

THE MULTIMODAL TRANSPORTATION SYSTEM: ITS USE AND PERFORMANCE

The transportation system includes all of the facilities and services that enable people to travel, ship goods, and provide services. This chapter inventories all modes found in Cambria County:

- highways, bridges and traffic signals and signs – see page 30 for highways, page 52 for bridges, and page 56 for signals and signs
- public transportation services – see page 58

More importantly, the chapter discusses the use, condition, and performance of these facilities and services as PennDOT and the County increasingly manage maintenance and improvement funds based on these metrics.

HIGHWAY NETWORK: CLASSIFICATION AND VOLUMES

Summary Statistics

Of the 1,700 linear miles of roadway in Cambria County, roughly 60 percent of roads in this area are locally owned by municipalities, but state-owned roads carry 88 percent of all traffic. See Table 4-1.

Table 4-1: 2018 Mileage by Jurisdiction

GEOGRAPHY	PENNDOT	OTHER AGENCIES	TURNPIKE	TOLL BRIDGE	LOCAL MUNICIPAL	TOTAL MILES
Cambria County	672.65	66.87	-	-	1,030.81	1,770.33
DVMT	2,208,208	177,527	-	-	388,592	2,724,327
Pennsylvania	39,737	2,145	554	15	78,145	120,596
DVMT	202,049,670	4,151,851	17,938,660	893,840	44,733,040	279,767,061

Source: PennDOT Highway Statistics Report: 2018

Highway Classifications and their Value for Planning

The Federal-Aid System

The Federal-Aid Highway System includes the Interstate Highway System as well as primary highways and principal secondary and feeder routes—including farm-to-market roads, rural mail and public school bus routes, local rural roads, county and township roads, roads of the county, road class, and their urban extensions. These highways are selected by PennDOT and local officials and subject to approval by the Federal Highway Administration and are eligible for financial assistance for their construction, maintenance, and operations through the Federal-Aid Highway Program.

The Federal-Aid System in the County includes all National Highway System (NHS) highways plus portions of several state and local highways totaling more than 447 state-owned miles and 25.9 locally-owned miles. See Table 4-2.

Table 4-2: Federal Aid System, 2018

COUNTY	FEDERAL AID LINEAR MILES		
	STATE-OWNED	LOCAL-OWNED	TOTAL
Cambria County	447	26	473
Pennsylvania	24,659	3,540	28,200
Turnpike (statewide)		554	
Toll Bridges (statewide)		14	
Pennsylvania Grand Total		28,767	

Source: PennDOT Highway Statistics Report: 2018

The National Highway System

The National Highway System is a network of strategic highways approved by Congress in the National Highway Designation Act of 1995. The National Highway System includes the Interstate System, the Strategic Highway Network, and highways serving major airports, ports, rail or truck terminals, railway stations, pipeline terminals, and other strategic transport facilities. The National Highway System receives dedicated funding that cannot be used on non-NHS highways.

Elements of the National Highway System within the County include US 22, US 219, US 422, and PA 56, and portions of PA 271 totaling 126 miles. See Figure 4-1 and Table 4-3. Over the past five years, there has been no significant change in total mileage of the NHS in the region.

Figure 4-1: National Highway System and Federal Aid System

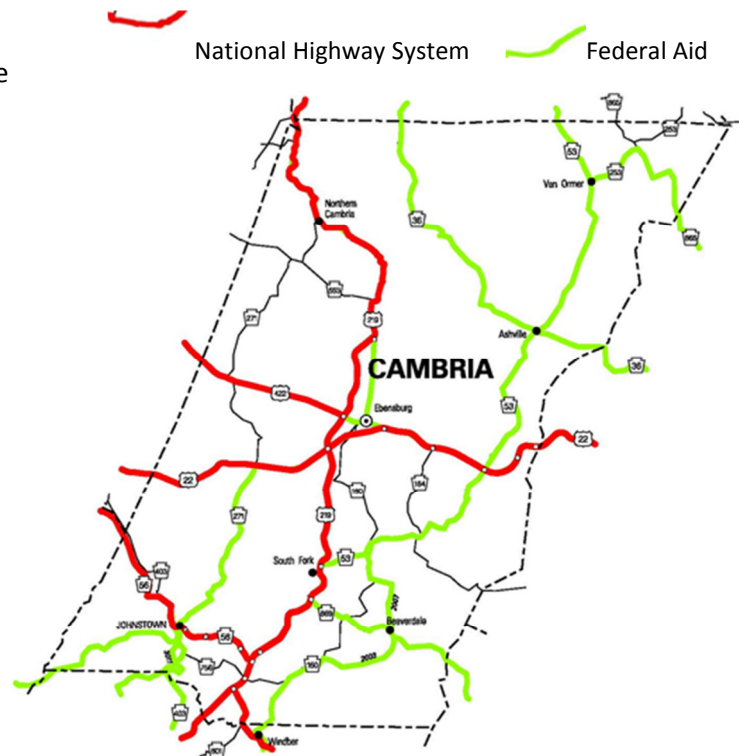


Table 4-3: Mileage and DVMT Travel Demand of the National Highway System, 2018

	LINEAR MILES				TOTAL	
	STATE	TURNPIKE	TOLL BRIDGE	LOCAL	LINEAR MILES	DVMT
Cambria County	112	-	-	1	113	1,251,407
Pennsylvania	6,375	555	13	221	7,164	156,338,784

Source: PennDOT Highway Statistics Report: 2018

Functional Classification

Roadways perform two functions: providing traffic mobility (i.e., through travel) and providing land access (i.e., to property). They can be grouped or ranked in terms of the proportion of mobility vs. access they provide—a concept known as highway functional classification. The Federal Highway Administration, PennDOT and Cambria County use functional classification in determining eligibility for funding under the Federal-aid program.

The Federal Highway Administration prescribes three functional classifications with various sub-classifications and determines the classification of each state- and locally-owned highway by segment.

Arterials are highways that connect, as directly as practicable, the nation’s principal urbanized areas, cities, and industrial centers; serve the national defense; and connect at suitable border points with routes of continental importance. All arterials are eligible for Federal-Aid funding. Arterials are sub-classified into four groups:

- **Interstates** are the highest classification of arterial roads characterized by divided, directional lanes offering the highest level of mobility, at the highest speed, for long uninterrupted distances. There are no interstates in Cambria County.
- **Other Freeways and Expressways** often but not always have divided directional travel lanes and access limited to grade-separated interchanges or a very few at-grade intersections. Portions of US 22 and US 219 and PA 56, the Johnstown Expressway, are classified as other freeways/expressways.
- **Other Principal Arterials** provide high mobility in urban areas and between rural centers. They may be limited access or provide direct access to abutting lands. Remaining portions of the US routes and many PA 2- and 3-digit routes in Cambria County are principal arterials.
- **Minor arterials** typically interconnect other arterials and collectors for long-distance trips. In Cambria County, these include about a dozen 2-, 3- and 4-digit state routes.

Collectors provide land access service and traffic circulation within residential neighborhoods, commercial and industrial areas, and downtown city centers. Collectors connect local roads and streets with arterials and provide less mobility than arterials, at lower speeds and for shorter distances. They may be sub-classified as major collectors in higher density developed areas and minor collectors in lower density developed areas. Major collectors are eligible for Federal-Aid funding; minor collectors are not.

As federal and state transportation agencies continue to move toward a performance-based management approach, they may also measure, develop benchmarks, and set performance targets by functional classification.

Source: [Highway Functional Classification Concepts, Criteria and Procedures](#) for Statewide Transportation Planning.

Locals are roads and streets that provide the highest level of access to abutting land but limited mobility for distance. In functional classification, “local” indicates the facility’s function, not its ownership. All highways not classified as arterials or collectors are deemed locals. Locals are not eligible for Federal-Aid funding.

PennDOT posts highway network maps of functional classification by county on the Bureau of Planning and Research webpage. Highway mileage by classification is shown in Table 4 -4.

Table 4-4: Mileage by Functional Classification of Highways

COUNTY	FEDERAL AID LINEAR MILES					NON FEDERAL AID LINEAR MILES		TOTAL LINEAR MILES
	INTER-STATE	OTHER FRWY/EXPWY	OTHER PRINC ARTER	MINOR ARTER	MAJOR COLL	MINOR COLL	LOCAL	
Percent		2.2%	4.1%	6.0%	14.3%	7.3%	66.1%	100.0%
Pennsylvania	1,869	918	4,376	8,533	13,072	6,957	84,871	120,596

Source: PennDOT

HIGHWAY TRAVEL BY FUNCTIONAL CLASSIFICATION

Traffic volumes are nearly evenly distributed across the four highest classifications found in the County. Freeways/expressways carry the largest percentage (23.7 percent) of daily vehicle-miles traveled (DVMT) followed closely by other principal arterials at 21.9 percent. Major collectors rank a close third, carrying 19.1 percent of total traffic. See Table 4 -5.

Table 4-5: Travel by Functional Classification of Highways

	FEDERAL AID DVMT					NON FEDERAL AID DVMT		TOTAL DVMT
	INTER-STATE	OTHER FRWY/EXPWY	OTHER PRINCIPAL ARTER	MINOR ARTERIAL	MAJOR COLL	MINOR COLL	LOCAL	
Cambria County	-	646,503	598,897	392,294	522,332	94,779	469,522	2,724,327
Percent		23.7%	21.9%	14.4%	19.1%	3.8%	17.1%	100.0%
Pennsylvania	74,184,044	26,747,396	55,839,609	50,009,026	32,039,380	4,929,839	36,017,767	279,767,061

Source: PennDOT

A SNAPSHOT OF MAJOR HIGHWAYS

US 22

US 22 is the major east-west highway, connecting the County west to Pittsburgh and east to the Interstate 99/US 220 corridor in Altoona. The route is a four-lane, limited access highway from Ebensburg to I-99/US 220 and a four-lane highway but not limited access facility from Ebensburg west to the Indiana County line.

