Cambria County 2050

LONG-RANGE TRANSPORTATION PLAN

Cambria County Metropolitan Planning Organization
Cambria County Planning Commission

401 Candlelight Drive, Suite 213
Ebensburg, PA 15931

Adopted June 11, 2024

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Llame al 1 (570) 825-1589.

Prepared for:

Cambria County Metropolitan Planning Organization
Cambria County Planning Commission
401 Candlelight Drive, Suite 215
Ebensburg, PA 15931
(814) 472-2106
https://cambriaplanning.org/

By:

Michael Baker International
4431 N. Front Street
Harrisburg, PA 17110
(717) 221-2000

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Acknowledgements

Coordinating Committee

Affiliation	Committee Member
Airport Authority	Cory Cree, Johnstown Airport Manager
Borough Representative, North	Doug Tusing, Borough of Ebensburg
Cambria County	Keith Rager, Commissioner
Cambria County Planning Commission	Ron Rovansek, Planning Commission Board Member
CamTran	Rose Lucey-Noll, Executive Director (Vice Chair)
City of Johnstown	Vacant
PennDOT Central Office	Kristin Mulkerin, Deputy Secretary for Planning
PennDOT District 9-0	Vince Greenland, District Executive (Chair)
Representative of the County Business Community	Amy Bradley
Township Representative, South	Paul Pioli, Upper Yoder Township Supervisor

Technical Committee

Affiliation	Committee Member
Airport Authority	Cory Cree, Johnstown Airport Manager
Bicycle/Pedestrian Representative	Cliff Kitner, Cambria County Conservation and Recreation Authority
Borough Representative, South	Robert J. Callahan, DDS, Westmont Borough Mayor
Cambria County Planning Commission	Vacant
Cambria County Planning Commission	Jake Zerby, Transportation Planner
CamTran	Kimberly Morley, Chief Financial Officer
City of Johnstown	Nina Ndichu, Director of Economic Development
PennDOT Central Office	Dean Roberts, Transportation Planning Manager
PennDOT District 9-0	Jim Pruss, Assistant District Executive
Representative of the County Business Community	Amy Bradley, President
Township Representative, North	Vacant

Steering Committee

Affiliation	Committee Member
PennDOT	Anne Stich
Cambria County Department of Emergency Services	Art Martynuska
Cambria County Conservation and Recreation Authority	Clifford Kitner
PennDOT	Dean Roberts
Cambria Regional Chamber of Commerce	Debra Orner
Planning Commission	Diane Waksmunski
City of Johnstown	Ethan Imhoff
PennDOT	Jaclyn Himmelwright
Amtrak	Jane Brophy
UPJ	Janie Leck-Grela
Prince Gallitzin State Park	Jessica Lavelua
Johnstown Running Club	John Gregorchik
John Murtha Johnstown-Cambria County Airport	Larry Nulton
JARI	Linda Thomson
CCCVB	Lisa M. Rager
Laurel Highlands On and Off Road Bicycling Association (LHORBA)	Paul Godish
Planning Commission	Ron Rovansek
Federal Highway Administration	Ronnique Bishop
CamTran	Rose Lucey-Noll
Commissioner	Scott W. Hunt
Open Waters For All	Sherry Kerchner
NPS	Stephen Clark
Commissioner	Thomas C. Chernisky
Commissioner	William "B.J." Smith

MPO Staff

Position	Staff Member
Executive Director	Chris Allison
Transportation Planner	Jacob Zerby
Community Development Planner	Shanna Murphy Sosko, AICP
Administrative Assistant	Colleen Bukowski

Transportation Timeline

1800-1849

1804 – Cambria County established
1833 – Staple Bend Tunnel opens to rail traffic
1836 – Pennsylvania Main Line Canal built

1850-1899

1854 – New Portage Tunnel and Allegheny Tunnel completed
1891 – Johnstown Inclined Plane opens

1900-1949

1904 – Gallitzin Tunnel completed
1915 – Johnstown train station constructed
1940 – County population peaks at 213,459
1948 – Johnstown Municipal Airport opens

1950-1999

1961 – Ebensburg Bypass opens
1965 – Johnstown Expressway/PA 56 opens
1970 – US 219 becomes an expressway-grade highway from Somerset to Ebensburg
1974 – Richland Mall opens
1976 – Cambria County Transit Authority (CCTA) begins operations
1984 – Modernized US 22 opens to traffic from Admiral Peary Highway to PA 764
1989 – Modernized US 219 opens to traffic from Ebensburg to Carrolltown interchange
1999 – Norfolk Southern (and CSX) acquire Conrail
1999 – CCTA becomes CamTran

2000-2049

2009 – Total daily vehicle-miles traveled (DVMT) drops below 3 million
2023 – 14,266 enplanements at John Murtha Johnstown-Cambria County Airport
2026 – Second daily train on Amtrak's *Pennsylvanian* service anticipated

Major milestones in Cambria County's transportation history

Cambria County Transportation by the Numbers

LOCAL GOVERNMENTS

1	+	30	+	32	=	63
City		Townships		Boroughs		Municipalities

DEMOGRAPHICS

133,263	54,900
Total Population (2022)	Labor Force
30,111 (22.5%)	**11%**
Senior Population	Households with No Access to a Vehicle

PLANNING TOOLS

22
Municipalities with a Comprehensive Plan
21
Municipalities with a Zoning Ordinance
22
Municipalities with a Planning Commission

ROADS AND BRIDGES

1,742
Linear Miles of Roadway

2,766,599
Daily Vehicle-Miles Traveled (2022)

87
Local Bridges (>20 feet long)

15 (17.2%)
Poor-Condition Local Bridges by Count

333
State Bridges (>8 feet long)

11 (3.3%)
Poor-Condition State Bridges by Count

ROADWAY SAFETY

1,065
Average Annual Roadway Crashes (2018-2022)

9
Average Annual Roadway Fatalities (2018-2022)

EMERGING TECHNOLOGY

122
Registered Electric Vehicles (2022)

6
Level Two Chargers (at 5 locations)

MULTIMODAL

688
Square Miles Served by CamTran

2
Public-Use Airports

150
Miles of Railroad

15,009
Amtrak Ridership at Johnstown (2022)

185
Miles of Trails

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Geographical Position

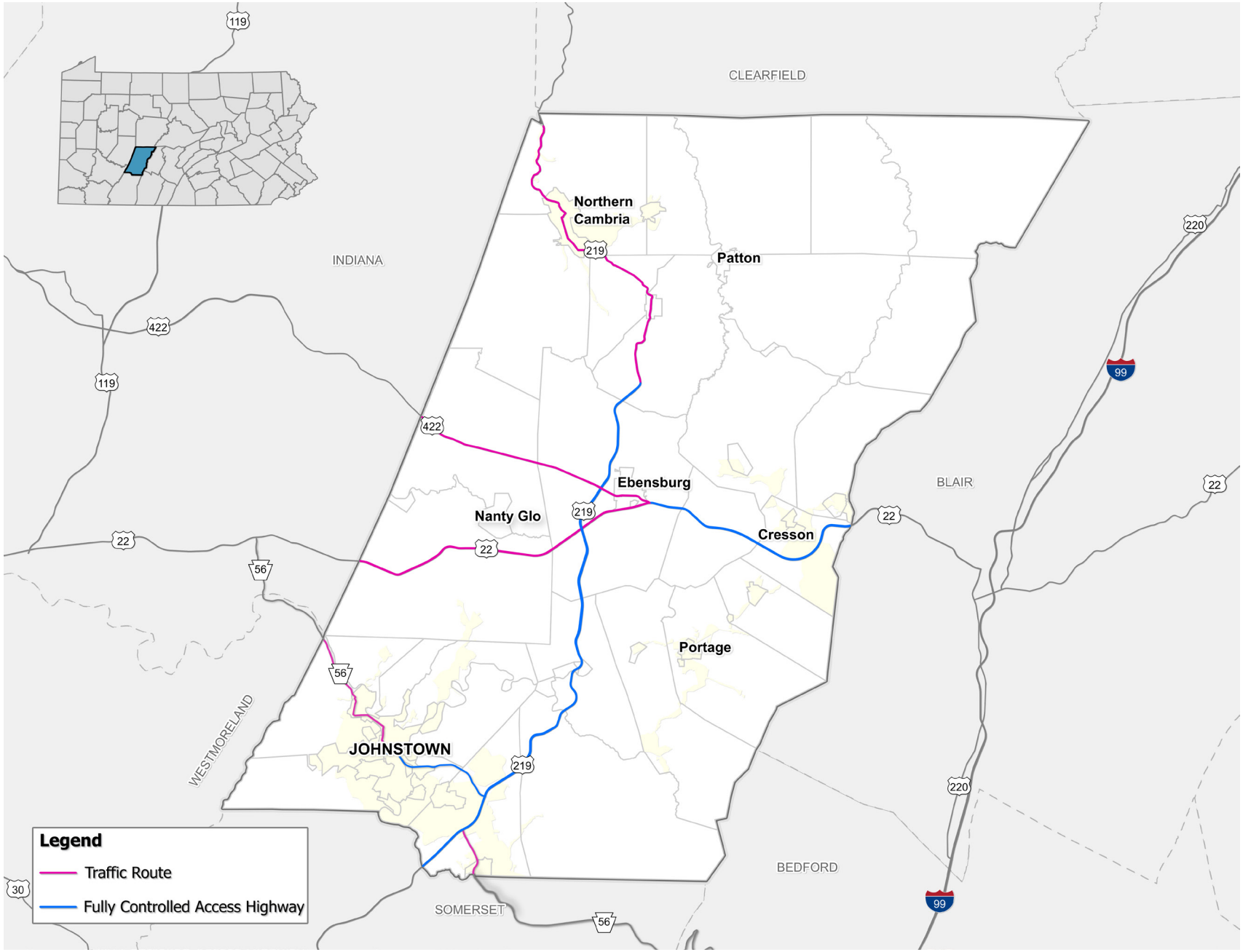
Overview

- Cambria County is located within Pennsylvania's Laurel Highlands region. It is 688 square miles in size and also within the national Appalachian Region.
- The county is located on the eastern border of the Appalachian Plateau and the Allegheny Front, an abrupt 1,500-foot-high escarpment (cliff) that has historically been an obstacle to east–west movement through the county.
- Historically, the rugged topography of the Appalachian Plateau has not been conducive to road-building. Roads and other development within Cambria County have been concentrated around natural resources such as coal. Other areas of the county are isolated and typically sparsely populated.
- The county encompasses 63 total municipalities: 30 townships, 32 boroughs, and one city.
- Johnstown, the county's principal city, is located 67 miles east of Pittsburgh in Allegheny County, Cambria's major economic trading center. The Cambria County seat of Ebensburg is located near the county's geographic center.
- The Eastern Continental Divide splits the county. Its main drainages include the Conemaugh River and the West Branch of the Susquehanna River, which begins just outside of Carrolltown Borough. The county has two major watershed basins: its northern half drains into the Susquehanna River, while the southern half drains into the Ohio River.

Planning Implications

- The county's position within the Appalachian Region makes it eligible to receive federal funding from the Appalachian Regional Commission (ARC).
- Transportation plays a vital role in attracting business and investment. The role of rail freight and aviation service becomes heightened in a county that features rugged topography and lacks Interstate highways.
- The county's position at the headwaters of major rivers means that its bridges are generally shorter than in other areas. The average state-owned bridge in Cambria County is 86 feet long, as opposed to the state average of 95 feet.
- Of the 67 counties in Pennsylvania, Cambria County ranks 26th-highest in total population. The average population per municipality in Cambria is 2,119, whereas statewide it is 5,063. Lower population may impact the feasibility of certain transportation modes, making it challenging to justify the investment in more advanced transportation systems.

Figure 1: Cambria County Geographical Position



LRTP Purpose

The long-range transportation plan (LRTP) establishes goals and potential projects to improve the transportation system in Cambria County, consistent with the county's overall vision. The LRTP considers a 25-year planning horizon and provides a framework for making transportation decisions that will support the county's desired future.

Specifically, the LRTP inventories and assesses the county's current land use, transportation patterns, and operations of all transportation modes, and identifies needed improvements to the multimodal transportation system—highway/bridge, rail, air, transit, bicycle, and pedestrian facilities—to facilitate a desired long-term outcome.

The LRTP is guided by the Cambria County Metropolitan Planning Organization (MPO) and serves several key functions, including:

- Guiding the MPO's decisions on project prioritization for the Transportation Improvement Program (TIP);
- Advising the county's municipalities on local and regional planning decisions that impact transportation;
- Fulfilling federal and state transportation laws and regulations; and
- Reflecting the needs and priorities of Cambria County's residents, visitors, and businesses.

What Is a Metropolitan Planning Organization?

An MPO is a transportation policy-making body comprising representatives of local government and transportation agencies that own, operate, and fund transportation infrastructure. Federal law requires the formation of an MPO in any urbanized area with a population greater than 50,000. MPOs ensure that decisions and spending on transportation projects and programs are based on a "continuing, comprehensive, and cooperative" (3C) planning process that reflects the needs and priorities of the county. MPOs administer federal and state funding for transportation projects and programs, consistent with the county's approved LRTP.

Why Develop an LRTP for Cambria County?

Developing and regularly updating an LRTP is a prerequisite to receiving federal transportation funding. Further, it helps ensure that transportation investment decisions are made strategically and considered in light of their long-term effect on the county.

Transportation decisions profoundly shape the county's direction and growth. An LRTP helps determine what improvements are needed to guide the county in a cohesive, agreed-upon direction for the future. Without this solid direction, growth would occur in an unplanned and incremental manner, likely to the detriment of what makes Cambria County a great place to live, work, or visit.

How Was the LRTP Developed?

The following outlines the methodology for updating Cambria County's LRTP.

1. Establish Plan Management Structure

- As part of the LRTP update process, the MPO formed a management team to serve as an advisory board. The team's role was to ensure the project remained on track, review draft deliverables, schedule meetings, and provide technical support. The committee comprised personnel from the MPO, FHWA, PennDOT District 9-0, and the consulting team, Michael Baker International. The team held monthly meetings throughout the project's duration.
- The MPO also established a steering committee, which consisted of county representatives with vested interests across various transportation fields. The committee met four times to review and provide feedback on the core plan deliverables.

2. Inventory Existing Conditions

- The MPO developed a summary overview of the county's transportation system. This helped to identify current conditions and system performance. The information gathered from this analysis was used as the plan's baseline and informed development of the plan's action strategies.

3. Summarize Performance Measures

- Federal planning regulations require that any changes or updates to LRTPs must follow the performance-based provisions outlined in 23 CFR Part 450 and the system reliability, freight, and CMAQ measure requirements. This task also includes providing information on asset management and safety measures. Performance measures are used to monitor progress in achieving goals and objectives. The Cambria County MPO will use these measures to evaluate how well the transportation system functions, provide data to support decision-making, evaluate the effectiveness and efficiency of transportation projects and services, and maintain transparency and accountability to the public.

