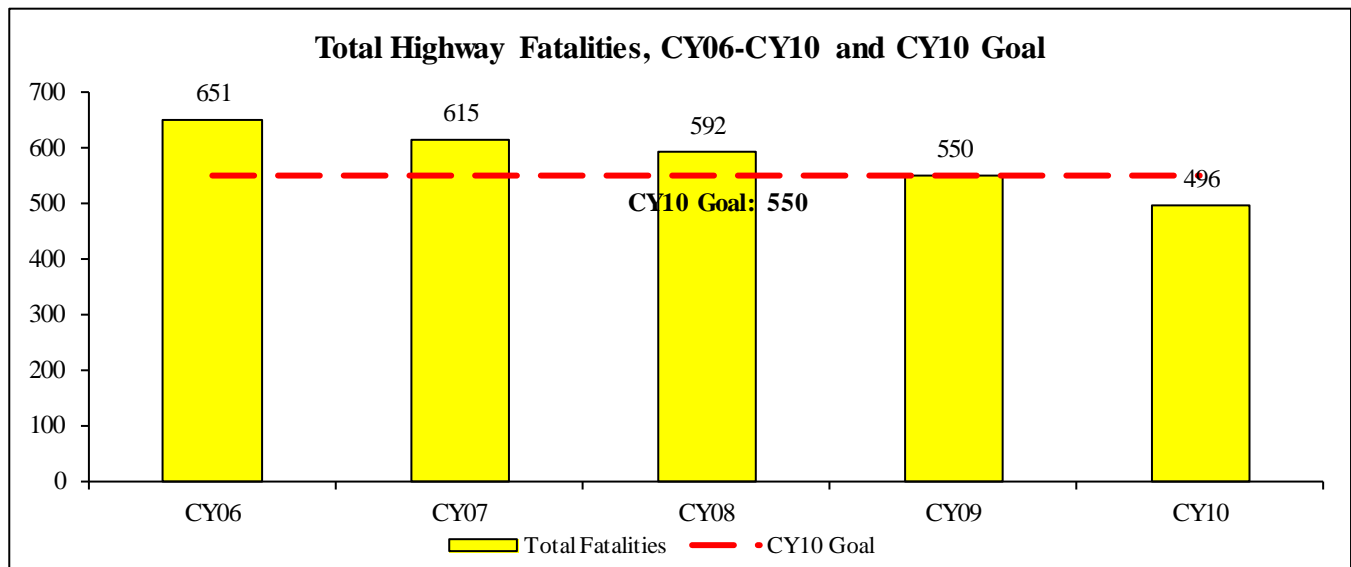
- **Percent of operational CHART cameras.** In the December 2011 Stat, the panel discussed the decline in the percent of CHART cameras operational over the last year. The percent operational rose from 90.2 percent in October to 92.6 percent in November 2011 – 92.6 percent operational translates into 42 of 564

cameras not functioning. The agency reported that it expected the percent of cameras that are operational to continue to increase monthly as it addresses delayed repairs.

- **SHA acquires new tow plows.** In November 2011, SHA added two tow plows to its fleet in preparation for the 2011-2012 winter season. A tow plow is a separate 30-foot long plow that is towed behind an SHA salt/plow truck and can clear an extra highway travel lane, reducing the number of trucks necessary to plow a highway and freeing up assets to plow secondary roadways. According to the agency website, the tow plows have already been utilized during this winter. The panel received a positive update from the agency on its limited use of tow plows this season. A single tow plow and cover the same area as two and a half truck plows with only one operator.

Highway and Pedestrian Safety

- **Total Fatalities.** The panel discussed the SHA Strategic Highway Safety Plan and the Plan’s calendar year 2010 goals for highway fatalities and injuries. State Highway Administration met the primary goal a year early when it reduced total highway fatalities to 550 in CY 2009. In CY 2010, SHA further reduced total fatalities nearly 10 percent beyond the goal to 496. The agency indicated that it was in the process of revising its goal for total highway fatalities.



- **Pedestrian Safety and Transit Stops.** SHA is working with Maryland Transit Administration to incorporate transit stop data into its eGIS system to facilitate analysis of the correlation between transit stops and pedestrian accidents. SHA has incorporated MTA transit stop data into its eGIS system; ridership data from other major transit service providers, including WMATA (District of Columbia) and Montgomery County *Ride On* bus service, was not available as of December 2011.