Figure 4-2 Snapshot of the US 22 Corridor

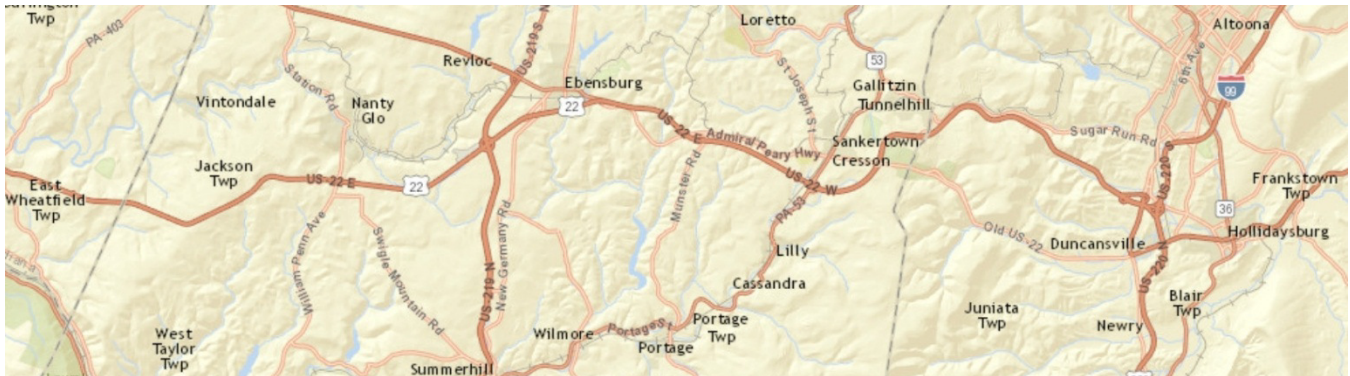


Table 4-6: US 22 Traffic Volumes, 2014

Beginning Location	Ending Location	Daily Volume	Truck Traffic		Classification
			Total	Percent	
PA- 403, Indiana Co	SR-3041, Dishong Mtn Rd	E: 6,588	1,515	23%	Rural, Principal Arterial
		W: 7,222	1,733	24%	
Dishong Mtn Road	PA-271	E: 7,133	1,712	24%	Rural, Principal Arterial
		W: 6,576	1,578	24%	
PA-271	US-219	E: 8,476	1,185	14%	Rural, Principal Arterial
		W: 8,177	1,255	15%	
US-219	High Street Exit, Ebensburg	E: 11,563	1,157	10%	Urban, Principal Arterial
		W: 12,406	1,364	11%	
High Street Exit, Ebensburg	Center Street, Ebensburg	E: 10,174	1,730	17%	Urban, Principal Arterial
		W: 10,976	2,085	19%	
Center Street	Admiral Perry Hwy On-Ramp	E: 8,656	1,524	18%	Urban, Principal Arterial
		W: 8,675	1,568	18%	
Admiral Perry Hwy	PA-164	E: 11,770	1,883	16%	Rural, Principal Arterial

On-Ramp		W: 12,231	1,835	15%	
		E: 9,705	1,446	15%	
PA-164	SR-2014, Admiral Perry Hwy				Rural, Principal Arterial
		W: 10,422	1,524	15%	
		E: 11,500	1,495	13%	
SR-2014, Admiral Perry Hwy	Cambria & Blair Co Line				Rural, Principal Arterial
		W: 11,848	1,659	14%	

Source: PennDOT Bureau of Planning & Research

US 22 is a principal arterial of the National Highway System throughout its urban and rural segments. Traffic ranges from 13,709 to almost 24,000 vehicles per day; westbound traffic is 3 percent higher than eastbound. Truck traffic as a percentage of directional traffic ranges from 10 to 24 percent and is highest on the western segments.

Other Major Intersections

- In addition to the highway intersections noted in Table 7, US 22 also intersects with PA 53 at Cresson.

US 219

US 219 is the major north-south highway connecting Cambria County with Interstate 76/ PA Turnpike in Somerset County to the south, and Interstate 80 in Clearfield County to the north. Within the county, US 219 intersects with east-west routes US 22 and US 422. The highway is a four-lane, limited-access facility from Carrolltown to the Turnpike. From Carrolltown north to I-80, it is a two-lane highway.

US 219 is a principal arterial of the National Highway System throughout its urban and rural segments. Traffic ranges from just under 2,000 at the Indiana County line to 30,330 vehicles per day between PA 56 and Galleria Drive. Truck traffic as a percentage of total traffic ranges from 3 to 12 percent.

Other Major Intersections

In addition to the highway intersections noted in Table 8, US 22 also intersects with:

- PA 249 south of Cherry Tree.
- PA 1099 south of Carrolltown.
- PA 583 south of Carrolltown.
- PA 53 at Summerhill/Ehrenfeld.
- PA 601/638 at Jerome.

Figure 4-3 Snapshot of the US 219 Corridor

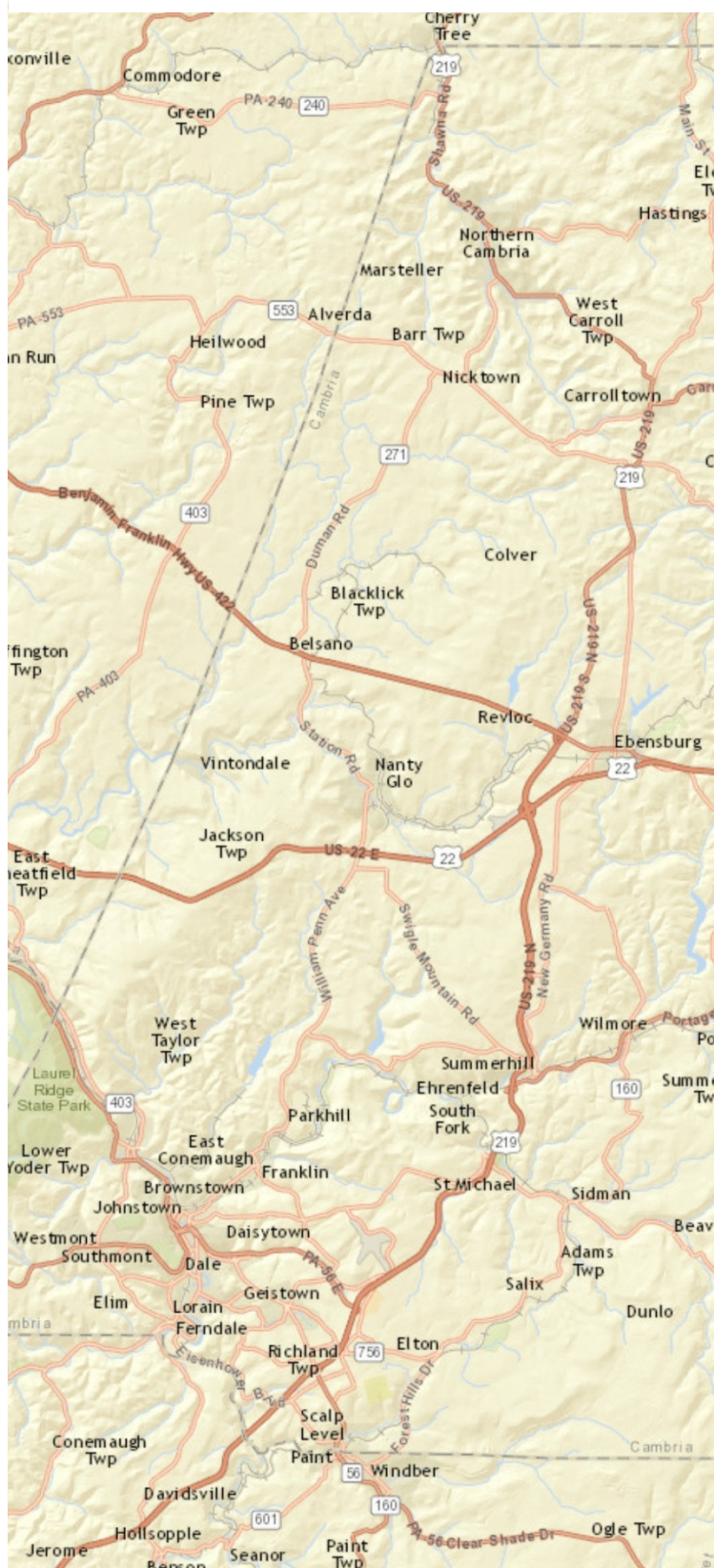


Table 4-7: US 219 Traffic Volumes, from Count Years 2011-2014

Beginning Location	Ending Location	Daily Volume	Truck Traffic		Classification
			Total	Percent	
PA-403, Somerset Co	PA-56	N: 6,445	441	7%	Urban, Freeways/Expressways
		S: 6,393	476	7%	
PA-56	PA-756	N: 10,987	1,758	3%	Urban, Freeways/Expressways
		S: 9,816	1,080	11%	
PA-756	PA-56	N: 14,836	1,249	8%	Urban, Freeways/Expressways
		S: 15,494	1,206	8%	
PA-56	SR-3031, Galleria Dr	N: 13,080	879	7%	Urban, Freeways/Expressways
		S: 12,005	956	8%	
SR-3031, Galleria Dr	PA-869	N: 9,209	921	10%	Urban, Freeways/Expressways
		S: 9,131	822	9%	
PA-869	SR-3024, RailRd St	N: 9,511	629	7%	Rural, Principal Arterial
		S: 9,688	747	8%	
SR-3024, RailRd St	Tower Rd	N: 7,202	648	9%	Rural, Principal Arterial
		S: 7,213	866	12%	
Tower Rd	US-22	N: 7,120	644	9%	Rural, Principal Arterial
		S: 7,189	736	10%	
US-22	US-422	N: 5,234	471	9%	Rural, Principal Arterial
		S: 4,943	544	11%	
US-422	SR-4031, Plank Rd	N: 2,914	218	7%	Rural, Principal Arterial
		S: 2,691	239	9%	
SR-4031, Plank Rd	PA-553	9,433	829	9%	Rural, Principal Arterial
PA-553	SR-4004, Oak St	6,798	543	8%	Rural, Principal Arterial
SR-4004, Oak St	SR-4015, Carroll St	7,837	520	7%	Urban, Principal Arterial
SR-4015, Carroll St	SR-4013, Sunset Rd	6,293	406	6%	Urban, Principal Arterial