4. Administer Public and Stakeholder Outreach

- Public and stakeholder engagement is an important component of LRTP development. As part of this task, the MPO conducted nearly two dozen interviews with stakeholders and representatives of surrounding agencies to better understand the county's transportation needs and opportunities. In addition, the MPO administered a public survey to receive feedback on priorities, strategies, and potential project locations. This task supplemented data and information collected on the county's conditions. More than 400 participants provided feedback via the survey, which enhanced plan content and aided in crafting the plan's policies and identifying candidate projects.

5. Develop Strategic Directions

- The MPO worked with the steering committee to determine strategic directions that are responsive to the federal planning factors. These include important aspects in planning for transportation, such as: safety, security, mobility, connectivity, system management, preservation, resiliency, travel and tourism, and economic vitality.

6. Develop a Financial Plan and Prioritized List of Funded Projects

- According to federal planning regulations, LRTPs must include a forecast of the funding that the planning agency can reasonably expect to receive for the next 20 years or more. This plan includes the revenue the county expects to receive for the current Transportation Improvement Program (TIP) from 2025-2028, the 12-Year Program from 2025-2036, and the LRTP from 2025-2050. The MPO drew from PennDOT's April 2023 Financial Guidance documentation to establish control totals for

each planning period. The Cambria County MPO can reasonably anticipate receiving nearly $670 million through 2050. That amount does not include additional dollars that could flow into the county program, either through competitive grant programs or spike funding from PennDOT. Projects were reviewed and prioritized for each planning period (TIP, TYP, and LRTP) to align with anticipated funding. PennDOT reviewed the projects included on the draft TIP to ensure that they meet statewide transportation priorities, fit within budget projections, and conform to air quality standards. The list of fiscally constrained projects is presented in Appendix A.

7. Review Potential Direct/Indirect Environmental Impacts

» The MPO presented a county-wide environmental analysis at the Agency Coordination Meeting (ACM), which convenes representatives of environmental interests to identify strategies to help mitigate any adverse environmental impact posed by the LRTP's proposed projects. The analysis evaluates potentially affected resources and identifies suitable mitigation opportunities. The MPO also coordinated with PennDOT's District environmental manager to discuss prospective environmental impacts and mitigation strategies.

8. Select and Prioritize Illustrative (Not Yet Funded) Projects

» Dozens of worthy projects were proposed as part of the long-range transportation planning process. While not currently funded, these ideas will be drawn from when developing future TYPs and TIPs. The MPO used a set of selection criteria to prioritize these proposed projects. The criteria were designed to align with federal and state priorities, such as asset management and performance-based planning and programming. The prioritization process was performed in part based on feedback from the public survey. The results are documented in Appendix B.

9. Conduct 30-day Public Review and Comment Period

» The MPO held a public meeting and a 30-day review and comment period before adopting the plan. All comments received during this period were addressed and documented in Appendix D.

10. Adopt Final Plan

» The MPO adopted the final plan on June 11, 2024. Action by FHWA and FTA will approve the LRTP's related air qualify conformity documentation before the expiration date of September 28, 2024.

Demographics

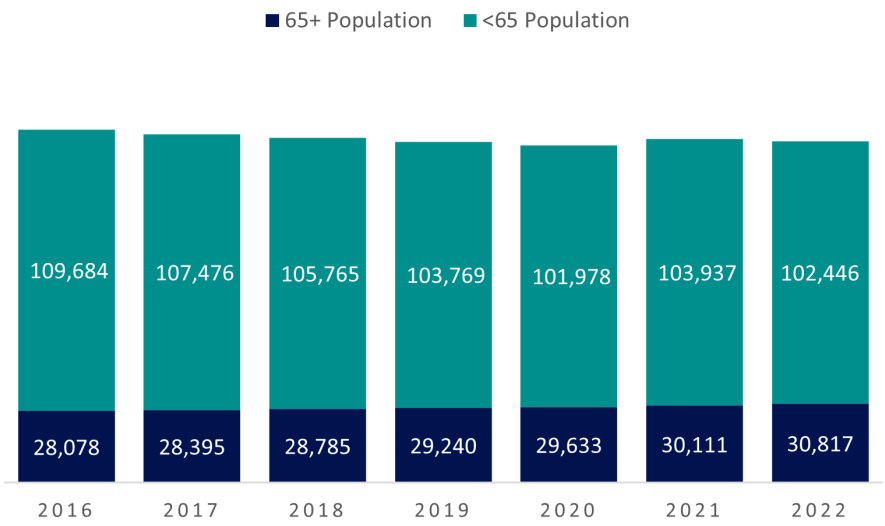
Overview

- In 2020, Cambria County had a population of 131,611. Over the preceding decade, the county experienced a population decline of more than 10,000 (7.1 percent). Data from the American Community Survey (ACS) in 2022 put the county's population at 133,263 (Figure 2). For the decade ending 2020, the county ranked eighth statewide in the rate of population decline, and second by absolute number, behind neighboring Westmoreland County. The county comprises the Johnstown Metropolitan Statistical Area (MSA).
- The City of Johnstown is the principal city of the Johnstown-Somerset Combined Statistical Area (CSA), which includes both Cambria and Somerset counties. The 2022 population of the CSA was 204,151. As the region's core urban center, Johnstown had a 2020 population of 18,411, while 2022 ACS data estimate the city's population to be 18,091.
- The average population change from 2010 to 2020 for Cambria County municipalities was negative 6 percent. While many communities within the county have experienced population declines, several boroughs recorded gains. These include Carrolltown (23.2 percent increase), Vinco (13.9 percent), and Cassandra (10.2 percent).
- Population projections from the economic and demographic forecasting firm Woods and Poole estimate that Cambria County's population will decline to 103,275 by the LRTP's forecast year of 2050 (Figure 3).
- The county's total population aged 65 and older is expected to remain steady between 2020 and 2050, at approximately 30,500 persons. Coupled with the decline in the overall population, this age demographic's share of the total population is expected to increase from a 2020 share of 24 percent to 29 percent by 2050.
- Median age in Cambria County was 45.5 in 2021, substantially higher than the state median age of 40.9 years. By 2050, the median age within the county is expected to reach 47.8 years.

Planning Implications

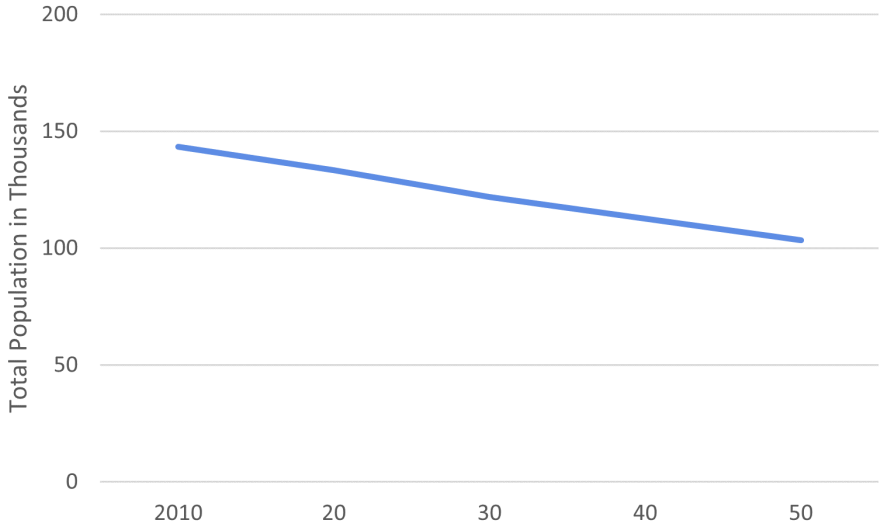
- The decline of the county's total population has ramifications that include reduced demand for transportation. Maintaining existing infrastructure will be a greater focus than expanding capacity. With fewer riders, ensuring financial sustainability for public transportation systems will be an ongoing challenge.
- The MPO will need to adapt its transportation strategies to be responsive to changing demographic trends in serving the remaining population effectively. The LRTP considers the potential shifts in transportation needs and the broader socio-economic impacts of a shrinking population.

Figure 2: Cambria County ACS 5-Year Population Estimates, 2016–2021



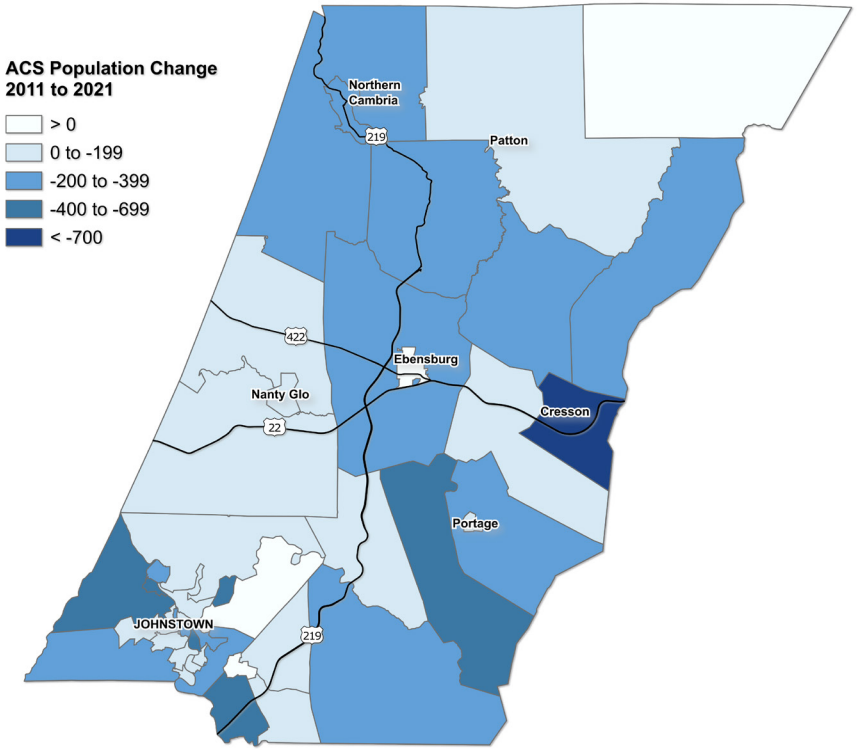
Source: U.S. Census Bureau

Figure 3: Historical and Forecasted Population



Source: Woods & Poole

Figure 4: Cambria County ACS 5-Year Estimate Population Change 2011 to 2021



Since peaking at 213,459 in 1940, the county's population has steadily declined. This trend is expected to continue to the plan horizon year of 2050.

Note that Cresson Township experienced a significant population decline between 2011 and 2021, mainly due to the closure of the Cresson State Correctional Institution in 2013.

Socioeconomics

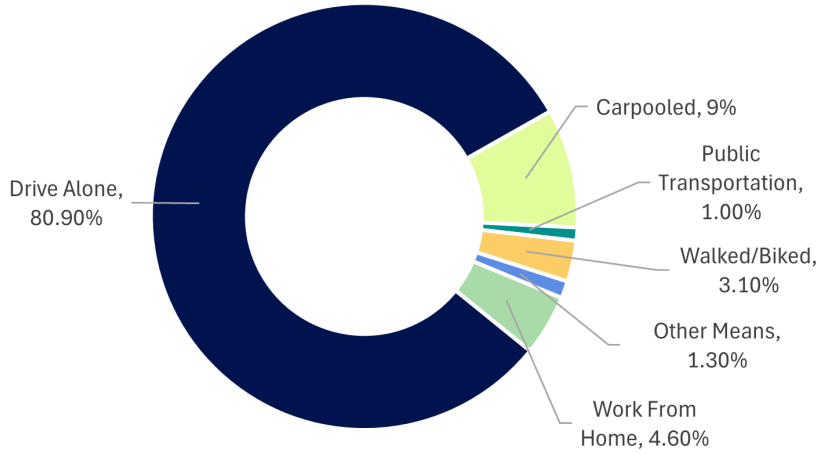
Overview

- Between 2018 and 2022, Cambria County's total job count declined by 3,725—a 6.4 percent decrease.
- As of November 2023, the county had a labor force of 54,900. Woods and Poole forecasts indicate the county's total employment may reach 67,853 by 2050.
- Cambria County's unemployment rate as of November 2023 was 4.4 percent, which is approximately one percentage point higher (worse) than that of the state as a whole.
- The county's largest industry is Health Care and Social Assistance, which constitutes 23.3 percent of employment. It is followed by Retail Trade (11.8 percent), Manufacturing (8.7 percent), and Educational Services (8.6 percent). These, along with the other NAICS industry sectors, are shown in Figure 10.
- The county's top 10 employers (according to the PA Work Stats) are:
  1. DLP Conemaugh Memorial Medical Center, LLC
  2. State Government
  3. Federal Government
  4. Wal-Mart Associates, Inc.
  5. Cambria County
  6. Saint Francis University
  7. DLP Conemaugh Physician Practices
  8. Sheetz, Inc.
  9. Lockheed Martin AeroParts, Inc.
  10. McAneny Brothers, Inc.
- Location Quotient (LQ) is a metric that compares an industry's share of local employment to its share at the state level. An LQ greater than one indicates that an industry is a driver of local economic growth. In Cambria County, industries such as Utilities, Public Administration, and Retail Trade are key economic drivers based on this metric (Figure 7).
- More than half of the county's resident workers are also employed within the county (Figure 11). Nearly half of the county's resident workers commute less than 10 miles to work while more than one in five commutes more than 50 miles.
- Cambria County imports 16 percent of its workforce from neighboring Somerset County.
- Cambria County exports 10 percent of its workforce to neighboring Blair County.
- Approximately 20 percent of all jobs in the county are located in the City of Johnstown.

Planning Implications

- The county has a diverse employment base. With Health Care as the county's largest employment sector, the industry may be defined by more regular schedules, while retail employees might have more varied shifts, influencing transportation patterns. Journey-to-work trips represent an ever-decreasing share of all trip-making, yet it is important for the MPO to monitor changes in these travel patterns in support of the county's economy.

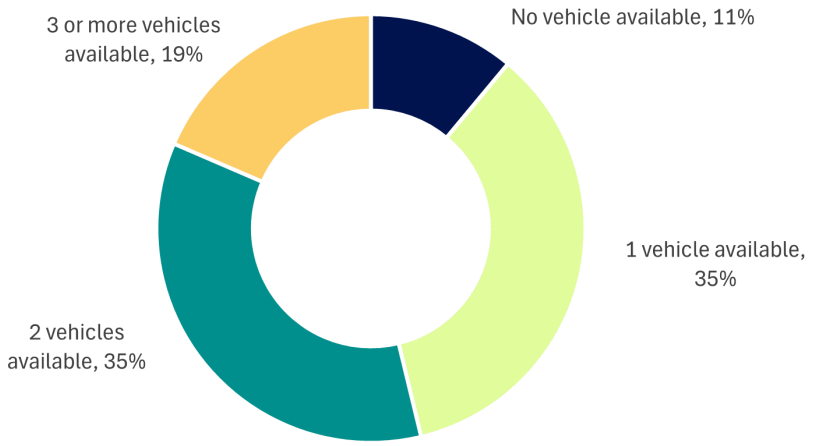
Figure 5: Journey to Work, 2020



Source: U.S. Census Bureau

More than four in five of the county's workers drive alone to work, underscoring the county's reliance on the private automobile.

