

York County Metropolitan Planning Organization (MPO) Performance Targets:

Federal safety performance measures were implemented in 2016. PennDOT established Statewide Targets in August 2017. On December 7, 2017, the York MPO adopted supporting Pennsylvania's Statewide Safety Performance Measure Targets. The following shows the CY 2018 Statewide Targets established based on 2% reduction of five-year average (2014-2018) and aggregated supporting regional York MPO Targets:

Safety Performance Measure	Baseline (2012-2016)	Statewide Target (2014-2018)	York MPO Target (2014-2018)
Number of fatalities	1,220.2	1,177.6	39.9
Rate of fatalities per 100 million VMT	1.220	1.161	1.2
Number of serious injuries	3,434.0	3,799.8	110.8
Rate of serious injuries per 100 million VMT	3.433	3.746	3.332
Number of non-motorized fatalities and non-motorized serious injuries	602.4	654.4	20.7

Progress Towards Target Achievement and Reporting:

PennDOT and the MPOs and RPOs will ensure regional TIPs, the STIP and Long Range Transportation Plans (LRTPs) are developed and managed to support progress toward target achievement.

The 2019 Statewide Transportation Improvement Program (STIP) and individual Transportation Improvement Programs (TIPs) were developed to ensure progress toward achievement of the state targets.

The following has helped to ensure planned HSIP projects in the STIP will help to achieve a significant reduction of traffic fatalities and serious injuries on all public roads:

- Implementing the strategies in the 2017 Strategic Highway Safety Plan (SHSP) through a data driven safety analysis, and the utilization of low-cost safety improvements system-wide support achieving these reductions.
- In January of 2017 the HSIP funding site was opened in SharePoint. The HSIP funding site provides a single point of communication for all HSIP project eligibility and funding requests. Project applications are reviewed through an approval workflow involving District and Central Office safety and planning staff.
- Projects are being planned and completed that were associated with the Intersection Safety Implementation Plan (ISIP), Roadway Departure Safety Implementation Plan (RDIP), and the Speed Management Action Plan (SMAP).

- Pennsylvania started using the PA Regionalized Safety Performance Functions (SPFs) developed for a statewide network screening of about 20,000 locations. These new evaluations will use the Highway Safety Manual (HSM)'s analysis method of Excess Expected Average Crash Frequency with Empirical Bayes (EB) adjustments also known as Potential for Safety Improvement (PSI). This method will use the calculated expected crashes for a location and subtract the Predicted crashes for that same location to produce an excess (or PSI) value. PennDOT's [HSM Analysis Tool](#) was created so the Pennsylvania regionalized SPFs can be utilized for location specific safety analysis.

Statewide (\$35M set aside):

Pennsylvania sets aside \$35 million per FFY of HSIP funds to utilize to advance projects Statewide that are evaluated and ranked based on Benefit/Cost analysis, HSM analysis, fatal and injury crashes, application of systematic improvements, improvements on local roads and deliverability.

In May 2017 PennDOT Districts and Planning Partners were notified of the solicitation for FFY 2019 HSIP Set Aside Program. A data-driven safety analysis in the form of Benefit/Cost (B/C) analysis or Highway Safety Manual (HSM) analysis was strongly recommended. For the first time, evaluation criteria were weighted allowing each project to be scored and ranked. Evaluation criteria included B/C analysis, HSM analysis, fatal and injury crashes, application of systematic improvements, improvement on local roads, and deliverability. The HSIP Set Aside continues to place an emphasis on project delivery, with 80 of the applications submitted anticipated to let within the timeframe indicated in the solicitation for candidate projects. Carryover projects previously approved were continued. New projects that meet eligibility requirements, were selected based on evaluation criteria scoring, and demonstrate a significant potential safety return for the cost, within the current available funding. Projects approved for set aside funding will remain on the HSIP SharePoint funding site as candidate applications to be considered as regional or set aside program funds become available. The HSIP set aside projects will be continually monitored to maximize funding and project delivery. As set aside funding becomes available, additional eligible candidate projects will be advanced to maximize use of HSIP funding statewide.

York MPO

The York MPO FFY 2019-2022 TIP includes road safety improvement projects that are intended to improve the performance of the roadway system relative to the five federal safety performance measures.

To ensure planned HSIP projects achieve a significant reduction of traffic fatalities and serious injuries on all public roads, the York MPO did the following for the development of the FFY 2019-2022 TIP:

- Coordinated with PennDOT District traffic safety managers
- Consulted with county and municipal officials
- Reviewed crash statistics, mapping, data driven safety analysis, and prior road safety audits
- Participated in PennDOT Connects outreach meetings
- Participated in advisory committees for safety projects

In addition, the York MPO reviews the before and after crash data of each project programmed with the primary purpose to enhance safety. Every project programmed since 2006 is included in the review.

Based on this process, the following regional York MPO projects were included in the FFY 2019-2022 TIP to help achieve a significant reduction of traffic fatalities and serious injuries on all public roads:

Project	Improvement Focus
US 15 Safety Improvements	Serious Injury/Fatal Crashes
RSA Implementation Line Item*	Implementation of RSAs funded with HSIP

- The RSA Implementation Line Item is a set-aside on the 2019 TIP to complete the projects developed from three different RSAs funded on the 2017 TIP. At the time of TIP development, the specific projects were not identified in the RSA process.

When collaborating to set annual targets PennDOT will provide feedback on how the Pennsylvania as well as individual MPO/RPO regions are doing on progress towards target achievement.

PennDOT will continue to include information on Safety Targets and progress towards meeting targets as part of annual Safety submissions to NHTSA and FHWA. It is expected that FHWA will determine if Pennsylvania has met or made significant progress toward meeting their 2014-2018 HSIP targets in December of 2019. Four of the five measures will need to be met or significantly improved upon. FHWA will utilize 2012-2016 data as a base line period for assessing significant progress. FHWA will report their findings to PennDOT by March 2020.