Beginning Location	Ending Location	Daily Volume	Truck Traffic		Classification
			Total	Percent	
SR-4013, Sunset Rd	SR-4011, Cole Rd	3,425	274	8%	Urban, Principal Arterial
SR-4011, Cole Rd	SR-4021, Number Nine Rd	3,127	250	8%	Urban, Principal Arterial
SR-4021, Number Nine Rd	SR-4009, Oil Tank Hill Rd	4,182	293	7%	Urban, Principal Arterial
SR-4009, Oil Tank Hill Rd	PA-271	5,481	329	6%	Urban, Principal Arterial
PA-271	39th St, Northern Cambria	7,836	449	6%	Urban, Principal Arterial
39th St, Northern Cambria	SR-4016, Philadelphia Ave	4,960	316	6%	Urban, Principal Arterial
SR-4016, Philadelphia Ave	SR-4027, Laurel St	5,831	309	5%	Urban, Principal Arterial
SR-4027, Laurel St	SR-4029, Moss Creek Rd	2,016	125	6%	Rural, Principal Arterial
SR-4029, Moss Creek Rd	PA-240	2,169	130	6%	Rural, Principal Arterial
PA-240	Indiana Co: PA-580	1,998	155	8%	Rural, Principal Arterial

Source: PennDOT Bureau of Planning & Research

- In addition to the highway intersections noted in Table 9, US 422 also intersects with US 22 at Ebensburg.

PA 56

PA 56 connects communities in the Johnstown area with US 22 at Armagh, US 219 on the east side of Johnstown, and I-99/US 220 in Cessna, just north of Bedford. From US 219 to the City of Johnstown, PA 56 is a four-lane highway known as the Johnstown Expressway. In all other segments, PA 56 is a two-lane, principal arterial. Traffic ranges from 4,601 to 29,982 vehicles per day. Truck traffic as a percentage of total traffic ranges from 4 to 19 percent.

Figure 4-5 Snapshot of the PA 56 Corridor



Table 4-9: PA 56 Traffic Volumes, from Count Years 2010-2014

Beginning Location	Ending Location	Daily Volume	Truck Traffic		Classification
			Total	Percent	
Indiana Co Line	Hoffman Ave, Johnstown	4,601	172	4%	Rural, Principal Arterial
Hoffman Ave, Johnstown	SR-3005, Fairfield Ave, Johnstown	7,364	589	8%	Urban, Principal Arterial
SR-3005 Fairfield Ave, Johnstown	D St, Johnstown	8,790	527	6%	Urban, Principal Arterial
D St, Johnstown	PA-403	9,452	450	5%	Urban, Principal Arterial
PA-403	SR-3039, Fourth Ave	E: 8,928	586	7%	Urban, Principal Arterial
		W: 8,730	516	6%	
SR-3039, Fourth Ave	SR-3044, Washington St	E: 8,720	523	6%	Urban, Principal Arterial
		W: 8,663	433	5%	
SR-3044 Washington St	Johns St, Johnstown	E: 7,680	722	9%	Urban, Principal Arterial
		W: 7,622	666	9%	
Johns St, Johnstown	Napoleon St, Johnstown	E: 7,572	605	8%	Urban, Principal Arterial
		W: 7,579	682	9%	
Napoleon St, Johnstown	SR-3016, Bedford St On-Ramp	E: 5,857	351	6%	Urban, Freeways/Expressways
		W: 6,234	562	9%	
SR-3016, Bedford St On-Ramp	Westbound Off-Ramp to Bedford St	E: 8,673	434	5%	Urban, Freeways/Expressways
		W: 9,633	674	7%	
Westbound Off-Ramp to Bedford St	Widman St Off-Ramp	E: 8,818	529	6%	Urban, Freeways/Expressways
		W: 9,586	1,054	11%	
Widman St Off-Ramp	Walters Ave Off-Ramp	E: 11,512	638	6%	Urban, Freeways/Expressways
		W: 11,062	723	7%	
Walters Ave Off-Ramp	US-219	E: 10,926	758	7%	Urban,

		W: 11,098	746	7%	Freeways/Expressways
US-219	SR-3006, Eisenhower Boulevard	E: 14,310	955	7%	Urban, Principal Arterial
		W: 14,672	1,029	7%	
SR-3006, Eisenhower Boulevard	Cambria & Somerset Co Line	E: 6,704	489	7%	Urban, Principal Arterial
		W: 6,725	499	7%	

Source: PennDOT Bureau of Planning & Research

Other Major Intersections

In addition to the highway intersections noted in Table 10, PA 56 also intersects with:

- PA 271 in Johnstown.
- US 219 Johnstown Galleria.
- PA 756 Bedford St/Elton Rd.
- PA 160 in Windber.

Table 4-6: PA 56 Traffic Volumes, from Count Years 2010-2014

Beginning Location	Ending Location	Daily Volume	Truck Traffic		Classification
			Total	Percent	
Indiana Co Line	Hoffman Ave, Johnstown	4,601	172	4%	Rural, Principal Arterial
Hoffman Ave, Johnstown	SR-3005, Fairfield Ave, Johnstown	7,364	589	8%	Urban, Principal Arterial
SR-3005 Fairfield Ave, Johnstown	D St, Johnstown	8,790	527	6%	Urban, Principal Arterial
D St, Johnstown	PA-403	9,452	450	5%	Urban, Principal Arterial
PA-403	SR-3039, Fourth Ave	E: 8,928	586	7%	Urban, Principal Arterial
		W: 8,730	516	6%	
SR-3039, Fourth Ave	SR-3044, Washington St	E: 8,720	523	6%	Urban, Principal Arterial
		W: 8,663	433	5%	
SR-3044 Washington St	Johns St, Johnstown	E: 7,680	722	9%	Urban, Principal Arterial
		W: 7,622	666	9%	
Johns St, Johnstown	Napoleon St, Johnstown	E: 7,572	605	8%	Urban, Principal Arterial
		W: 7,579	682	9%	
Napoleon St, Johnstown	SR-3016, Bedford St On-Ramp	E: 5,857	351	6%	Urban, Freeways/Expressways
		W: 6,234	562	9%	
SR-3016, Bedford St On-Ramp	Westbound Off-Ramp to Bedford St	E: 8,673	434	5%	Urban, Freeways/Expressways
		W: 9,633	674	7%	
Westbound Off-Ramp to Bedford St	Widman St Off-Ramp	E: 8,818	529	6%	Urban, Freeways/Expressways
		W: 9,586	1,054	11%	
Widman St Off-Ramp	Walters Ave Off-Ramp	E: 11,512	638	6%	Urban, Freeways/Expressways
		W: 11,062	723	7%	
Walters Ave Off-Ramp	US-219	E: 10,926	758	7%	Urban, Freeways/Expressways
		W: 11,098	746	7%	
US-219	SR-3006, Eisenhower Boulevard	E: 14,310	955	7%	Urban, Principal Arterial
		W: 14,672	1,029	7%	
SR-3006, Eisenhower Boulevard	Cambria & Somerset Co Line	E: 6,704	489	7%	Urban, Principal Arterial
		W: 6,725	499	7%	

Source: PennDOT Bureau of Planning & Research

Other Major Intersections

In addition to the highway intersections noted in Table 10, PA 56 also intersects with:

- PA 271 in Johnstown.
- US 219 Johnstown Galleria.
- PA 756 Bedford St/Elton Rd.
- PA 160 in Windber.

PA 403

PA 403 is a two-lane urban highway from Stoystown, Somerset County to Johnstown, roughly parallel to the Stonycreek River, and on to US 119 near Marion Center. PA 403 is an urban principal arterial throughout the urbanized portion of the Johnstown area and a rural minor arterial in other areas. Traffic ranges from 4,500 to 7,700 vehicles per day (in the Ferndale area). Truck traffic as a percentage of total traffic ranges from 2 to 4 percent (in the Ferndale area).

Other Major Intersections

In addition to the highway intersections noted in Table 11, PA 403 also intersects with:

- PA 56 in Johnstown.
- PA 417 and PA 985 in Ferndale.