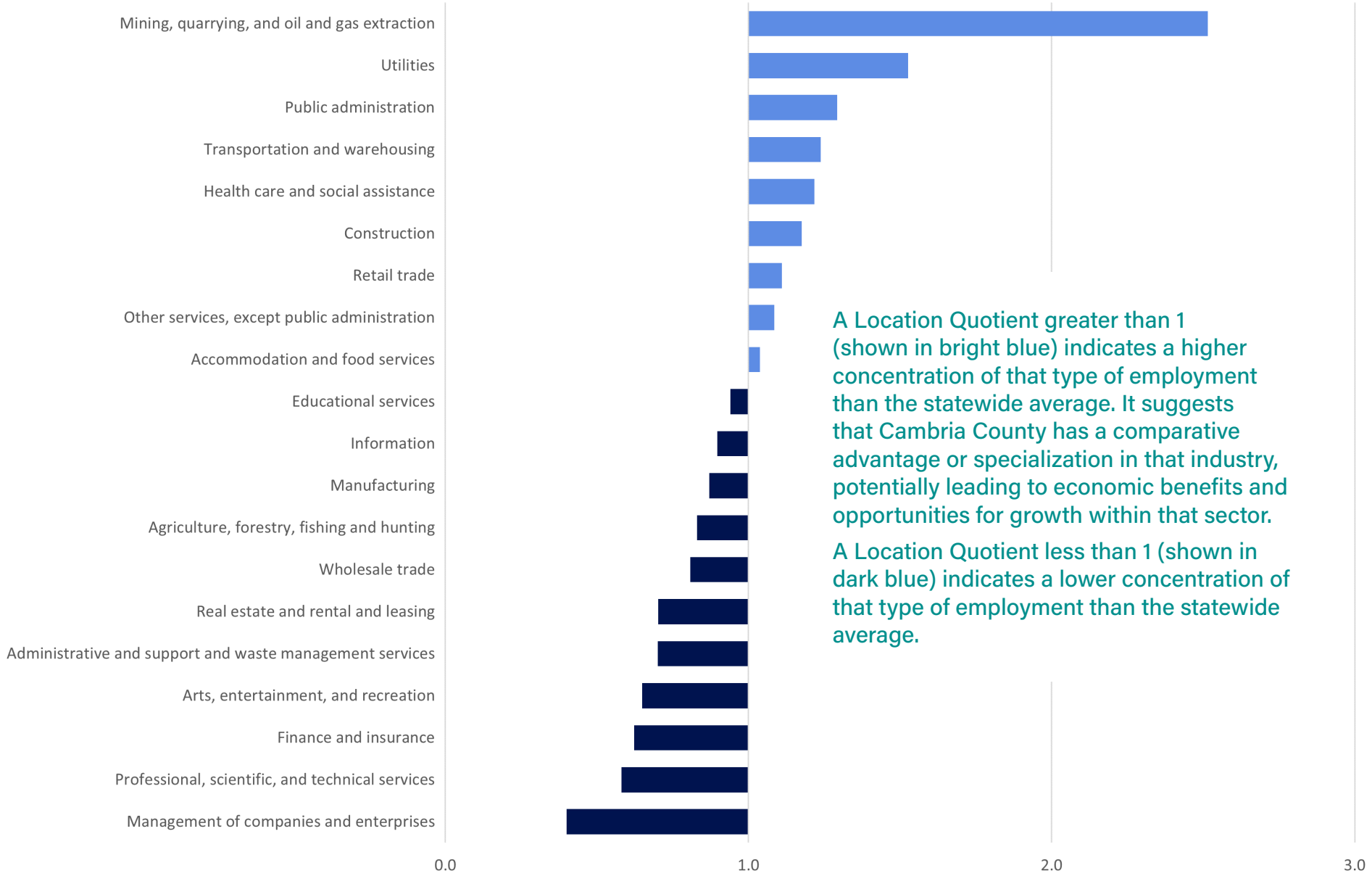
Figure 6: Household Vehicle Access, Cambria County, 2020



Source: U.S. Census Bureau

More than 10 percent of the county's households have no access to a vehicle, implying a higher dependency on public transportation, walking, or alternative modes of transportation to access essential services and job opportunities.

Figure 7: Employment by Location Quotient, 2020

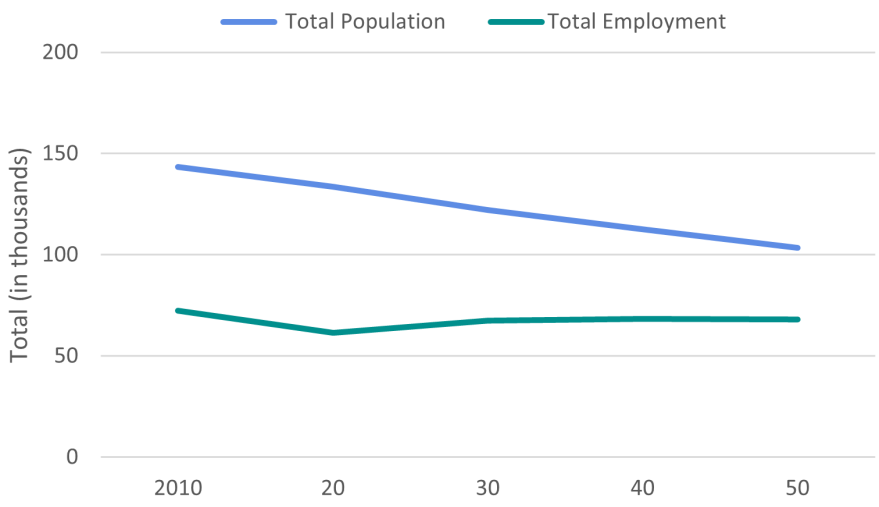


A Location Quotient greater than 1 (shown in bright blue) indicates a higher concentration of that type of employment than the statewide average. It suggests that Cambria County has a comparative advantage or specialization in that industry, potentially leading to economic benefits and opportunities for growth within that sector.

A Location Quotient less than 1 (shown in dark blue) indicates a lower concentration of that type of employment than the statewide average.

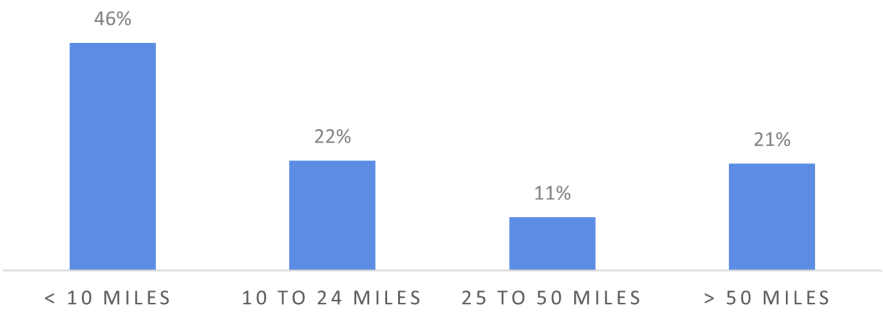
Source: ACS 5-Year Averages

Figure 8: Employment Projections



Source: Woods and Poole

Figure 9: Commuting Distance



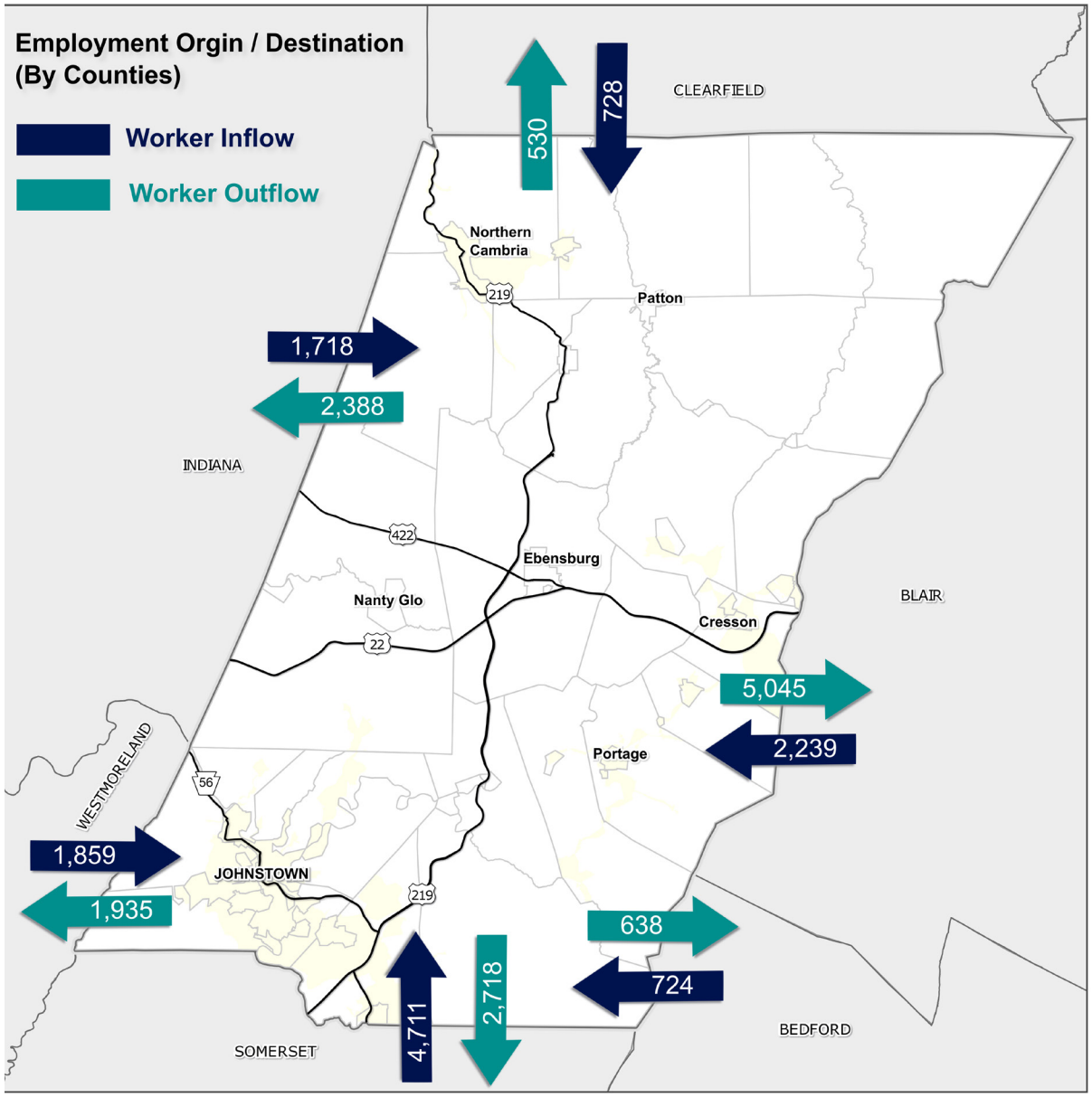
Source: U.S. Census Bureau

Figure 10: Percent Employment by Industry, 2021

NAICS Industry Sector	Count	Share
Health Care and Social Assistance	12,170	23.2%
Retail Trade	6,205	11.8%
Manufacturing	4,541	8.7%
Educational Services	4,496	8.6%
Accommodation and Food Services	3,489	6.6%
Public Administration	2,760	5.3%
Transportation and Warehousing	2,536	4.8%
Construction	2,477	4.7%
Administration & Support, Waste Management and Remediation	2,352	4.5%
Professional, Scientific, and Technical Services	2,220	4.2%
Other Services (excluding Public Administration)	2,092	4.0%
Wholesale Trade	1,885	3.6%
Finance and Insurance	1,830	3.5%
Information	823	1.6%
Management of Companies and Enterprises	644	1.2%
Utilities	530	1.0%
Real Estate and Rental and Leasing	469	0.9%
Arts, Entertainment, and Recreation	410	0.8%
Mining, Quarrying, and Oil and Gas Extraction	402	0.8%
Agriculture, Forestry, Fishing and Hunting	165	0.3%

Source: U.S. Census Bureau

Figure 11: Worker Inflow/Outflow, 2020



Source: U.S. Census Bureau

Roadway Network

Overview

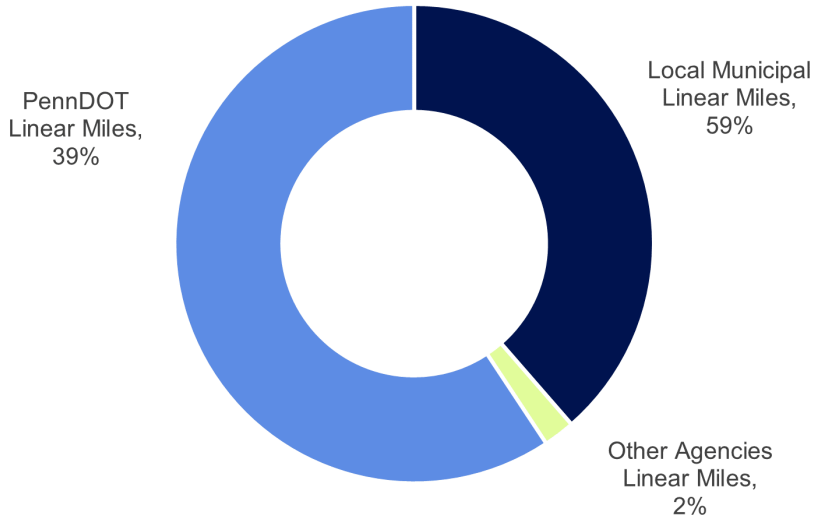
- Cambria County's roadway network comprises nearly 1,742 linear miles of roadway. Of this total, only 472.6 miles are on the Federal-Aid System.
- After a brief decline during 2020 related to COVID-19 closures, the demand for travel on the county's roadways has returned and even surpassed pre-pandemic levels. The county's road network carries an average of 2.7 million vehicle-miles, daily (Figure 14). An overwhelming majority of this travel (83 percent) occurs on the state system.
- Congress established the National Highway System (NHS) in 1995 to designate highways that are a vital priority for the nation's economy, defense, and mobility. Within Cambria County, this network originally included major roadways such as US 22, US 219, US 422, and PA 56. In later years, additional roadways were added, such as PA 403 and PA 271 through the Johnstown Urbanized Area (Figure 15).
- Cambria County is one of 19 counties in Pennsylvania that is not directly served by the national Interstate Highway System (Figure 16). It is by far the most populous county in the state with this distinction. The MPO is exploring Interstate designation for the US 219 corridor.
- Travel in the county (53 percent) occurs heavily on its principal arterials such as US 22, US 219, and US 422.
- The MPO has worked with PennDOT and FHWA to designate and certify corridors as Critical Urban Freight Corridors (CUFCs) and Critical Rural Freight Corridors (CRFCs). These include US 219 from the Somerset County line north to its interchange with Galleria Drive, and PA 56 from its interchange with US 219 west to Coopersdale. These roadways are eligible for federal funding under the National Highway Freight Program (NHFP).
- There are two Cambria County roadways designated as Intermodal Connectors: PA 756 from its interchange with US 219 to the eastern limit of the Johnstown Urbanized Area in Richland Township, and Macridge Avenue from PA 756 to Eisenhower Boulevard.
- There are 25.8 miles of locally owned, federal-aid-eligible roadways in the county (Figure 16). Examples include Ash Street and Southmont Boulevard.
- There are no County-owned roadways or Byways in Cambria County.

