

CHAPTER EIGHT – RISK PLANNING

RISK PLANNING

As we develop plans, we identify the goals, objectives, and actions that will improve our community when implemented. This is the primary focus of planning; however, an additional approach is emerging in the planning field concerning the management of risk. What prevents you from achieving your goals?

This may be affected by COVID-19

Throughout this document, we identified flags that are related to the 2020 Pandemic. Although we anticipate most of the changes are temporary, we know some will stay and shift the way we live, work, and play. The flags identify areas where change has occurred and attention needs to be paid to these items. Depending on whether the change is temporary or permanent could change the risk to accomplish our goals.

Risk management was not discussed during the first three steering committee meetings or in work group discussions. Below are some general risk to meeting the goal of each of the Federal Performance Measures that YAMPO will need to more fully develop in the future.

Overarching risk to all performance measures from the 2020 Pandemic:

- Reduction of Vehicle Miles Traveled (VMT) – Corresponds to a **reduction of funding**. Approximately 20% reduction in 2020 VMT, resulted in a reduction of state funding of 20%. Federal recovery money was provided to Pennsylvania and assisted with the gap, but it did not close the 20% gap completely. If long-term VMT is lower, there will be a decrease in funding. With only a reduction of 10%, that is comparable to doing no improvements for an entire year every decade.
- Increase in telework – Telework sharply increased at the beginning of the 2020 Pandemic and has slowly reduced until the time of completion of this document. A close analysis of this trend needs to be constantly reviewed, in addition to the reduction of VMT and corresponding funding. The ability for workers to live farther from the original place of employment is a concern with more permanent work-from-home options. The proximity to the Baltimore and Washington DC Metro areas makes York County an attractive location for workers that are not commuting to the office every day, but still need to be within a short drive.

PM1 – Safety Performance Measures

- Selecting the proper projects – Crash data fluctuates at different locations and every effort should be placed on ensuring the location did not have a spike in data that allowed the project to climb the priority list.
- Development occurs in locations of existing safety issues and increases traffic volumes.
- The apparent randomness of crash data from year to year and the short-term evaluation of one-year Performance Measures could be difficult. If you drop by 15% one year and only 1% the following year, the second year you did not meet your target even though the overall crash number is down more than 15%.

PM2 – Bridge and Pavement Conditions

- Road flooding – An increase of flooding events that caused damage to the infrastructure over the last 10 years has caused financial resources to be utilized in unexpected areas.
- Selecting the proper projects – Are the correct National Highway System (NHS) roads selected to be addressed? The risk in this process is the absence of predictive modeling.
- Need on the Non-NHS system – PM2 only addresses the NHS; failure of the non-NHS roads will draw resources away from the NHS network.
- Implementation failures – Failure of contractor to construct the project within the guidelines of PennDOT or the municipality.

PM3 – Travel Time Reliability Measures

- Population growth – Population and vehicle miles traveled increase in an exponential amount.
- Large-scale construction – Large multi-year construction projects on the NHS could affect the ability to meet targets. The I-83 North York Widening (Exit 19-22) is an example of a construction project that could affect travel time reliability.