Figure 4-6 Snapshot of the PA 403 Corridor

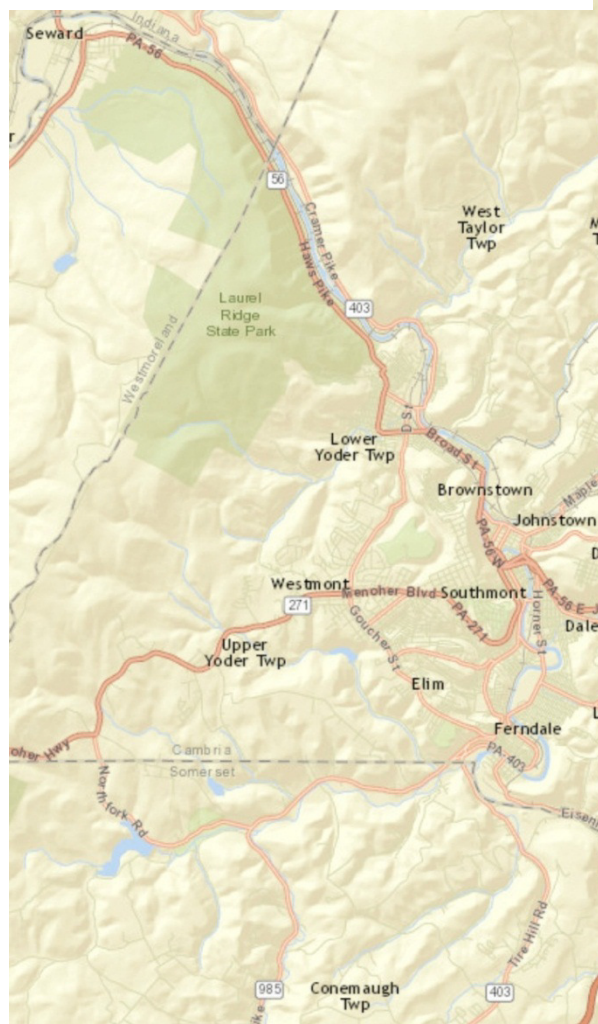


Table 4-7: PA 403 Traffic Volumes, from Count Years 2012-2014

Beginning Location	Ending Location	Daily Volume	Truck Traffic		Classification
			Total	Percent	
SR-4041, Kring St, Somerset Co	PA -403	5,723	114	2%	Rural, Minor Arterial
PA-403	SR-3006, Eisenhower Boulevard	7,780	301	4%	Urban, Principal Arterial
SR-3006, Eisenhower Boulevard	SR-3007, Clay St	5,130	272	5%	Urban, Principal Arterial
SR-3007, Clay St	Ogle St, Ferndale	4,585	230	5%	Urban, Principal Arterial
Ogle St, Ferndale	PA-756	6,661	266	4%	Urban, Principal Arterial
PA-756	SR-3011, Franklin St	5,301	202	4%	Urban, Principal Arterial

Source: PennDOT Bureau of Planning & Research

PA 271

PA 271 connects northwestern Cambria County with Ligonier, Westmoreland County, passing through the City of Johnstown.

PA 271 is an urban principal arterial through the urbanized portions of the County, a minor arterial north to Nanty-Glo and south of Johnstown to the Westmoreland County line, and a major collector in the rural northern segments (per PennDOT's 2009 Functional Classification Map). Traffic ranges from 1,600 to 10,700 vehicles per day. Truck traffic as a percentage of total traffic ranges from 2 to 7 percent.

Major Intersections

In addition to the highway intersections noted in Table 12, PA 271 also intersects with:

- PA 553 at Nicktown.
- US 422 at Belsano.
- PA 3034 at Nanty-Glo.
- US 22 south of Nanty-Glo.
- PA 56 and PA 403 in Johnstown.

Figure 4-8: Snapshot of the PA 271 Corridor

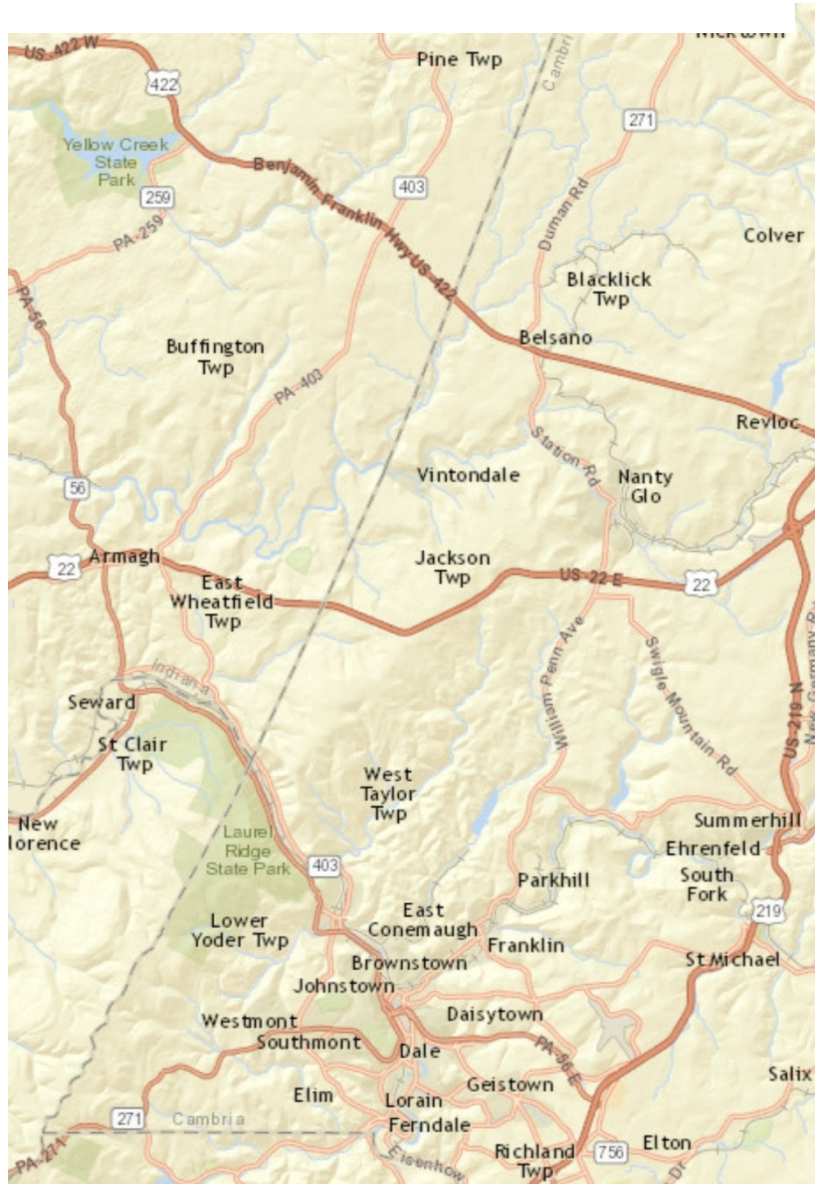


Table 4-8: PA 271 Traffic Volumes, from Count Years 2010-2014

Beginning Location	Ending Location	Daily Volume	Truck Traffic		Classification
			Total	Percent	
SR-1007, Ross Mtn. Park Rd, Westmoreland Co	SR-3001, Northfork Rd	2,126	46	2%	Rural, Minor Arterial
Cambria County: SR-3001, Northfork Rd	SR-3003, Fender Lane	1,667	66	4%	Rural, Minor Arterial
SR-3003, Fender Lane	SR-3005, St. Clair Rd	4,746	191	4%	Rural, Minor Arterial
SR-3005, St. Clair Rd	SR-3007, Goucher St	5,156	155	3%	Urban, Principal Arterial
continued					
SR-3007, Goucher St	Luzerne St, Southmont	10,751	215	2%	Urban, Principal Arterial
Luzerne St, Southmont	Barnett St, Ferndale	9,246	277	3%	Urban, Principal Arterial
Barnett St, Ferndale	Haynes St, Johnstown	6,191	247	4%	Urban, Principal Arterial
Haynes St, Johnstown	Main St, Johnstown	7,229	506	7%	Urban, Principal Arterial
Main St, Johnstown	SR-3044, Washington St	3,362	168	5%	Urban, Principal Arterial
SR-3044, Washington St	SR-3029, Franklin St	3,581	250	7%	Urban, Principal Arterial
SR-3029, Franklin St	Apple Court, Johnstown	4,998	191	4%	Urban, Principal Arterial
Apple Court, Johnstown	SR-3037, William Penn Ave	3,285	164	5%	Urban, Principal Arterial
SR-3037, William Penn Ave	SR-3030, Mineral Point Rd	4,410	132	3%	Urban, Principal Arterial
SR-3030, Mineral Point Rd	SR-3039, Benshoff Hill Rd	5,073	171	3%	Urban, Principal Arterial

Source: PennDOT Bureau of Planning & Research

SR 3016, Bedford St and Scalp Avenue

SR 3016 is an urban principal arterial runs from the City of Johnstown through Dale Borough and Geistown Borough to US 219 and PA 56 in Richland Township. Traffic ranges from 4,400 to 20,034 vehicles per day. Truck traffic as a percentage of total traffic ranges from 2 to 14 percent.

Major Intersections

In addition to the highway intersections noted in Table 13, SR 3016 intersects with numerous 4-digit state routes and local streets.