Planning Implications

- Cambria County has a large roadway network that serves as the backbone of its transportation system. Network planning is vital to ensure that the county's roadways are eligible for state and federal funding programs that are targeted toward roadways with designations.
- Despite ongoing population declines, there remains a strong demand for transportation with Cambria County, as evidenced by DVMT data from PennDOT (Figure 14).

PennDOT owns 39 percent of all linear miles of roadway within the county. Statewide, the rate of PennDOT ownership is 33 percent.

Figure 12: Roadway Linear Miles by Ownership, 2022



Source: Pennsylvania Highway Statistics

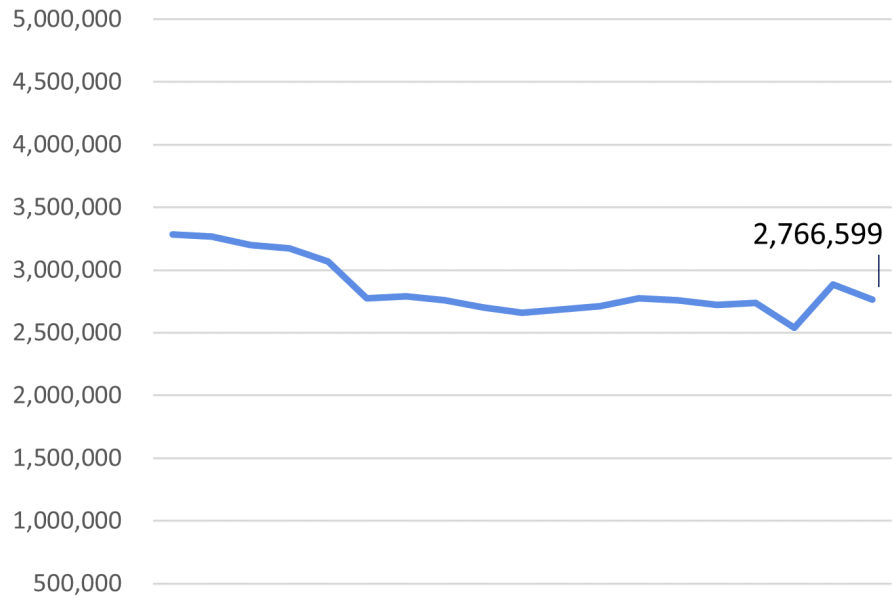
Figure 13: Linear Miles by Ownership, 2022

Entity	Miles of Roadway Owned
PennDOT	672.45
Other Agencies*	36.65
Local Municipal	1,032.81

*Includes state and federal miles owned
Source: Pennsylvania Highway Statistics

The demand for travel on the county's roadways has continued to decline over the longer term. This is a function of a declining population, and a growing elderly population that tends to drive less. Since 2004, annual DVMT has dropped by more than 15 percent.

Figure 14: Daily Vehicle-Miles Traveled (DVMT), 2004-2022



Source: Pennsylvania Highway Statistics; PUB 600

Figure 15: National Highway System Roadways, Cambria County

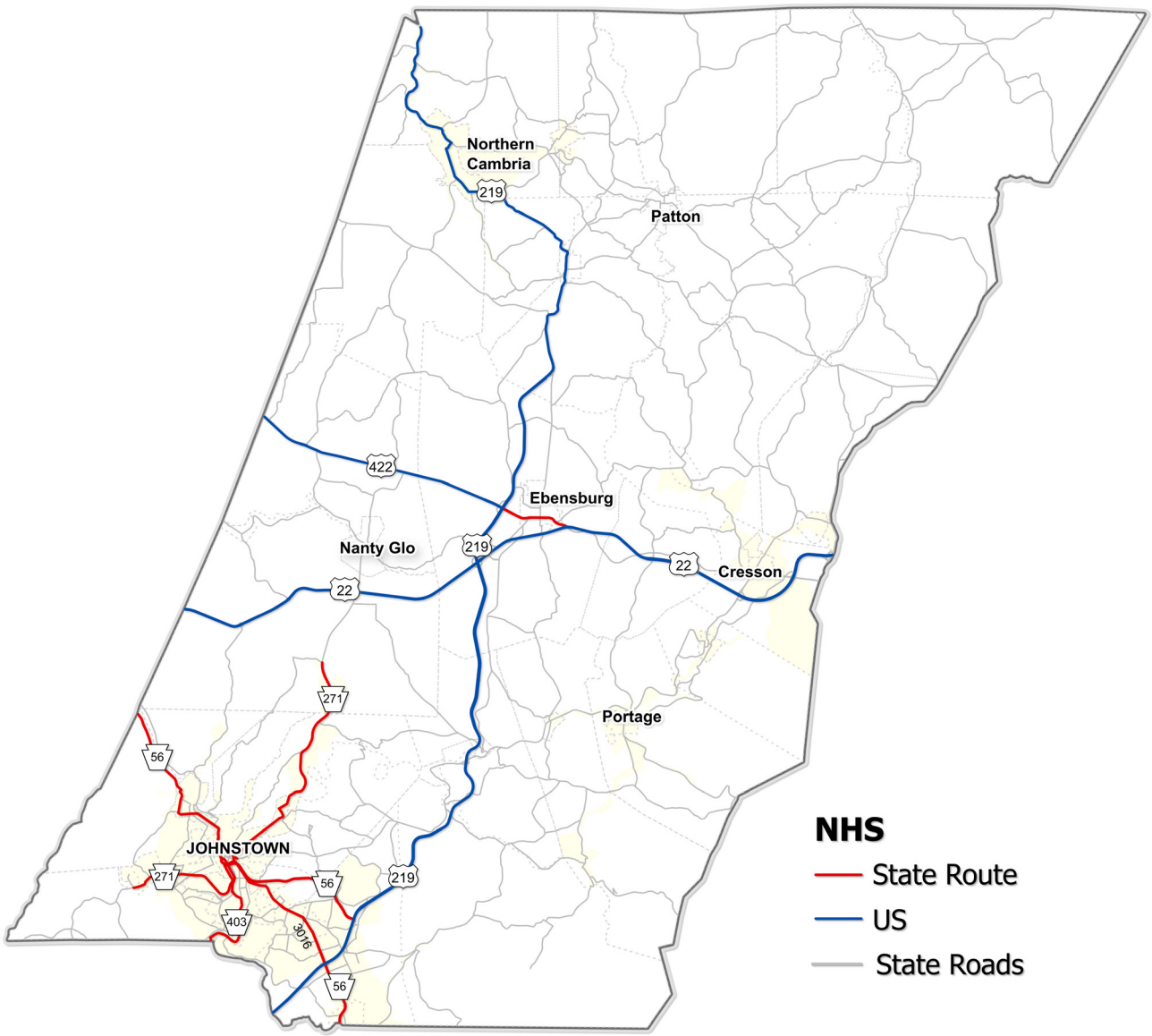
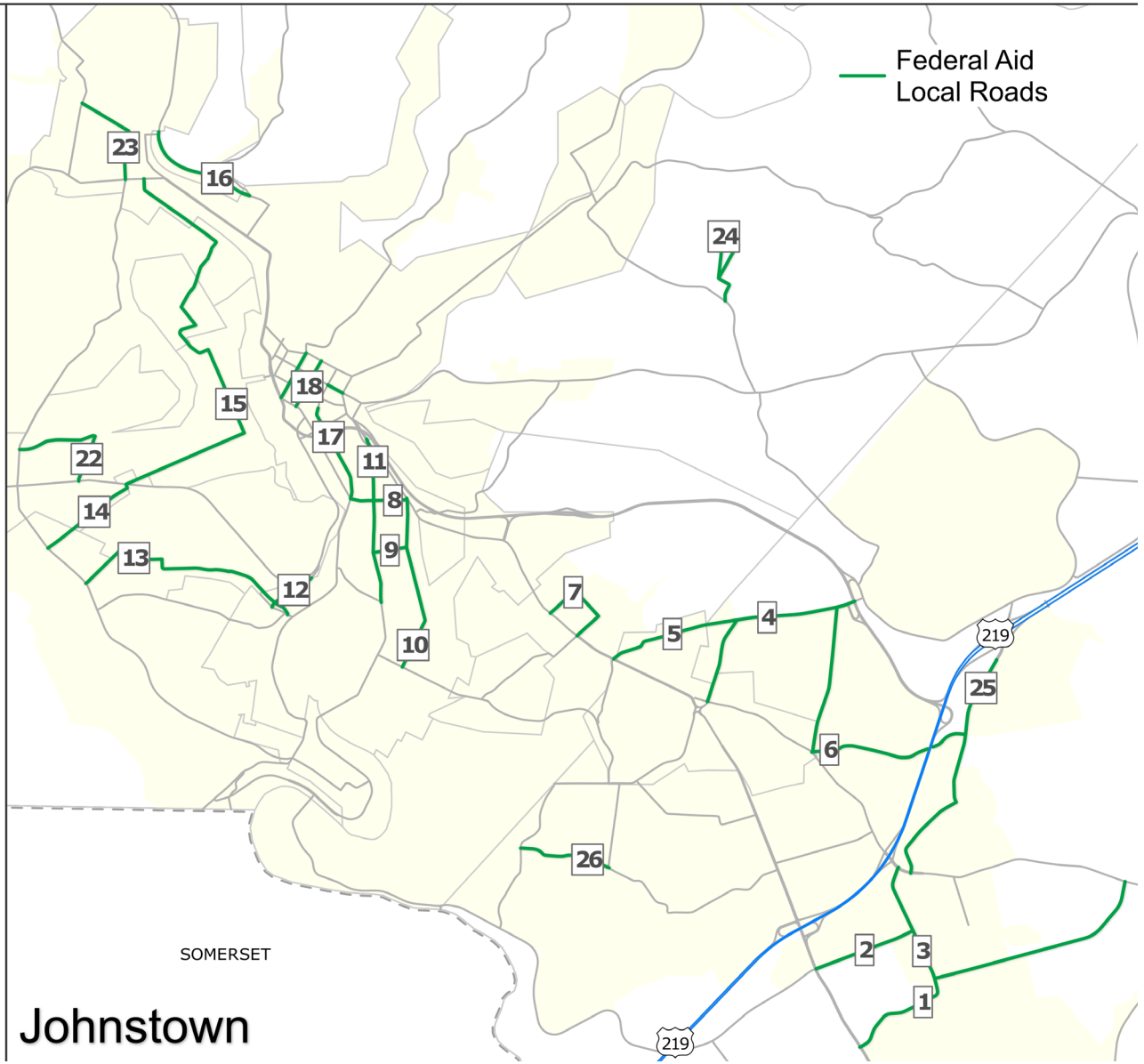


Figure 16: Local Roads on the Federal-Aid System, Johnstown Area

1. Schoolhouse Rd
2. Eisenhower Blvd
3. Theatre Dr
4. Ness Ave
5. Walters Ave
6. Leventry Rd
7. Greenich St / Florida Ave / Penrod St
8. Hickory St
9. Messenger St
10. Ash St
11. Horner St
12. Barnett St
13. Southmont Blvd
14. Luzerne St Ext
15. Luzerne St / Bucknell Ave / Wyoming St / Crystal St / Habicht St / Gilbert St / Wall St / Virginia Ave
16. Iron St
17. Franklin St
18. Market St
19. Main St
20. Walnut St
21. Woodmont Rd
22. Emmett Dr
23. Laurel Ave
24. Lexington Ave / Shiloh St / Hornet Ave
25. Donald Ln / Industrial Park Rd / Galleria Dr
26. Parker Rd



Roadway – Functional Classification

Overview

- The functional classification of roadways defines the role that each element of the roadway network fulfills in serving various travel needs, from high-speed highways that provide mobility over longer distances, to local residential streets that provide door-to-door access.
- The MPO, together with PennDOT, has been functionally classifying roadways since the 1960s. The county's functional classification scheme was last updated in October 2022.
- Functionally classifying roadways helps the MPO to establish appropriate speed limits, signage, and safety measures. It also aids the MPO in determining where to invest in roadway improvements based on the roadway's intended function.
- Figure 17 provides information on the functional classification of the county's roadways.
  - » Other Freeway – Roadways within this classification function very similarly to Interstates. They may have directional travel lanes separated by a physical barrier, and their access and egress points are limited to on- and off-ramp locations or a very limited number of at-grade intersections. Examples of "Other Freeway" roadways are US 22 and US 219.
  - » Other Principal Arterial – These roadways serve major centers of metropolitan areas and provide a high degree of mobility. Unlike their access-controlled counterparts, abutting land uses can be served directly with driveways. Examples include US 422, Scalp Avenue/ SR 3016, and SR 3044/Washington Street in Johnstown between PA 56 and PA 271.
  - » Minor Arterials – These roadways are designed to carry intermediate levels of traffic. They carry more than local streets or collectors but do not have the capacity of major arterials. Examples include PA 36 and PA 53.
  - » Major Collectors – This network is both the largest in size eligible for federal aid and the lowest classification eligible for federal funding. An example of a major collector is PA 271 between US 219 and US 22.
  - » Minor Collectors – Many of the county's four-digit state routes (SRs) are a part of this classification. They generally offer greater levels of access than major collectors, although differences between the two are often subtle.
  - » Local – Roadways functionally classified as "Local" (not to be confused with locally owned roadways) are the lowest-order state-owned roadways within the functional classification

hierarchy. Roadways with this classification are eligible to be "turned back" to the host municipality through PennDOT's Turnback Program. After a road is turned back to the municipality, PennDOT provides annual financial support toward the costs associated with maintaining the roadway, at a rate of $4,000 per mile. PennDOT releases annual maintenance payments on March 1, beginning two years after the year of transfer.

Planning Implications

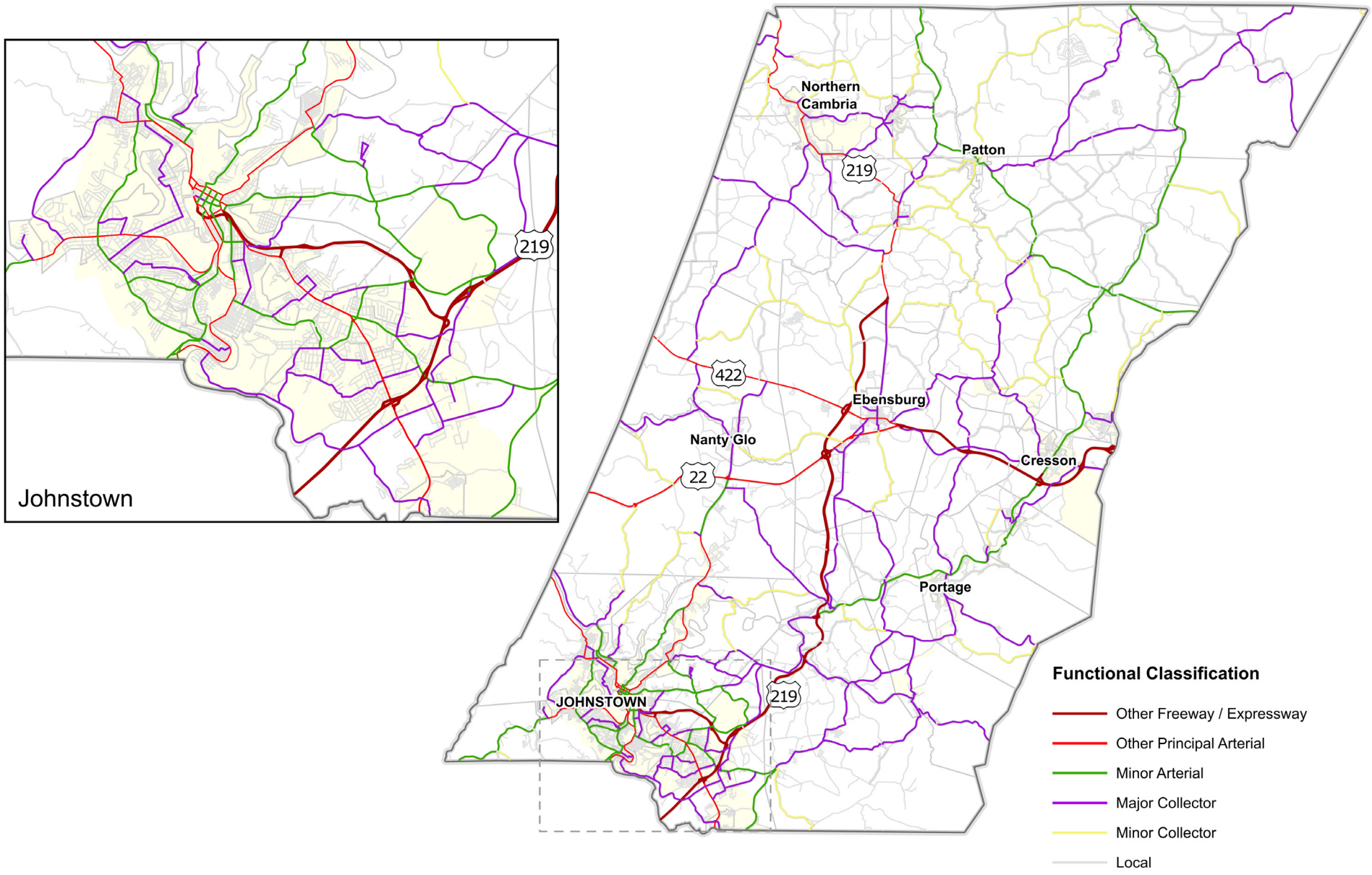
- Functional classification determines a roadway's eligibility for various federal funding sources. The significance of maintaining functional class is further underscored by increased federal emphasis on National Highway Performance Program (NHPP) roadways. Cambria's attention to functional classification is of utmost importance to secure federal funding and support the county's long-term transportation goals.
- Functional classification carries with it expectations about roadway design, including its speed, capacity, and relationship to existing and future land use development.
- The U.S. Census Bureau released maps of urban area boundaries after the 2020 census. The MPO will review these census boundaries and either accept them as-is or adjust them for transportation planning purposes. Nearby roads and rural areas will be considered during the evaluation, which can impact transportation planning and functional classification needs.

Figure 17: Functional Classification

	Functional Class	Linear Miles
Federal-Aid	Interstate	0
	Other Freeway/Expressway	40.4
	Other Principal Arterial	71.5
	Minor Arterial	107.4
	Major Collector	253.3
Non-Federal-Aid	Minor Collector	130.0
	Local	1,139.3
	Total	**1,741.9**

Source: Pennsylvania Highway Statistics

Figure 18: Roadways by Functional Classification, Cambria County



Roadway Conditions

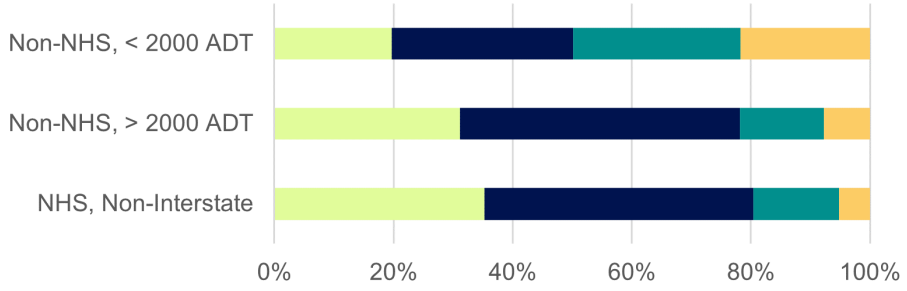
Overview

- PennDOT has organized the state's roadways into four Business Plan Networks (BPN) for planning purposes:
  1) Interstates
  2) NHS, Non-Interstate
  3) Non-NHS, > 2,000 average daily traffic (ADT)
  4) Non-NHS, < 2,000 ADT
- The Overall Pavement Index (OPI) is a measure of a roadway's pavement condition, while the International Roughness Index (IRI) is a measure of the roughness of the pavement surface. These measurements indicate conditions of the roadway throughout the network.
- Approximately 64 percent of Cambria's pavements have "Good" or "Excellent" IRI ratings, about 8 percentage points over (better than) the statewide total of 56 percent.
- The majority of poorly rated IRI roadways are on the Non-NHS, < 2,000 ADT network, as shown in Figure 19.
- The county has 70.4 percent of pavements rated "Good" or "Excellent" by OPI, exceeding the 62 percent statewide total.
- OPI and IRI pavements in "Excellent" and "Good" condition have decreased overall from 2021 to 2022.
- "Poor" OPI for the county's roadways is 3.7 percent, about one-third of (better than) the statewide rate of 12.0 percent.

Planning Implications

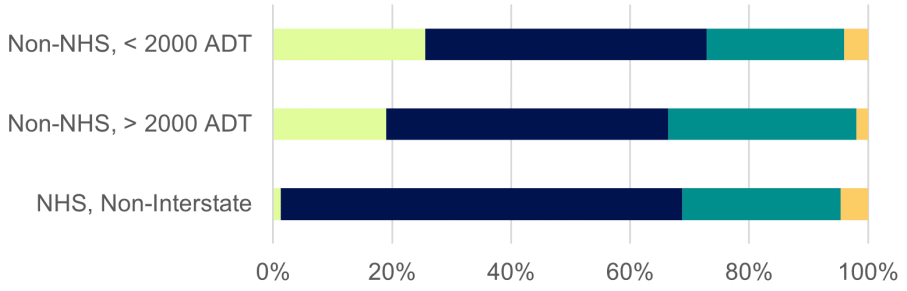
- The MPO will need to continue working with PennDOT and local municipalities to effectively manage and prioritize the maintenance requirements of the roads in need of resurfacing, reconstruction, or preservation.
- Cambria County does not have any Interstates, but it has proportionally more roads on the NHS than does the state as a whole. Cambria has 23 percent non-Interstate NHS segment miles compared to 16 percent statewide.
- Compared to Pennsylvania as a whole, pavement conditions in Cambria County on average are good.

Figure 19: IRI by Business Plan Network, 2022



	NHS, Non-Interstate	Non-NHS, > 2000 ADT	Non-NHS, < 2000 ADT
Excellent	35.28%	31.18%	19.70%
Good	45.12%	46.96%	30.45%
Fair	14.41%	14.15%	28.06%
Poor	5.19%	7.71%	21.80%

Figure 20: OPI by Business Plan Network, 2022



	NHS, Non-Interstate	Non-NHS, > 2000 ADT	Non-NHS, < 2000 ADT
Excellent	1.28%	19.05%	25.52%
Good	67.44%	47.37%	47.38%
Fair	26.66%	31.64%	23.04%
Poor	4.61%	1.94%	4.06%

Figure 21: Cambria – Percentage Total PennDOT Segment-Miles by BPN, 2021

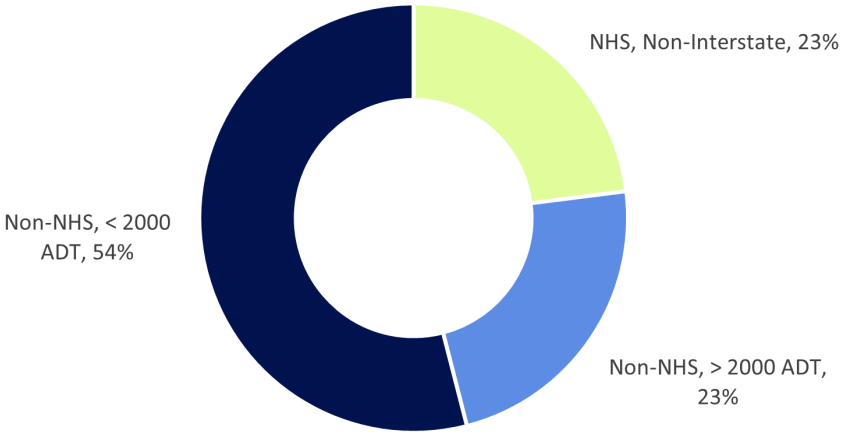
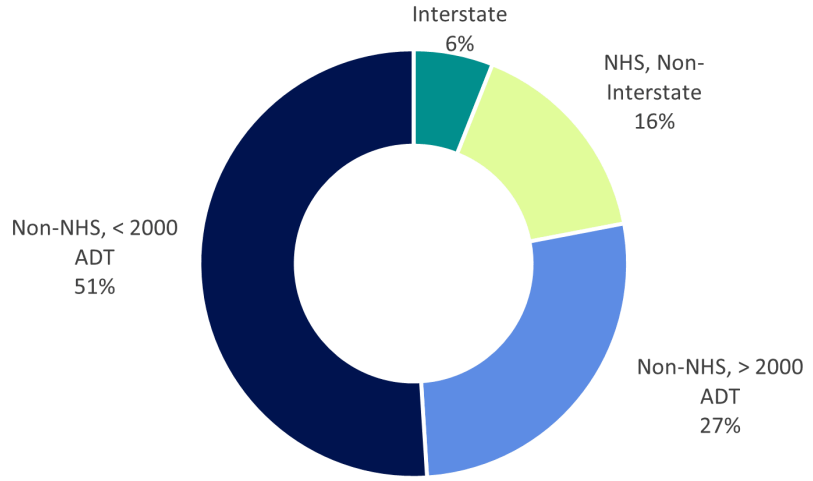


Figure 22: Statewide – Percentage Total PennDOT Segment-Miles by BPN, 2021



Source: Performance Measures Annual Report

Roadway Safety

Overview

- Safety continues to be the MPO's top priority for its transportation system. The MPO works closely with PennDOT in improving roadway safety through upgrading and maintaining roadways, bridges, and traffic signals to meet safety standards. The MPO supports PennDOT's efforts toward improving safety through plans such as the Strategic Highway Safety Plan, and programs such as red-light cameras, distracted-driving initiatives, and seatbelt promotion.
- For the five-year period ending in 2022, the county averaged 1,065 roadway crashes per year (Figure 23). This compares favorably to the five-year period ending 2012 when 1,352 crashes were recorded.
- For the five-year period ending in 2022, the county averaged four bicycle crashes and 18 pedestrian crashes per year (Figures 27 and 28).
- In 2022, distracted driving was a factor in roughly 12 percent of all crashes (compared to 11 percent, statewide). Crashes involving a driver aged 65 or older comprised 18.2 percent of crashes, which is slightly higher (worse) than the state rate.
- Roadway fatalities have steadily declined since the county recorded a high of 24 in 2006. For the five-year period ending in 2022, the county averaged nine fatalities per year (Figure 24).

Planning Implications

- Recognizing that even one roadway fatality is too many, the MPO will continue to collaborate with PennDOT in advancing roadway safety. The positive trends Cambria County is experiencing demonstrate the effectiveness of improved safety measures, technology, and driver awareness.
- To help further reduce the number of crashes and roadway fatalities, the MPO will need to continue to improve road infrastructure, including better signage, lighting, and roadway design. The public must also embrace roadway safety and take individual responsibility for safe behaviors, while the MPO will continue to engage the public in road safety initiatives.
- The MPO is required to invest a share of its Highway Safety Improvement Program (HSIP) funding toward improving roadway safety.