Figure 4-7 Snapshot of the SR 3016 Beford Street/Scalp Avenue Corridor



Table 4-9: SR 3016 Traffic Volumes, from Count Years 2011-2014

Beginning Location	Ending Location	Daily Volume	Truck Traffic		Classification
			Total	Percent	
Haynes St, Johnstown	SR-3024, Adams St	14,379	675	5%	Urban, Principal Arterial
SR-3024, Adams St	SR-3027, Arthur St	4,401	132	3%	Urban, Principal Arterial
SR-3027, Arthur St	PA-56 On/Off-Ramps	5,298	131	2%	Urban, Principal Arterial
PA-56 On/Off-Ramps	SR-3019, Penrod St	6,059	181	3%	Urban, Principal Arterial
SR-3019, Penrod St	SR-3017, Brentwood Ave	E: 4,056	284	7%	Urban, Principal Arterial
		W: 4,334	304	7%	
SR-3017, Brentwood Ave	SR-3018, Bedford St	E: 6,838	163	2%	Urban, Principal Arterial
		W: 7,813	145	2%	
SR-3018, Bedford St	SR-3012, Luray Ave	E: 4,332	87	2%	Urban, Principal Arterial
		W: 4,362	44	1%	
SR-3012, Luray Ave	SR-3008, Hostetler Rd	E: 6,850	206	3%	Urban, Principal Arterial
		W: 6,465	258	4%	
SR-3008, Hostetler Rd	US-219	E: 10,412	184	2%	Urban, Principal Arterial
		W: 9,622	165	2%	

Source: PennDOT Bureau of Planning & Research

MINOR ARTERIALS

Sixteen additional highways in Cambria County perform arterial functions:

- PA 36
- PA 53
- PA 160
- PA 271 south from US 22
- PA 403 through the West End
- PA 756
- PA 3007 from Morrellville to Ferndale
- PA 3002, Harshberger Road
- SR 3011, Goucher Street
- SR 3018, Bedford Street east of Geistown
- SR 3024, Frankstown Road east to Airport Road
- SR 3029, Truman Boulevard and Fulmer Road
- SR 3031, Airport Road
- SR 3033, Solomon Road
- SR 3037, William Penn Avenue

HIGHWAY PERFORMANCE

PennDOT measures highway performance by metrics, such as safety records and pavement conditions. Posted and bonded roads data also provides a measure of road use and conditions.

Safety

Data from PennDOT’s Crash Information Systems and Analysis Divisions show that crashes in Cambria County peaked and have generally been declining from a five-year high of 1,391 in 2010 to 1,218 in 2014. Data for crashes per 100,000 miles traveled allows comparison to the statewide average and show that crashes has been slightly more frequent in Cambria County. See Table 3-14

Traffic-related fatalities per year across the state have also declined, however fatalities in Cambria County have not. Fatalities per 100,000 miles traveled show that Cambria County’s fatality rate has been steady and typically higher than that of the state since 2010. See Table 3-15.

Table 4-10: Total Crashes, 2010-2014

	Total Crashes					Crashes per 100,000 DVMT				
	2010	2011	2012	2013	2014	2010	2011	2012	2013	2014
Cambria County	1,391	1,355	1,216	1,293	1,218	52	51	46	49	46
PA	121,312	125,395	124,092	124,149	121,309	45	46	46	46	45

Source: PennDOT Bureau of Maintenance and Operations, Crash Information Systems and Analysis Division

Table 4-11: Traffic Fatalities, 2009-2013

	Traffic Fatalities					Fatalities per 100,000 DVMT				
	2010	2011	2012	2013	2014	2010	2011	2012	2013	2014
Cambria County	14	18	17	11	13	0.5	0.7	0.6	0.4	0.5
PA	1,324	1,286	1,310	1,117	1,195	0.5	0.5	0.5	0.4	0.4

Source: PennDOT Bureau of Maintenance and Operations, Crash Information Systems and Analysis Division

The Pennsylvania State Police report that the vast majority of crashes in Cambria County are caused by driver error, e.g. speeding, failure to obey traffic signs, distraction/inattentiveness, etc., not by highway design.

Pavement Conditions

The surface condition of highway pavement is important to travel safety and transportation maintenance costs. PennDOT collects and analyzes pavement condition data for all state-owned roads, assessing select highways annually and others by sample. PennDOT then publishes reports of annual performance reports, statewide and by planning region.

Roadway condition is based on the International Roughness Index (IRI) and the Overall Pavement Index (OPI). IRI is based on the level of deflections per segment of highway. The lower the IRI, the smoother the road. Using IRI ranges, highways in each of the business plan

networks are rated excellent, good, fair, or poor. OPI ratings compile the IRI with structural, surface distress, and safety factors.

IRI ratings listed in Table 3-16 show that the majority of state highways with volumes over 2000 average daily traffic (ADT, vehicles) are rated as having good to excellent smoothness and the majority of highways with volumes less than 2000 ADT are rated good or fair.

Table 4-12: Smoothness (International Roughness Index) Summary

Business Plan Network	Excellent		Good		Fair		Poor		Median IRI	Tested Seg-Mi
	Seg-Mi	%	Seg-Mi	%	Seg-Mi	%	Seg-Mi	%		
Interstate	-	-	-	-	-	-	-	-	-	0
NHS, Non-Interstate	60	36.73%	70.5	43.16%	20.2	12.33%	12.7	7.90%	81	163.4
Non-NHS, >= 2000 ADT	60.5	36.77%	73.7	44.76%	14.5	8.78%	15.9	9.69%	109	164.6
Non-NHS, < 2000 ADT	94.9	23.95%	131.7	33.24%	105.5	26.62%	64.1	16.18%	160	396.3
Total - Roadway	215.5	29.75%	275.9	38.09%	140.1	19.34%	92.8	12.81%	126	724.3

Source: 2018 Performance Measures Annual Report -- Pavements, Johnstown MPO

OPI ratings shown in Table 4-17 reflect somewhat better overall pavement conditions in that the majority of NHS highways and low volume non-NHS state highways are rated as good to excellent for overall pavement condition but that most high volume non-NHS highway mileage is rated fair to poor.

Table 4-13: Current Overall Pavement Index (OPI) Summary

Business Plan Network	Excellent		Good		Fair		Poor		Median OPI
	Seg-Mi	%	Seg-Mi	%	Seg-Mi	%	Seg-Mi	%	
Interstate	-	-	-	-	-	-	-	-	-
NHS, Non-Interstate	13.8	8.57%	127.4	79.32%	13.9	8.68%	5.5	3.42%	90
Non-NHS, >= 2000 ADT	32.3	19.78%	77	47.10%	49.9	30.54%	4.2	2.58%	84
Non-NHS, < 2000 ADT	135.6	34.25%	199.5	50.40%	54.4	13.74%	6.4	1.62%	81
Total - Roadway	181.7	25.24%	403.9	56.10%	118.2	16.42%	16.1	2.24%	84

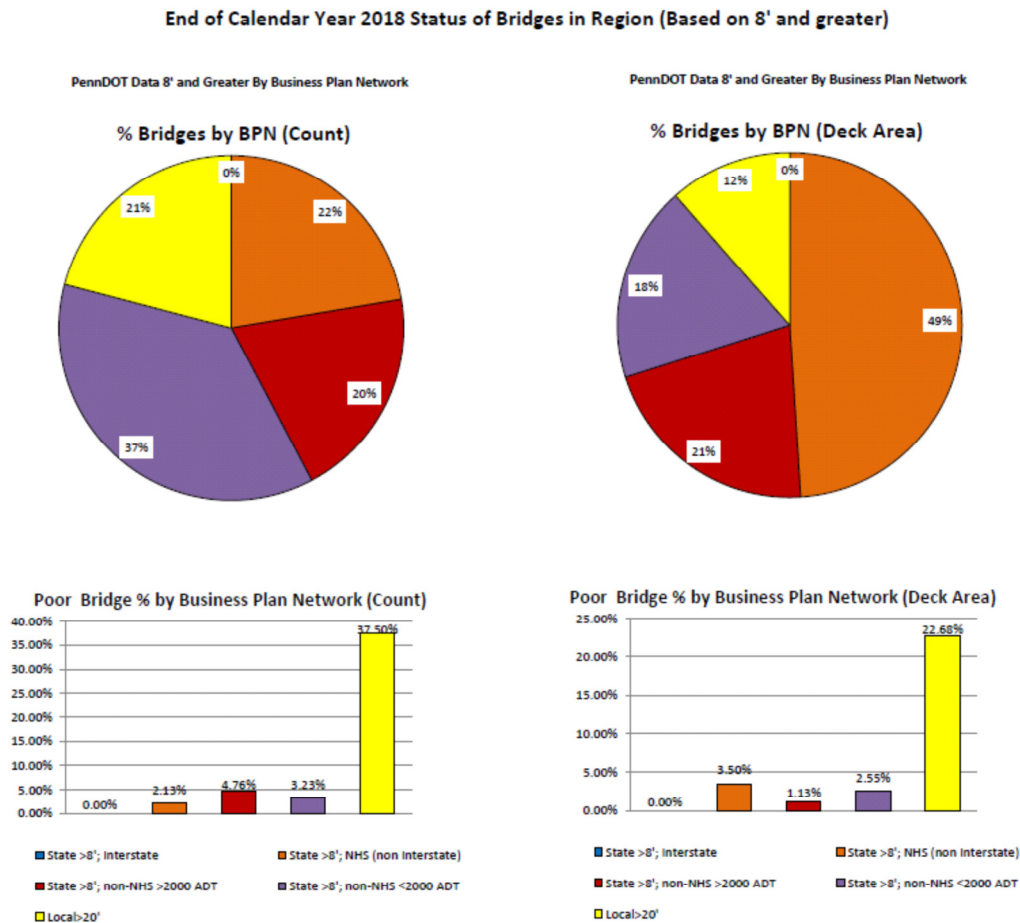
Source: 2018 Performance Measures Annual Report -- Pavements, Johnstown MPO

BRIDGES

Bridges are found along all types of highways across the county. They cross waterways, rail lines, other highways, and other barriers to travel. There are 333 bridges longer than 8 feet in length along state highways and 88 bridges greater than 20 feet in length along local highways in Cambria County. These lengths correspond to the Federal Highway Administration's inspection requirements for highway bridges.