Figure 23: Total Roadway Crashes by 5-Year Average

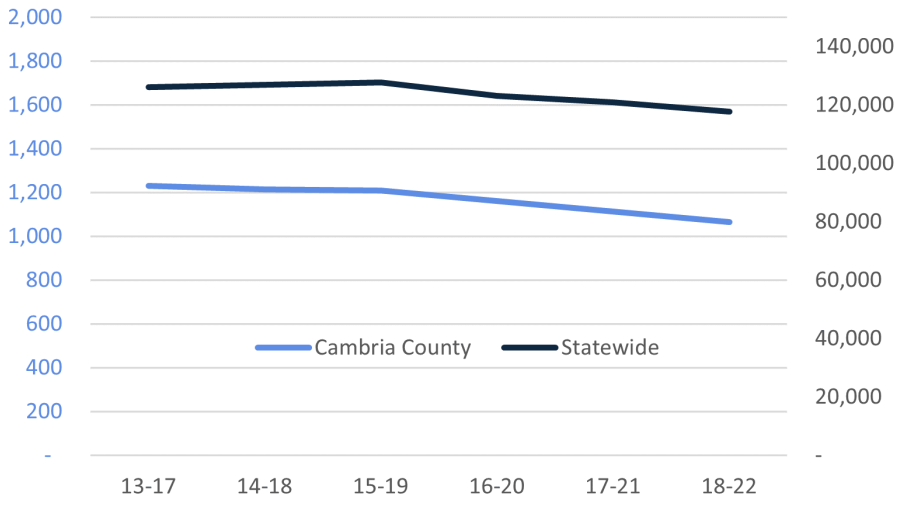


Figure 24: Roadway Fatalities by 5-Year Average

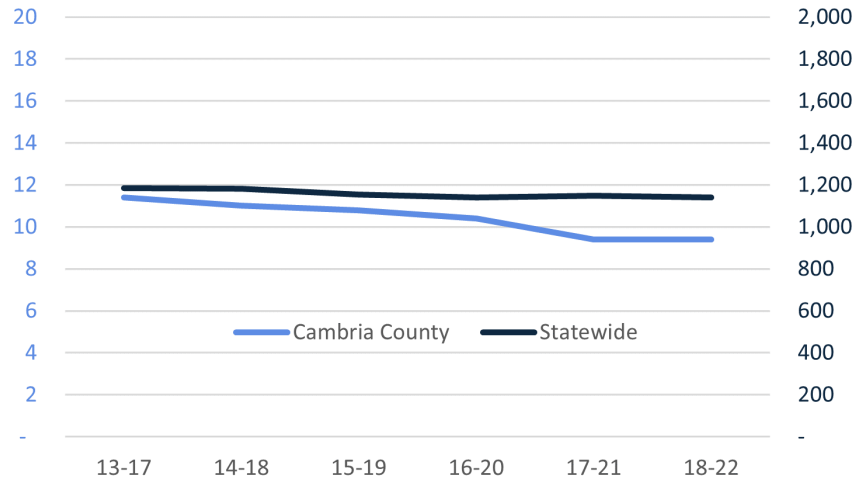


Figure 25: Distracted Driver Crashes by 5-Year Average

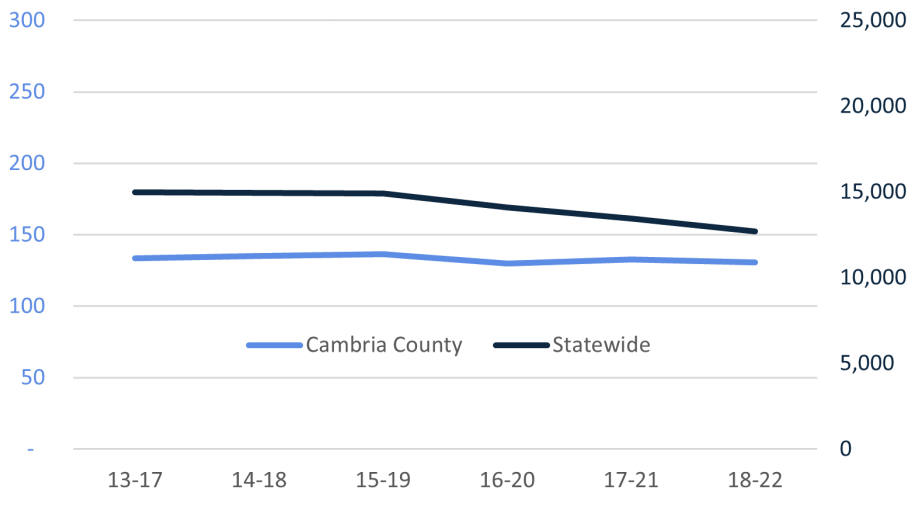
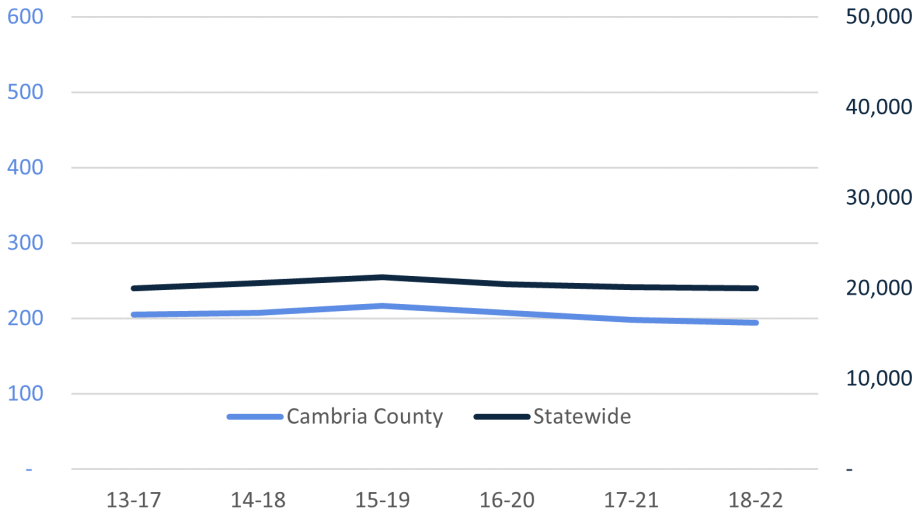


Figure 26: Senior Driver (65+) Crashes by 5-Year Average



Source: Pennsylvania Crash Information Tool (PCIT)

Figure 27: Pedestrian Crashes by 5-Year Average

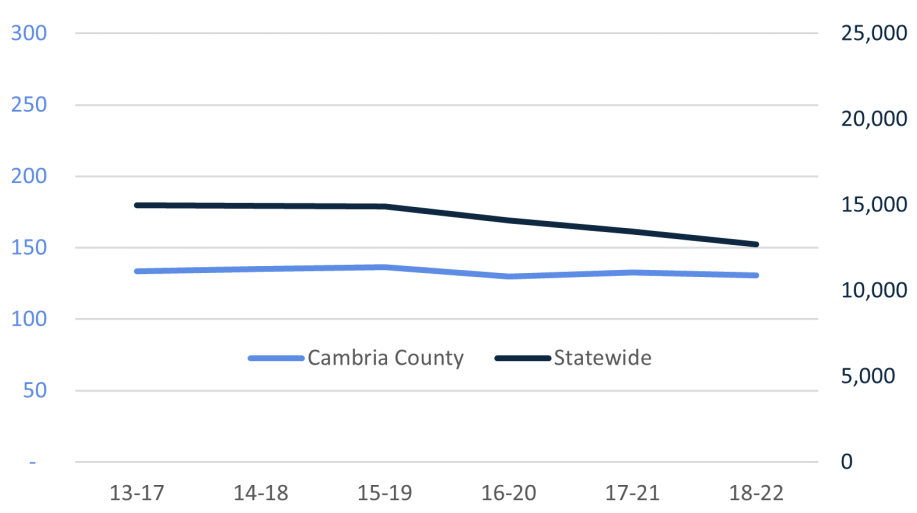
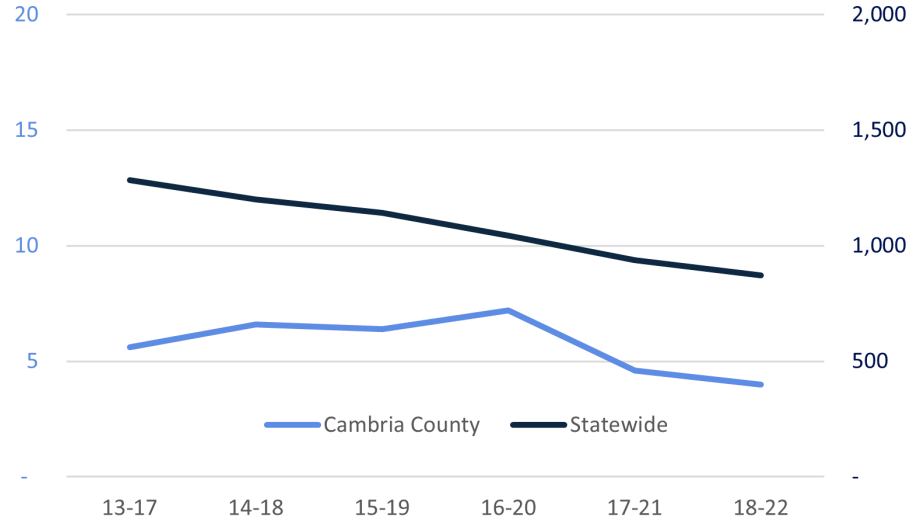


Figure 28: Bicycle Crashes by 5-Year Average



Source: Pennsylvania Crash Information Tool (PCIT)

Bridge Conditions

Overview

- Proper maintenance of the county's bridge inventory is aimed at sustaining a state of good repair, extending each structure's useful life, and supporting mobility and connectivity.
- There are 331 state-owned bridges in the county greater than eight feet in length, with a total deck area of 1.4 million square feet. Of this total, three bridges have been posted; none are closed. The three posted bridges are:
  - PA 160 over the Little Conemaugh in Wilmore Township;
  - SR 1009 over Chest Creek in Allegheny Township; and
  - SR 3022 (Incline Plane Road) over the Stonycreek River in Johnstown. This bridge is more than 130 years old and has a historic designation. Therefore, alterations and repairs are restricted despite its "Poor" condition rating. In addition, its average annual daily traffic (AADT) is very low, which translates to slower deterioration of the bridge.
- The average age of state-owned bridges in the county is 52 years, with the oldest built in 1832.
- The county's number of state bridges rated as "Good" has declined in recent years, from a total of 170 in 2019 to a present-day total of 157 (Figure 29). PennDOT and the MPO continue to address the county's inventory of "Poor" bridges. The percentage of "Poor" bridges on the state system is 2.1 percent, lower (better) than it was five years ago (Figure 31). If measured by deck area, the percentage of "Poor" bridges is also at 2.1 percent, down from 38,400 square feet to 29,044 square feet.
- The County and its municipalities own a total of 87 structures that are greater than 20 feet in length. Of this total, nine are currently posted, while one (Cottonwood Street over Walnut Run in Northern Cambria Borough) is closed. The number of posted bridges on the local network has been trending downward from a high of 16 in 2019 to a present-day total of nine. Financial guidance for the MPO for the 2025 12-Year Program includes an estimated $307.5 million for addressing off-system bridges over the next 12 years.

Planning Implications

- Additional investment in bridge infrastructure has allowed PennDOT and the MPO to address the county's aging bridge stock.
- PennDOT continues to address bridge infrastructure using a Lowest Life-Cycle Cost (LLCC) based asset management approach to project selection and prioritization to keep "Good" bridges from becoming "Poor" and yield additional years of service from existing structures.

Figure 29: Cambria County Bridge Conditions by Count, January 2024

BPN	Total	Deck Area (msf)	Closed	Posted	Good	Fair	Poor
Local >20 ft	87	0.18	2	12	24	47	16
State >8 ft	333	1.4	0	3	157	169	7

Figure 30: Cambria County Bridges on the State System, Length 8 Feet and Longer, by Year Built

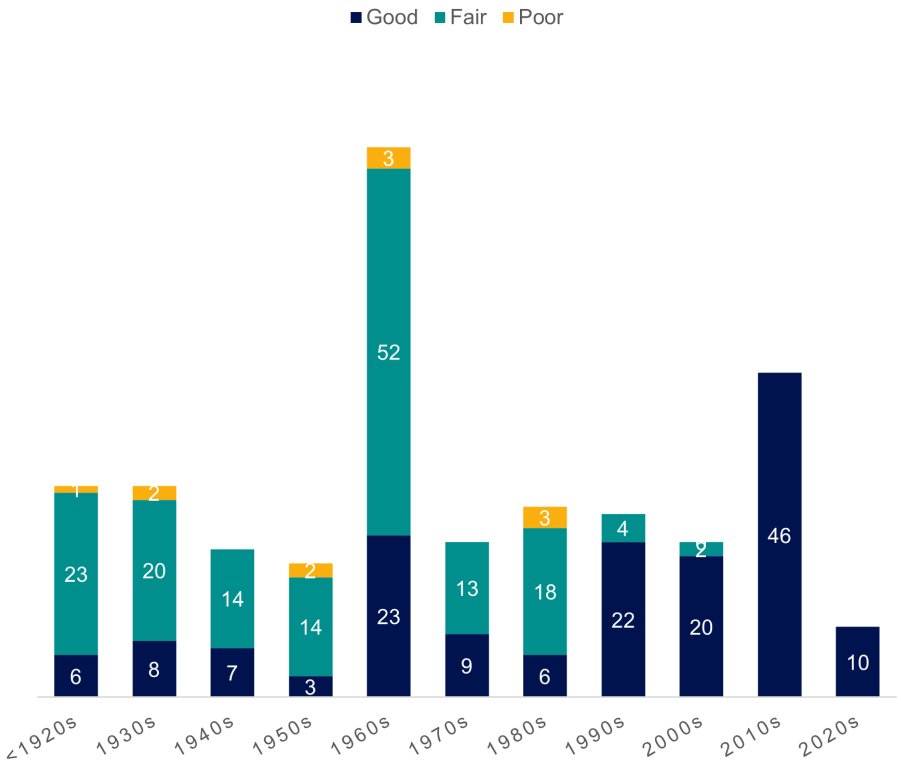


Figure 31: Cambria County Bridge Conditions by Count, January 2024

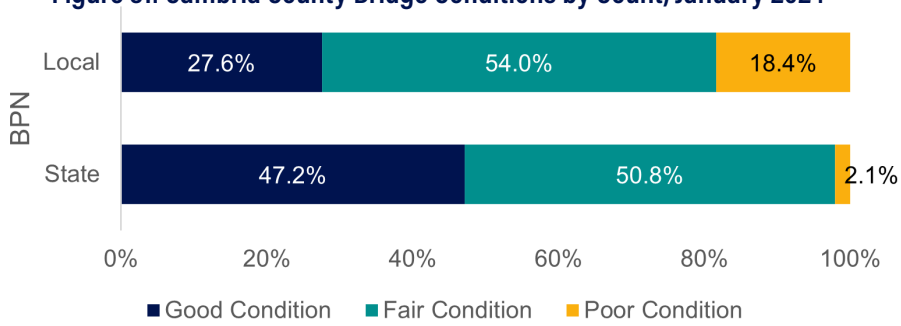
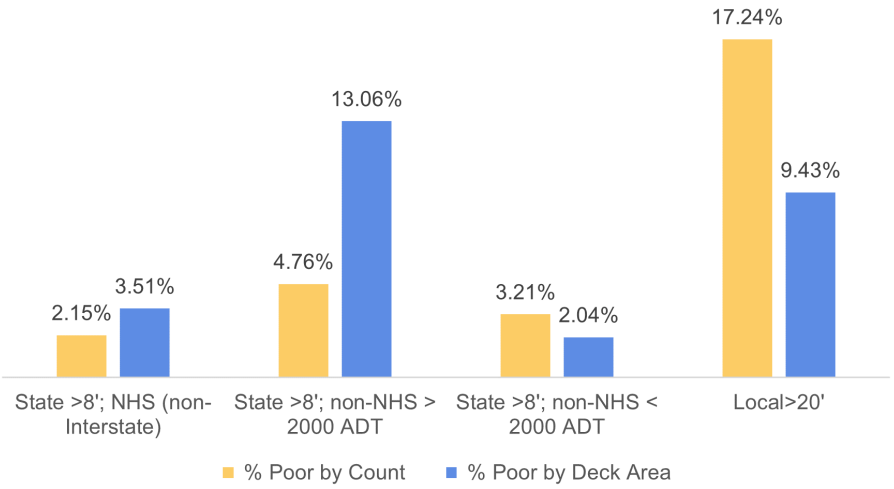


Figure 32: Cambria County Percentage of "Poor" Bridges by BPN, 2022



The county had four structures on BPN 3 that were rated as "Poor," two of which were structures over 200 feet in length. Three of the four are either programmed for improvements on the TIP or have recently been improved and are no longer "Poor."