Figure 4-13 shows the distribution of bridges by highway type and demonstrates that bridges tend to be larger (have greater deck area) on higher-order highways.

Figure 4-8: Bridge Count and Deck Area Distribution by Highway Type, 2018



Source: 2018 Performance Measures Annual Report -- Bridges, Cambria County MPO

Bridges on State Highways

PennDOT owns 328 of the 333 bridges along state highways; the other 4 are owned by Norfolk Southern.

The majority of bridges in County carry highways across waterways.

The shortest state-owned bridges are 8 feet and have only 1 span. The longest bridge is 2,728 feet and has 27 spans.

The oldest bridges in the county, both masonry arch bridges built in 1832, carry PA 53 over Ben's Creek and Burgoon Run in Lilly Borough and Portage Township. The two newest bridges were built in 2014: one to carry SR 4009 over Fox Run in Northern Cambria and one to carry PA 53 over the Norfolk Southern railroad in Gallitzin Township.

The state-owned bridges are evenly distributed across the County's planning regions: 29 in the North, 27 in Central and 25 in the South.

Bridges on Local Highways

Ownership of bridges on local highways lies among Cambria County, Townships, the City or Boroughs, and Norfolk Southern (1).

The majority of bridges carry highways across waterways.

The shortest bridges are 20 feet and have only 1 span. The longest bridge is 1,067 feet and has 9 spans.

The oldest bridge was built in 1902 as a steel truss structure to carry T459 Red Mill Road over the North Branch of Blacklick Creek in Blacklick Township; as of May, 2020, it remains closed. The newest bridge was built in 2012 to carry Pine Street over the Little Conemaugh River in Lilly Borough.

The bridges are distributed across the County's planning regions as follows: 24 in the North, 32 in Central and 27 in the South.

Minor Bridges

Bridges less than 8 feet along state highways and bridges less than 20 feet along local highways do not require inspection per the Federal Highway Administration. Such smaller state-owned bridges and culverts are well documented by PennDOT and locally-owned bridges and culverts have recently been inventoried by the Cambria County Planning Commission.

There are 75 small local bridges throughout the County. Through this planning process, residents have suggested that two closed bridges be addressed and re-opened: one at the end of Fairfield Avenue owned by Lower Yoder Township; and one off of Green Valley Street owned by Lorain Borough.

Bridge Performance

PennDOT uses recent bridge inspection reports, sufficiency ratings, and its Bridge Risk Assessment Tool to assess bridge performance and classify deficiencies.

Bridge inspections determine and report an inventory, condition of structures, appraisal of a bridge's functionality including the structural analysis and rating, and recommendations for maintenance or improvements items; they are required for bridges longer than 8 feet in length along state highways and greater than 20 feet in length along local highways by the National Bridge Inspection Standards.

Sufficiency ratings are formula-driven numeric ratings that compile structural adequacy from bridge inspection data; functional obsolescence and level of service (traffic volume); and essentiality for public use for each bridge to determine its "sufficiency" for continued use.

The Bridge Risk Assessment Tool calculates a risk score for each structure based on the type of structure, functional network, and the condition ratings of structural elements (deck, substructure, superstructure, etc.). The calculation also accounts for the size of the structure, traffic volumes, feature(s) under the structure, scour condition, and detour length in the event the bridge is restricted. The tool then ranks bridges by district based on the risk score. Districts review the results and consider their regional knowledge of bridge conditions as they determine bridge restrictions and develop their regional bridge programs, i.e., priorities for maintenance, rehabilitation, and reconstruction funding.

These analyses enable PennDOT to determine bridge deficiency classifications and restrictions to extend the bridge's service life until rehabilitation or reconstruction can be programmed. These deficiency classifications and restrictions include:

- **Posted and Closed Bridges:** Posted bridges have weight restrictions to prohibit heavy loads, while closed bridges prohibit all traffic from crossing. Posted and closed bridges negatively impact goods movement and emergency response.
- **Substandard Bridges (i.e., Poor Condition or Functionally Obsolete):** Poor condition bridges are structures unable to carry vehicle loads or tolerate the speeds that would normally be expected for that particular bridge in its designated system. Functional obsolescence refers to a bridge with inadequate width or vertical clearance for its associated highway system.

Posted and Closed Bridges

Among bridges on the state system (greater than 8 feet), 3 are posted (weight-restricted) and none are closed. Among bridges on the local system (greater than 20 feet), 16 are posted (weight-restricted) and one is closed. See Table 4-18.

POOR CONDITION BRIDGES

On State Highways

According to the 2018 Annual Performance Report for Bridges, 11 of the 333 bridges along state highways were poor. This represents 3.3 percent by bridge count and 2.7 percent by bridge deck area. See Table 4-20.

Table 4-18: Current Status of Bridges

Business Plan Network	Total Bridge Count	Total Deck Area (Msf)	Aver. Bridge DA (sf)	Closed Bridges	Posted Bridges	Poor Count	% Poor by Count	Poor-Deck Area (Msf)	% Poor by Deck Area	Non-Poor Bridges with a "5" Condition Rating
State >8'; Interstate/Ramps	0	0.0000	0	0	0	0	0.00%	0.0000	0.00%	0
State >8'; NHS (non-Interstate)	94	0.7768	8,264	0	0	2	2.13%	0.0272	3.50%	16
State >8'; non-NHS > 2000 ADT	84	0.3345	3,982	0	0	4	4.76%	0.0038	1.13%	12
State >8'; non-NHS < 2000 ADT	155	0.2915	1,881	0	3	5	3.23%	0.0074	2.55%	31
Total - State Bridges (>8')	333	1.4027	4,212	0	3	11	3.30%	0.0384	2.73%	59
Local >20'	88	0.1827	2,076	2	16	33	37.50%	0.0414	22.68%	21

Source: 2018 Performance Measures Annual Report; Bridges, Cambria County MPO

On Local Highways

The 2018 Annual Performance Report for Bridges listed 33 of the 88 bridges along local highways as poor. This represents 37.5 percent by bridge count and 31.0 percent by bridge deck area. Both percentages are higher than the statewide average of a 35.3 percent poor bridge count and 22.7 percent structurally deficient deck area. See Table 20. These figures represent an overall downward trend in the number of SD bridges, as well as the percentage of SD deck area.

Functionally Obsolete Bridges

Bridge data indicate that 31 of the bridges on state highways in Cambria County are functionally obsolete or lack the height or width clearance of the associated highway system. Of the 87 bridges on local highways, only 7 are have low or narrow clearance. None of the functionally obsolete bridges – state or local – are structurally deficient.

LOCAL PLANNING FOR BRIDGES

Cambria County prioritizes local bridges eligible for state funding using PennDOT’s bridge risk assessment tool, which results in a score, and a survey of bridge needs from municipalities. The owner must be able to provide 5% of the project cost.

TRAFFIC SIGNALS AND SIGNAGE

As of September 2008, PennDOT had record of 101 traffic signals in Cambria County. The majority of signals (84) are located in the Johnstown urbanized area and other areas of southern Cambria County. There are 8 signals in central Cambria County and 9 in northern Cambria County. All are locally-owned and locally-maintained.

Green Light—Go

PennDOT’s Green Light—Go Program provides state funds for the operation and maintenance of traffic signals along critical and designated state highways. Act 89 of 2013 created Title 75, Section 9511(e.1) Allocation to Municipalities for Traffic Signals, a new grant funding program for designated corridors to improve safety and mobility by reducing congestion and improving efficiency. PennDOT developed a similar traffic signal modernization and improvement program for critical state highway corridors. Municipal applications for the Green Light—Go Program require a 50% match using municipal or private cash. Eligible projects may vary by program year.

Table 4-19: Traffic Signal Eligibility for Green Light—Go

	Cambria County
Signals along Critical Corridors, i.e., state highways with AADT >10,000 or traffic signals at the end of limited access ramps	49
Signals along Designated Corridors, i.e., state highways with AADT < 10,000	44
Local Highway (ineligible)	8

Source: PennDOT

2015 Green Light-Go Program Eligible Projects

- Study and Removal of Unwarranted Traffic Signals
- Traffic Signal Retiming
- Development of Detour, Special Event and Operations Plans
- LED Replacement
- Asset Management
- Traffic Signal Operations (Real-Time Monitoring)
- Traffic Signal Maintenance
- Innovative Technologies (e.g. adaptive signals)
- Communications
- Connections back to Traffic Management Center (TMC)
- Detection Upgrades
- Controller Upgrades
- Modernization Upgrades (poles, etc....)
- Other Traffic Signal Improvement

The program has not been used to date in Cambria County.

PUBLIC TRANSPORTATION

Public transportation options in Cambria County includes fixed-route transit and on-call transportation services for the community.

CamTran

The primary provider of public transportation is the Cambria County Transit Authority (CamTran) through its Urban and Rural Divisions.

CamTran's Urban Division operates 14 fixed-route bus routes 7 days a week across the Greater Johnstown service area. Figure 10 highlights these routes and this urban service area. All CamTran urban division buses are equipped with bike racks on the front of the bus. Bike racks are also available at the top of the Inclined Plane. Several bike trails are accessible using the Inclined Plane and CamTran service.

CamTran's Rural Division service (CamTran+) operates in the central and northern portions of Cambria County. It offers 4 weekday and 3 Saturday fixed-routes, as well as the Reserve-A-Ride program (shared ride), Persons with Disabilities program, and services for travelers with disabilities (ADA services).

There is presently no fixed-route service in southeastern portion of the County. However, CamTran reports that riders more frequently request evening service, more frequent service, and more Sunday service than expansion to new service areas.

Cam Tran's Reserve-a-Ride service is a weekday shared-ride service, providing door-to-door service for medical, personal and shopping trips. Its Persons with Disabilities (PwD) service provides transit for people ages 18 to 64 years old with disabilities who wish to travel within a ¼ mile of the fixed-route service system. Its Park & Ride service is available from the former State Police Barracks across from the Cottage Inn on Route 22 in Ebensburg to Johnstown. The Park & Ride operates 2 morning and 3 afternoon trips Monday through Friday, using the Ebensburg-Johnstown.

Urban Division fixed routes:

*Route 7 - Coopersdale
Route 9 - Walmart - Galleria
Route 10 - Dale - Solomon
Route 11 - Galleria - Walmart
Route 12 - Hystone - Westwood
Route 13 - Arbutus - Belmont
Route 14 - Moxham - Horner Street
Route 15 - Oakhurst
Route 16 - Prospect
Route 17 - Scalp Avenue - Walmart
Route 18 - Downtown Shuttle
Route 19 - Southmont
Route 20 - Westmont - Brownstown
Route 21 - Windber*

Rural Division fixed routes:

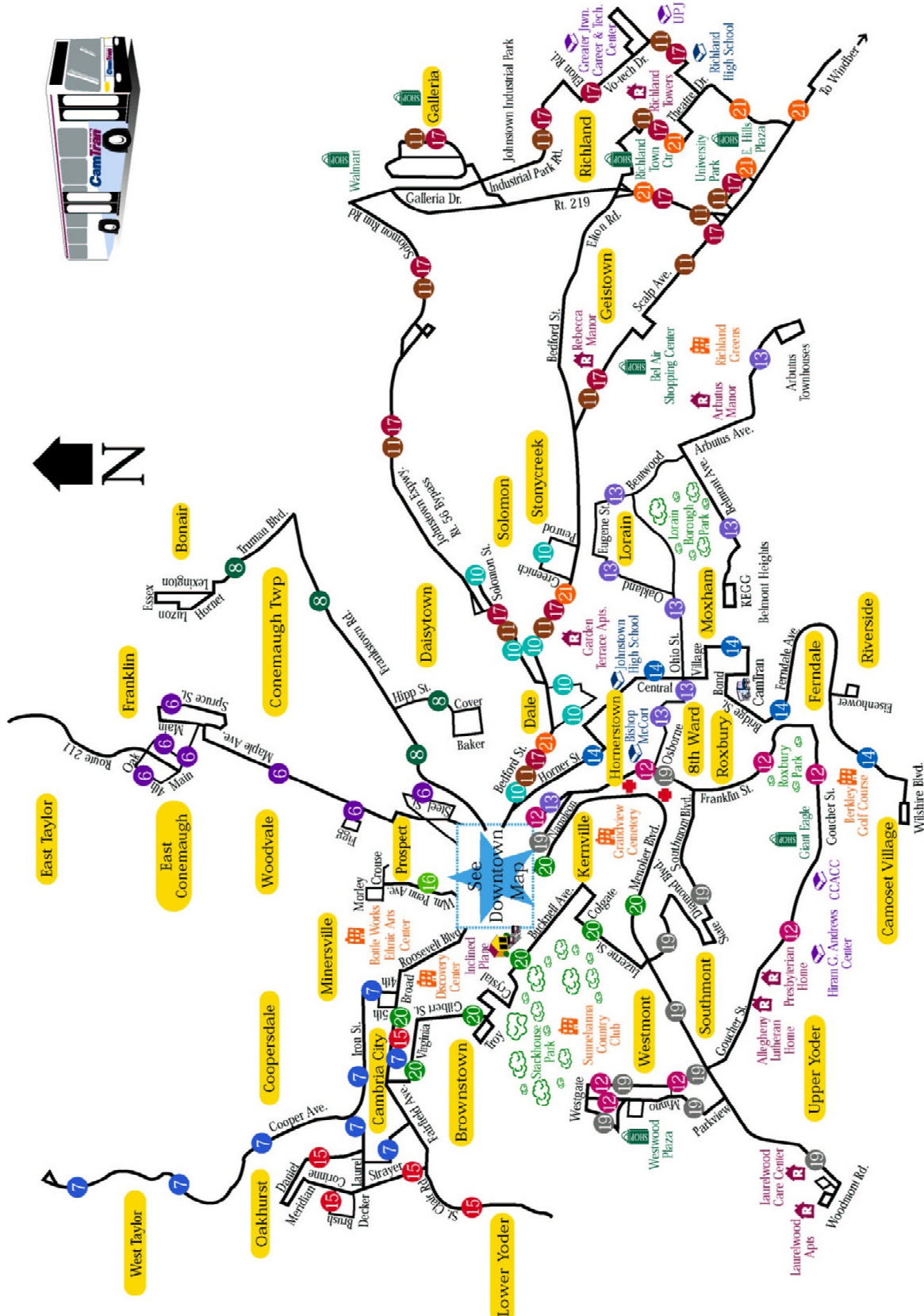
Weekday Service:

*Route 31 - Patton to Ebensburg
Route 32 - Northern Cambria Loop
Route 33 - Ebensburg, Cresson, Portage
Route 36 - Ebensburg to Altoona*

Saturday Service:

*Route 30 - Ebensburg to Johnstown
Route 34 - Mainline Shopper
Route 35 - Patton, Ebensburg Saturday Shopper*

Figure 4-9: Urban Division Service Map



CamTran operates two transfer station and maintenance facilities – one in downtown Johnstown and one north of Ebensburg. Its fleet includes 68 total vehicles: 31 buses, 35 paratransit vehicles and 2 inclined plane cars.

Transit Performance

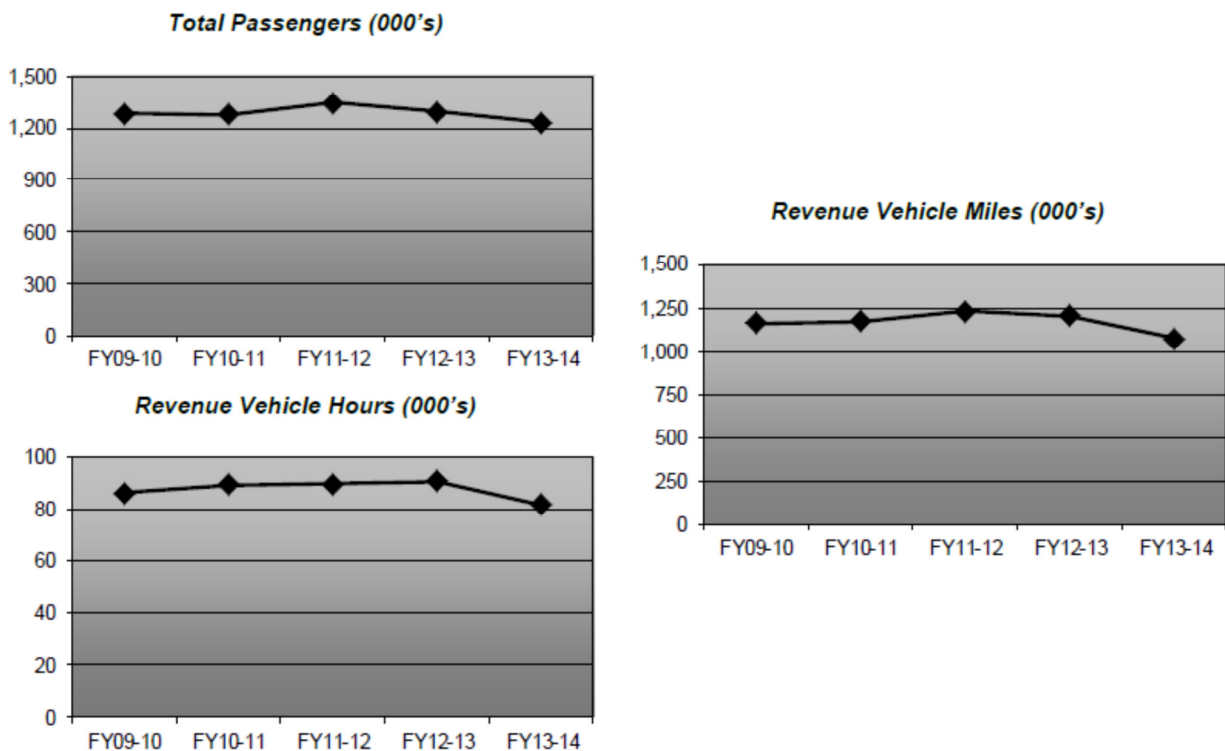
PennDOT measures transit performance annually, including total passengers, passengers by service type (seniors and PwD), vehicle miles, vehicle hours, and revenues by mileage and hours. The CamTran data for its urban system shown in Table 4-22, Figure 4-18 and Figure 4-19 are drawn from the Pennsylvania Public Transportation Annual Performance Report, Fiscal Year 2013-2014. These measures show declines in ridership and revenue performance in FY13-14 and a 5-year decline in total shared-ride passengers, specifically seniors, who are a more active and independent market segment than in generations past.