Source: PennDOT Bridge Management System

System Management and Operations

Overview

- The MPO participates in the development of Regional Operations Plans (ROP—a regional planning document aimed at identifying existing traffic system management and operations (TSMO) infrastructure and needs as well as a vision and goals).
- Improving TSMO is a way to increase the travel time reliability and capacity of the county's roadways by using a wide range of strategies to help manage traffic and reduce congestion. The MPO is committed to identifying operations activities and projects necessary to meet the mission, vision, and goals of the program.
- In the initial 2018 Central Region ROP, 42 projects were identified, ranging from intelligent transportation systems (ITS) and traffic signal improvements to incident management and preventive safety technologies. Integrated Corridor Management (ICM) was also a key component of the ROP. These projects take a holistic approach, maximizing the existing capacity of parallel routes and emphasizing multimodal approaches to congestion management.
- An interim update to the ROP in 2021 documented the status of ROP projects, including those that have been completed. These include a $755,000 traffic signal improvement project along PA 56 near US 219. A number of other projects have been documented, including queue detection along US 22 eastbound near US 219, and along US 219 southbound at its interchange with Elton Road. While 16 new projects were added as part of the Interim Update to the ROP, none were in Cambria County.
- There are 138 signalized intersections in Cambria County.

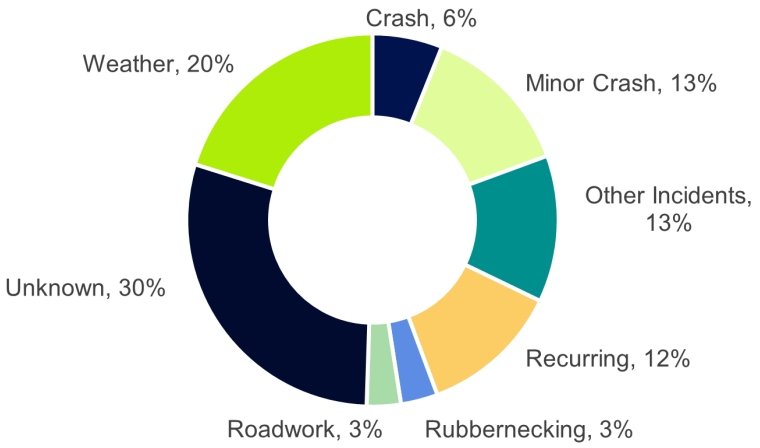
Planning Implications

- Ongoing planning for TSMO will help ensure that the MPO is optimizing its transportation network, reducing congestion, delays, and opportunity costs.
- Improving transportation operations is also important for freight movement, providing convenient, reliable, and predictable travel times for shippers and carriers.

Figure 33: Pennsylvania's TSMO Regions

Source: PennDOT Bureau of Operations

Figure 34: Causes of Congestion, Cambria County



Source: PennDOT Bureau of Operations

Figure 35: AADT, 2019

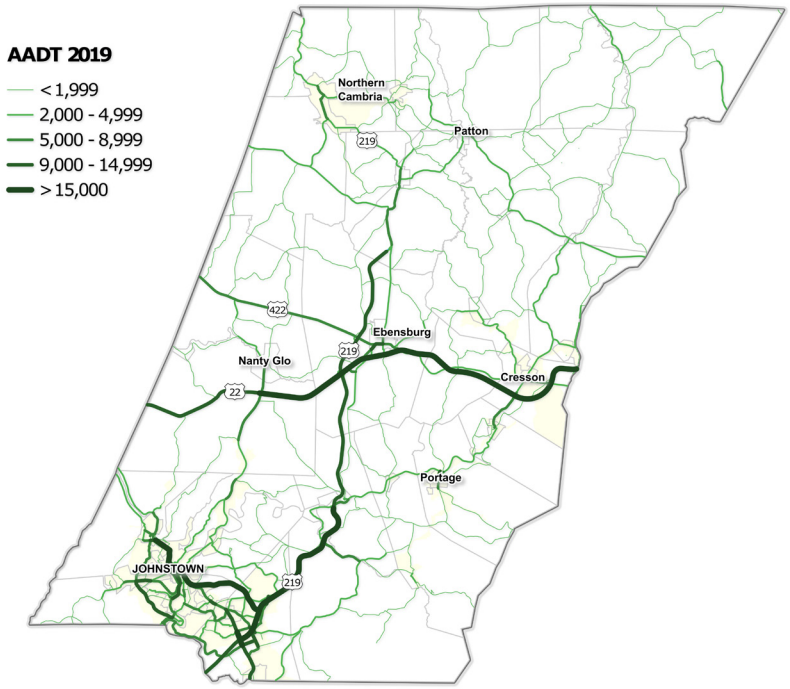


Figure 36: Traffic Signals, CCTV, and DMS Locations

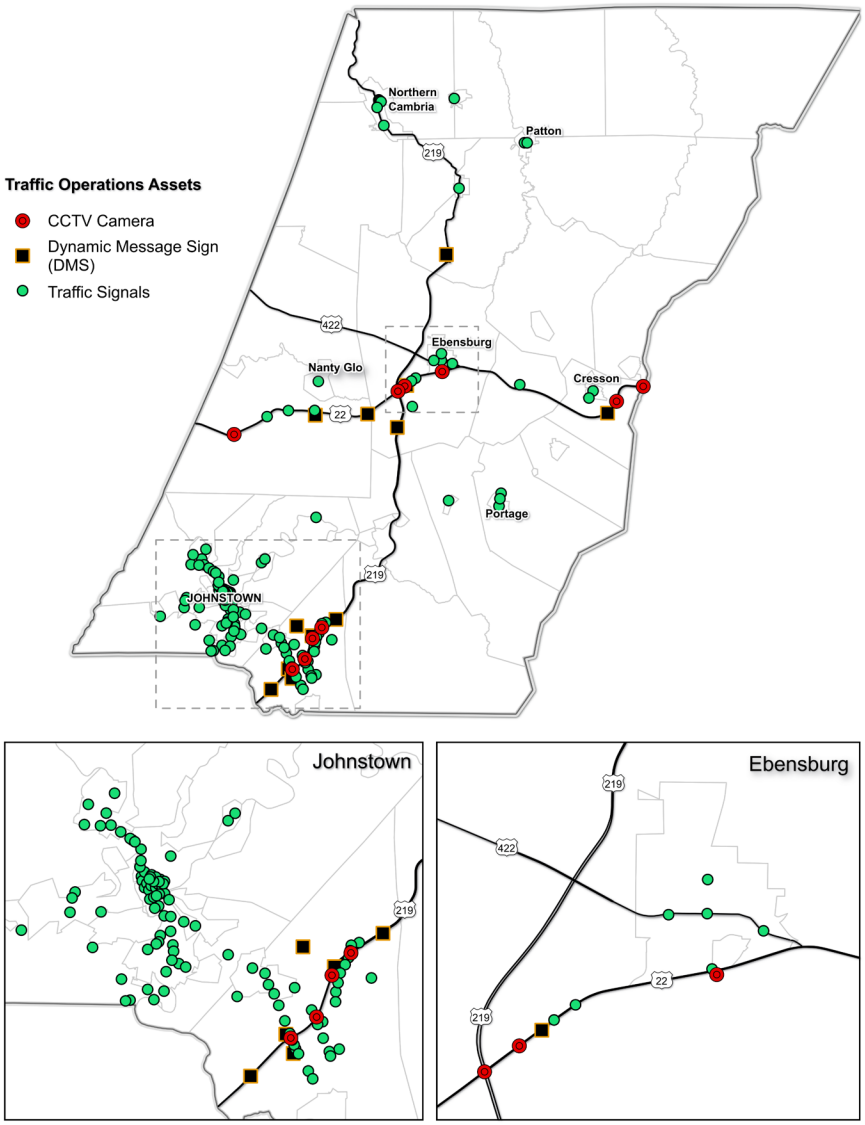
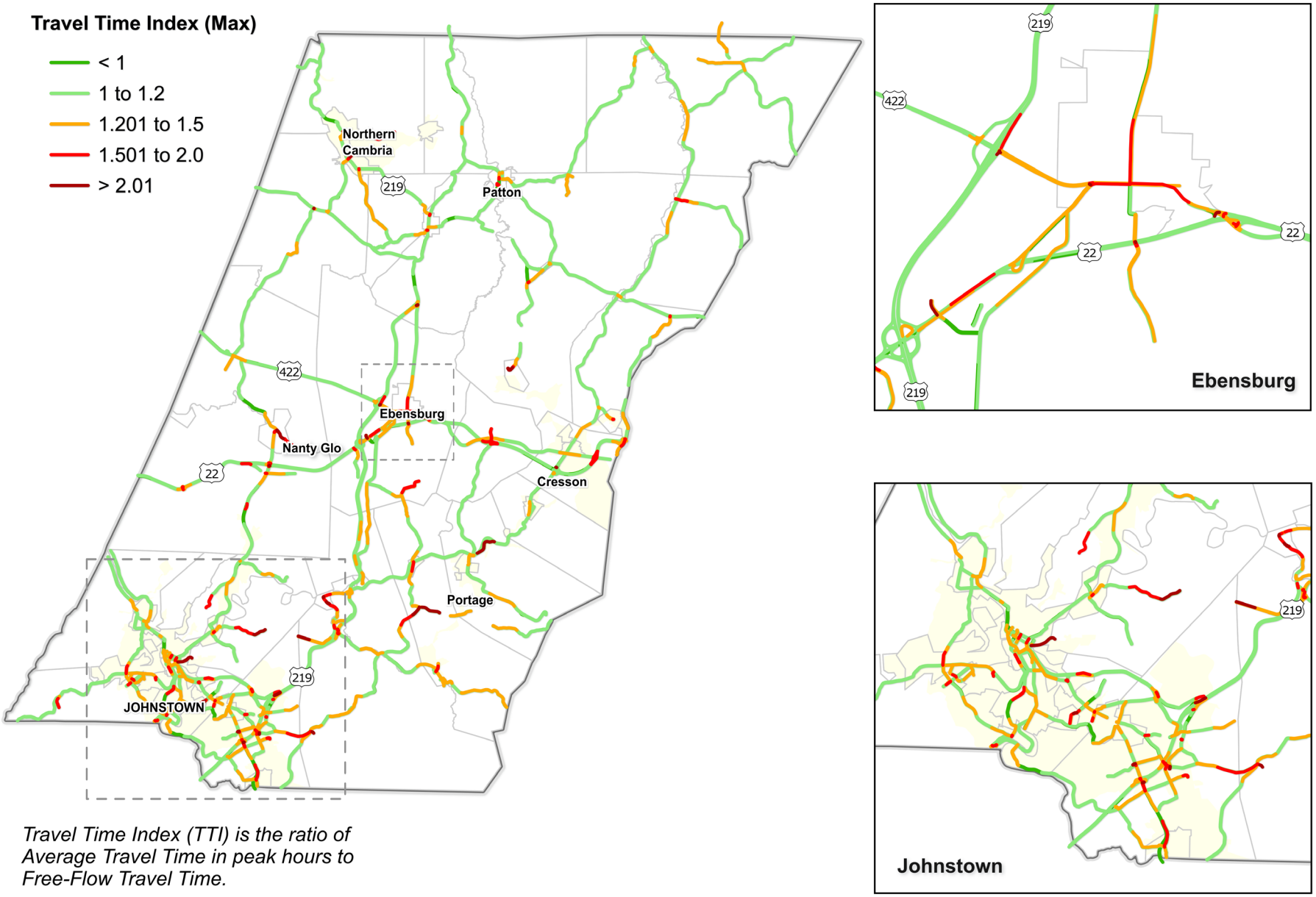


Figure 37: Congested Corridors, 2022



Travel Time Index (TTI) is the ratio of Average Travel Time in peak hours to Free-Flow Travel Time.

Public Transportation

Overview

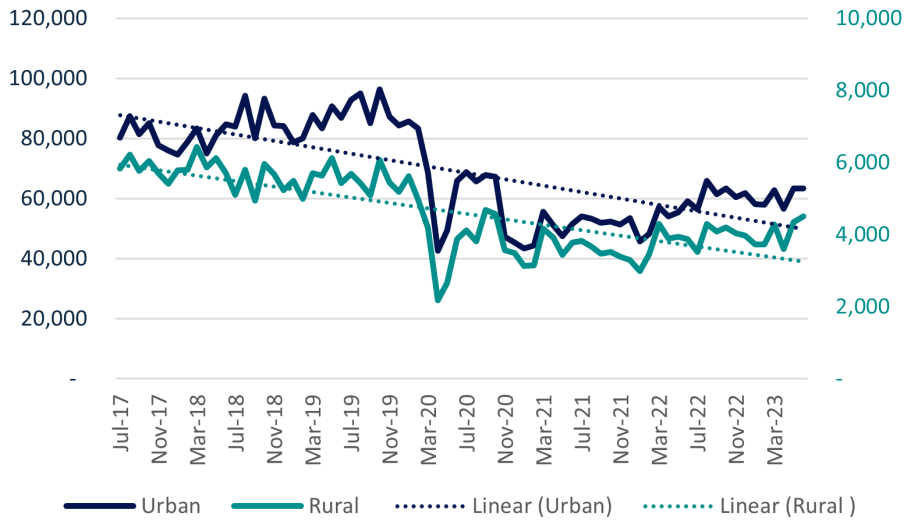
- Cambria County Transit Authority (CamTran) is the county's primary public transportation service provider. The agency provides fixed-route bus, complementary paratransit service, and demand-responsive transportation.
- CamTran offers 14 urban fixed routes, with 21 total routes throughout the Greater Johnstown area, including portions of Windber Borough in Somerset County. Buses are equipped with bike racks to enhance accessibility to the multimodal transportation network, including recreational trails.
- CamTran+ operates paratransit services (Reserve-A-Ride/Shared-Ride; Complementary ADA) in the urbanized area of Greater Johnstown and in the rural areas of Cambria County, including portions of Windber Borough in Somerset County.
  - » Reserve-a-Ride is a door-to-door shared-ride service.
  - » Complementary ADA provides service to people with disabilities who cannot use fixed-route bus service because of a disability.
  - » Persons with Disabilities (PwD) is a discount program option. Qualified participants receive an 85% discount on all rides. PwD is the payer of last resort.
- Park & Ride bus service is available in Ebensburg on US 22 with trips to Altoona Monday through Friday at the morning and evening rush hours.
- During the FY 2021-22 reporting period, CamTran provided nearly 685,000 fixed-route passenger trips, over 111,000 of which were for seniors (Figures 38 and 39). FYE 2022-23 total ridership was 804,968. Those figures reflect a partial recovery in ridership following the COVID-19 pandemic. By comparison, CamTran's pre-pandemic ridership in FY 2018-19 was 1.16 million passenger trips. Lower ridership translates to increased operating expenses per rider.
- Senior ridership accounts for approximately 16 percent of total fixed-route ridership.
- CamTran's fixed-route network provides transportation to and from most of the county's major employers and community hubs, including the Greater Johnstown region and into Windber, Ebensburg, and as far north as Northern Cambria Borough.
- The system operates a fleet of 72 vehicles, with a mix of compressed natural gas (CNG), diesel, and hybrid-electric vehicles. CamTran has also embraced alternative energy sources with 297 solar panels on its operations building in Johnstown.