Table 4-20: Urban Fixed-Route Ridership

Agency	2011-12	2012-13	Change	2013-14	Change
CamTran (Cambria)	1,345,911	1,290,035	-4.2%	1,230,087	-4.6%

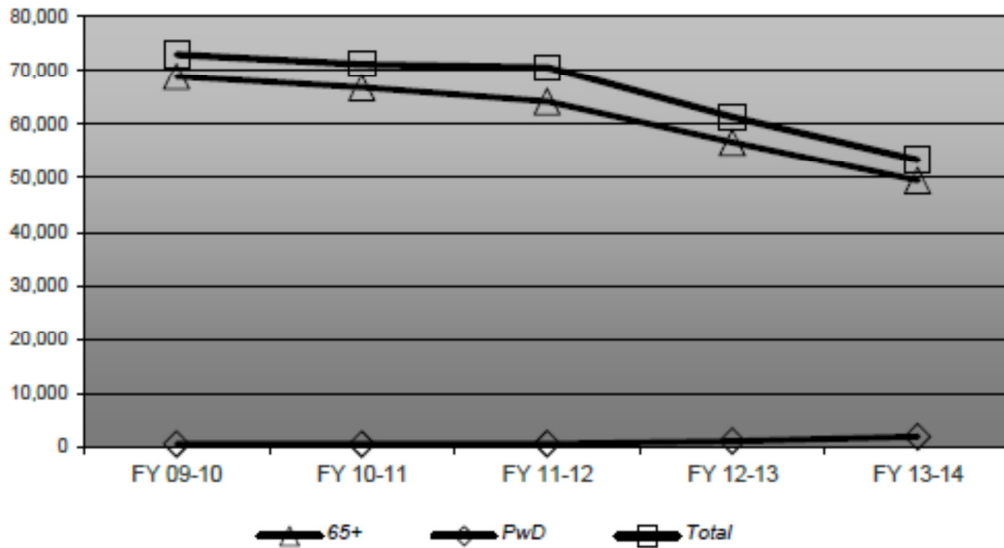
Source: PennDOT

Figure 4-10: Transit Performance Measures



Source: Pennsylvania Public Transportation Annual Performance Report, Fiscal Year 2013-2014

Figure 4-19: Trends in Shared-Ride Ridership



Source: Pennsylvania Public Transportation Annual Performance Report, Fiscal Year 2013-2014

A January 2013 Act 44 Transit Performance Review of the entire CamTran agency in FY11-12 data found similar and other trends. It established “aggressive yet achievable performance targets for the agency’s FY15-16 performance:

- Minimum 1% annual increase in Fixed-Route Bus Passengers per Revenue Hour
- Minimum 3% annual increase in Fixed-Route Bus Operating Revenue per Revenue Vehicle Hour
- Maximum 3.25% annual increase in Fixed-Route Bus Operating Costs per Revenue Vehicle Hour
- Maximum 2.25% annual increase in Fixed-Route Bus Operating Costs per Passenger

The review also suggested best practices and specific opportunities for improvement that “may result in cost savings, improved service quality, and ridership and/or revenue increases...and assist in the achievement of performance targets.”

Long Range Needs, Challenges and Opportunities for Transit Service

CamTran has identified a list of long range needs/opportunities to improve the effectiveness and efficiency of operating a transit system that serves its urban and rural communities. It has begun to program effort and resources to address these items; see Planned Transit Improvements, page 61.

Service Efficiency / Ridership Increase

- Improve transfer between urban and rural divisions in central Cambria County.
- Evaluate and improve/revise service to growing population of active seniors.
- Attract young riders who don’t want the cost of car ownership.

Provide shared rides for riders who need affordable transportation.

Serve/Attract UPJ students.

Dedicate local service in the Richland area for all ages.

Explore the feasibility of fixed route service into Somerset County.

Expand/Enhance intermodal connection to Amtrak.

Improve advance communication between municipalities and CamTran regarding street closures for water/sewer repair.

Market transportation services to hospitals, health care systems and their patients; needs include both door-to-door transportation and personal assistance from doctor's office to bus/taxi.

Require development and infrastructure that plans for transit service with appropriate turning radii, bus pull-offs, standards for road construction, sidewalks from door to street.

Facility Efficiency

Continue to replace gasoline-fueled buses as their lifecycles expire with compressed natural gas-fueled vehicles.

Improve/replace HVAC and roof at Ebensburg facility.

Extend gas line to Ebensburg facility.

Continue to enhance the use of technology for basic customer service and real-time transit information; e.g. real-time electronic route information at all transit stops, and/or find my stop.com, findmyride.com kiosks where a traveler can enter destination and find travel modes and schedules, a CamTran app for smart phones.

The Johnstown Inclined Plane

CamTran owns and operates the Johnstown Inclined Plane. The Inclined Plane was built in 1891 to carry people, horses and wagons to the new hilltop community of Westmont and was used extensively to transport people and supplies in the aftermath of the Great Johnstown Flood of 1889. It is noted for being the world's steepest vehicular inclined plane and is listed on the National Historic Register. The design is simple: a counter-balanced two-track inclined plane. As one car rises, the other is lowered, thus power is only needed to lift the net weight. The Inclined Plane operates every 15 minutes and the ride lasts approximately 2½ minutes.



Today, the Inclined Plane carries commuters and a wealth of tourists between Westmont and Johnstown. It is the foremost visitor site in the Southern Alleghenies Region and is the number one tourist destination in Cambria County. CamTran reported 86,984 passenger trips and approximately \$130,000 in fare revenue in 2013.¹

Associated facilities include:

- The Visitors Center, describing the various tourist attractions available in the region.
- The observation deck, featuring an extensive view of the greater Johnstown region.
- The Gift Shop, where tickets and souvenirs are sold and visitors can view the motors and machinery that control the Inclined Plane.

CamTran also leases space for a restaurant and pub and an ice-cream shop.

Coordinated Public Transit-Human Services Transportation

In compliance with SAFETEA-LU, the 2005 federal transportation legislation, Cambria County prepared a local coordinated plan for certain public transportation funding programs. CamTran, the Cambria County Planning Commission, and other stakeholders formed the CamTran Local Advisory Committee and prepared the plan, which was subsequently approved by the Cambria County MPO in July, 2017.

The plan inventories public transportation services in effect at that time, gaps in service area and service hours. It outlines 8 strategies to bridge these gaps, and prioritizes capital equipment (maintenance to sustain service), educational awareness, planning for service gaps, inventory of vehicle inventory. It further outlines a process by which 5310 applications for funding are submitted by the applicant to the new coordinated transportation Steering Committee, grouped by agency type (public and non-profits serving two or more qualified organizations and non-profits serving one qualified organization), scored, ranked by group and forwarded to the Cambria County MPO for concurrence, and forwarded to PennDOT for application.

Planned Transit Projects

Like public highways and bridges, public transportation services receive funding from state and federal transportation agencies. These funds are budgeted through the state's Twelve-Year Transportation Plan and the four-year Transportation Improvement Program.

Several CamTran and other public transportation providers projects are programmed or under development for the 2015-2018 Transportation Improvement Program.

1. A New Rural Transfer Center, Ebensburg (MPMS #102526). Riders currently transfer between the urban and rural systems in Carolltown and at Wal-mart, Ebensburg. A more centralized transfer center is envisioned at the parking lot across from the county courthouse. The project is not yet funded. The cost estimate was preliminary.

¹ ["Service Data and Operating Expenses Time-Series by Mode" \(XLS\)](#). *National Transit Database*. [Federal Transit Administration](#). 2013. Unlinked Passenger Trips. TS2.1. Retrieved February 9, 2015.

2. Replacement of small gasoline-fueled buses with compressed natural gas (CNG) heavy duty buses for CamTran's urban division (MPMS #102250). CamTran anticipates vehicle replacement at a 12 year/500,000 mile threshold. CNG buses require an 18-month advance order. CNG buses currently use a private fueling station 15 minutes from Johnstown. CamTran is also part of a PennDOT pilot to build public/private CNG fueling stations in Johnstown and Ebensburg in 2016. Royalties from the station will return to PennDOT to fund more CNG buses. The public agency side of station will not be taxed; the private side will be taxed.
3. Replacement of non-accessible fleet/service vans and small buses operated by community transportation agencies (MPMS #70597) to better serve the elderly and handicapped.
4. A comprehensive fare collection system (MPMS #84271). Rural buses currently have no fare collection system. Drivers accept only cash and advance-purchased passes. The Urban Division uses a GFI (paperless/electronic) collection system that has become outdated by smartcard technology. This upgrade will improve fare collection for the whole system.
5. Renew Marketing Strategies (MPMS #84541). As the transit system changes, new features and requirements must be advertised.
6. Rehabilitate the observation deck and crosswalk, and replace rail ties at the Inclined Plane.

Long Distance Bus Service

Long-distance scheduled fixed-route bus service is available to the region by Greyhound Lines, Inc. Two stations in Johnstown (Downtown) and Ebensburg (West High St) provide east (morning/afternoon) and west (afternoon/evening) daily routes.

Several charter bus lines also operate in Cambria County and surrounding areas, including Lodestar Bus Lines and McIlwain Charter (Johnstown), Happy Time Travel (Northern Cambria), and Mlaker Charter and Tours (Davidsville).

Private Taxi Service

Private taxi services are available from DC Cab Company and Yellow Cab of Greater Johnstown, both operating from 1301 Frankstown Road between downtown Johnstown and the John Murtha Airport.