- CamTran also operates the Johnstown Inclined Plane, a vehicular incline that opened in 1891 and connects the City of Johnstown with Westmont Borough. It is currently the subject of a $16 million rehabilitation project. The inclined plane is integrated with CamTran's service at both the top and bottom. Annual incline ridership for FY 2018-19 was 65,804, before falling to 40,835 in FY 2019-20 due to COVID-19. During FY 2020-21, the incline was only open for six months, with a ridership of 20,193. The incline closed in January 2021 for renovations, which are ongoing.
- The Johnstown inclined plane is the steepest vehicular inclined plane in the world, with a grade of 70.9 percent. This distinguishing feature attracts tourists and also serves a vital transportation function, connecting the Johnstown valley with hilltop communities. Mountain bikers even use the inclined plane to ride from the bottom trail to the top after biking down the hillside.
- CamTran's service area is 688 square miles.

Planning Implications

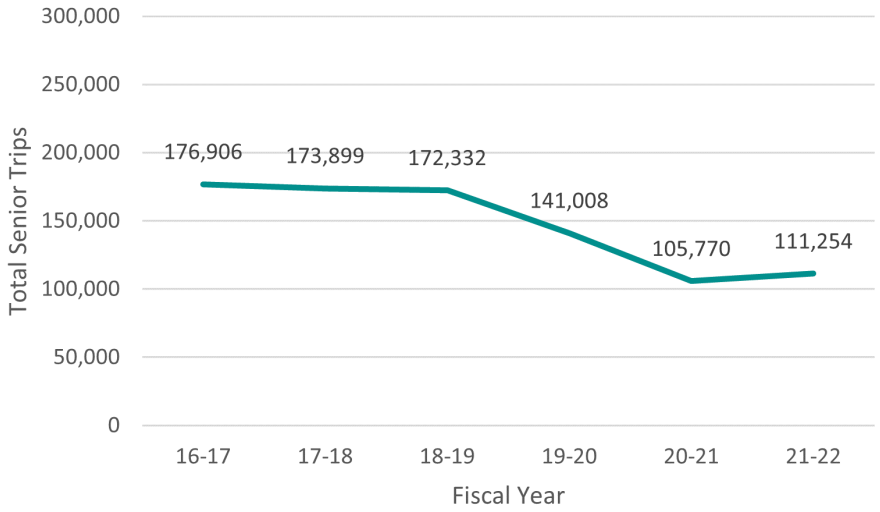
- Public transit ridership decreased significantly in Cambria County, as it did nationwide, due to the COVID-19 pandemic and the unprecedented impacts it caused to daily life. Public transportation services operated throughout the pandemic, offering lifeline services to transit-dependent populations.
- PennDOT engaged a consulting firm to conduct a Service Enhancement Study for CamTran, which was completed in March 2021. Pandemic and staffing challenges have delayed implementation, however staff are reviewing the report and updating ridership data.
- Public transit usage has rebounded to about 72 percent of pre-pandemic levels. Planning for public transportation services will need to encourage transit-oriented development to increase the attractiveness of transit as a transportation option and rebuild its passenger base.
- Declines in ridership and changing public preferences could signal potential for marketing campaigns and promotion while considering emerging mobility solutions such as micromobility.
- The MPO's Coordinated Public Transit Human Services Transportation Plan was last updated in February 2017. CamTran, with the support of the MPO, intends to revise the plan in 2024.
- Public transportation's role as an important element of meeting the county's mobility challenges will continue to evolve. As people turn to public transportation to meet mobility needs, the MPO must be ready to meet those challenges with the facilities and services that customers expect.

Figure 38: CamTran, Total Fixed-Route Ridership, 2017–2023



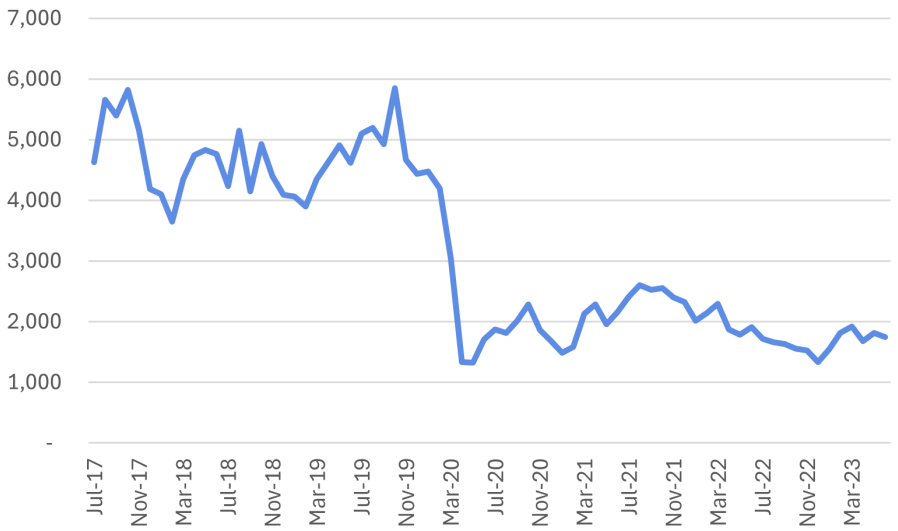
Source: CamTran

Figure 39: CamTran, Total Senior Fixed-Route Ridership, 2016–2022



Source: PennDOT Bureau of Public Transit Annual Report

Figure 40: CamTran, Total Shared-Ride Trips, 2017–2023

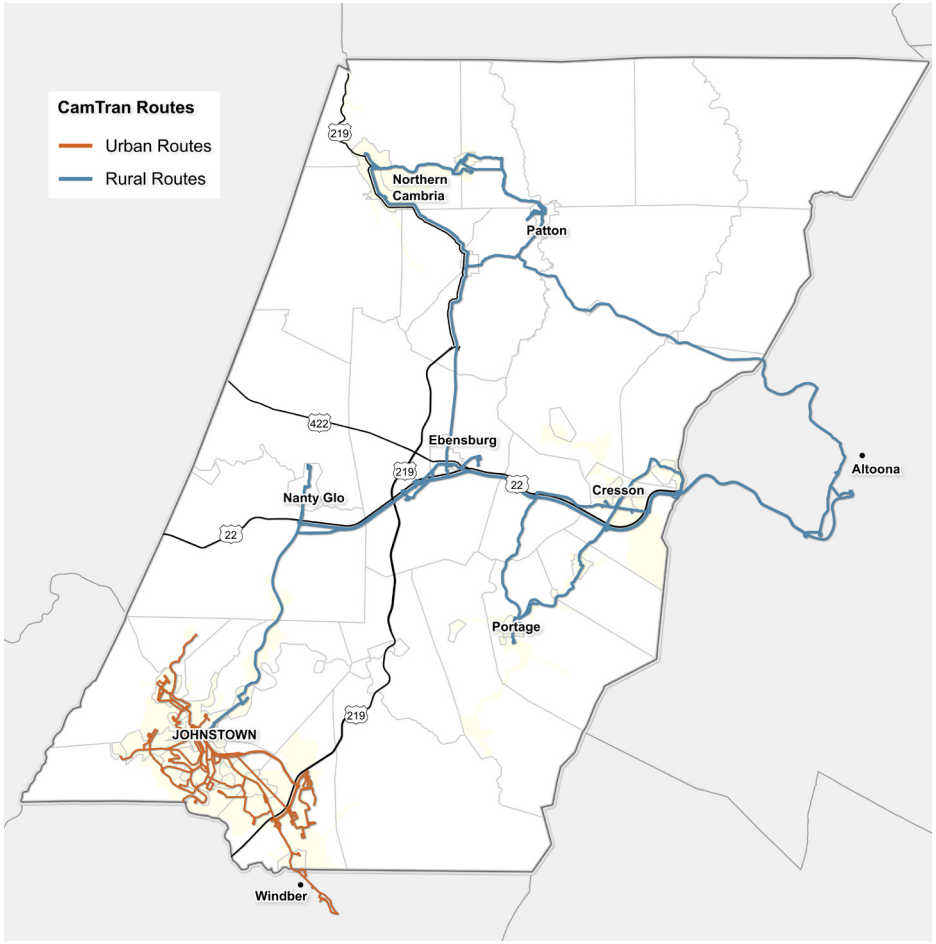


Source: CamTran

Transit data reflects a decline in ridership due to the COVID-19 pandemic, primarily in calendar years 2020 and 2021.

Subsequent years show ridership beginning to rebound.

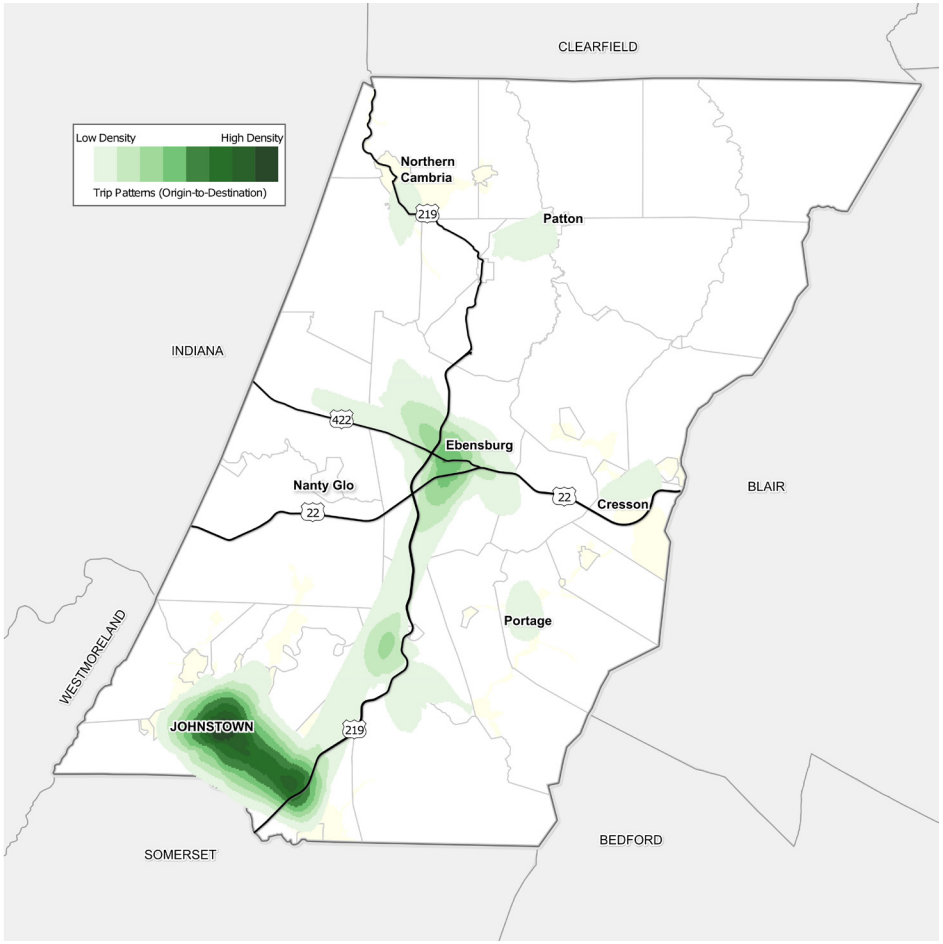
Figure 41: CamTran's Bus Routes



Source: CamTran

CamTran and CamTran+ provide extensive coverage of Cambria County and into the adjoining counties of Blair and Somerset.

Figure 42: Shared-Ride Trips



Source: EcoLane

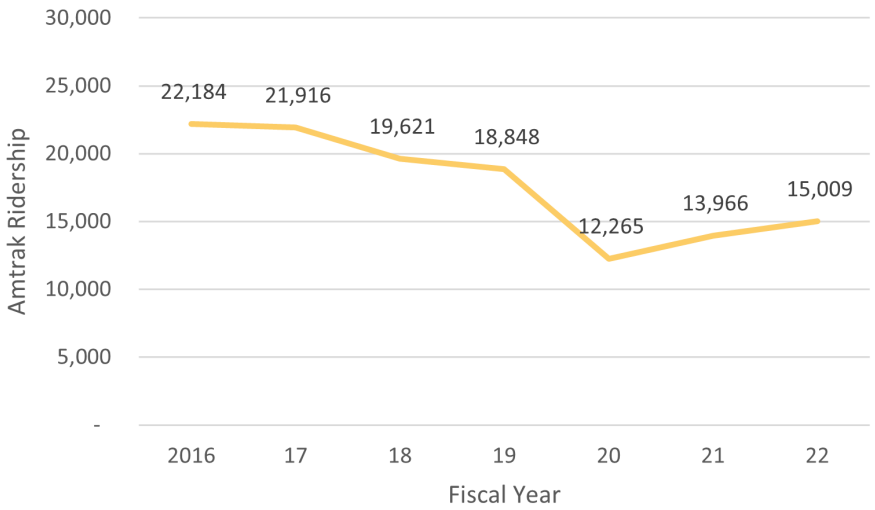
Johnstown and Ebensburg have the county's greatest concentration of shared-ride origin-to-destination trips.

Passenger Rail

Overview

- Amtrak provides intercity passenger rail service to Cambria County on Norfolk Southern (NS) lines from its station in downtown Johnstown. Amtrak currently provides one round trip daily via its *Pennsylvanian* service. A second daily train is slated to begin service by 2026.
- The Amtrak Johnstown Station underwent ADA improvements in 2018, which included upgrades to the restrooms, accessible pathways, and parking. Minor modifications to the entrances and ramps were also made to comply with ADA regulations.
- According to the FY 2022 fact sheet released by the Commonwealth of Pennsylvania, Amtrak's station in Johnstown reached a total ridership of approximately 15,000 in that year.
- Johnstown's Amtrak station is in stable condition, with a new roof. Station repairs and upgrades to the 1915 building are being addressed using $11.2 million in USDOT RAISE grant funding, as part of a multifaceted project to update public transportation facilities and public spaces in Johnstown.

Figure 43: Amtrak Ridership by Fiscal Year, Johnstown Station



Source: Amtrak Pennsylvania State Fact Sheet

Note that Amtrak suspended *Pennsylvanian* service in March, April, and May 2020 due to the COVID-19 pandemic.

Planning Implications

- The additional service provided by a second train on the *Pennsylvanian* will make tourism and business travel more feasible between Johnstown and Pittsburgh.

Rail Freight

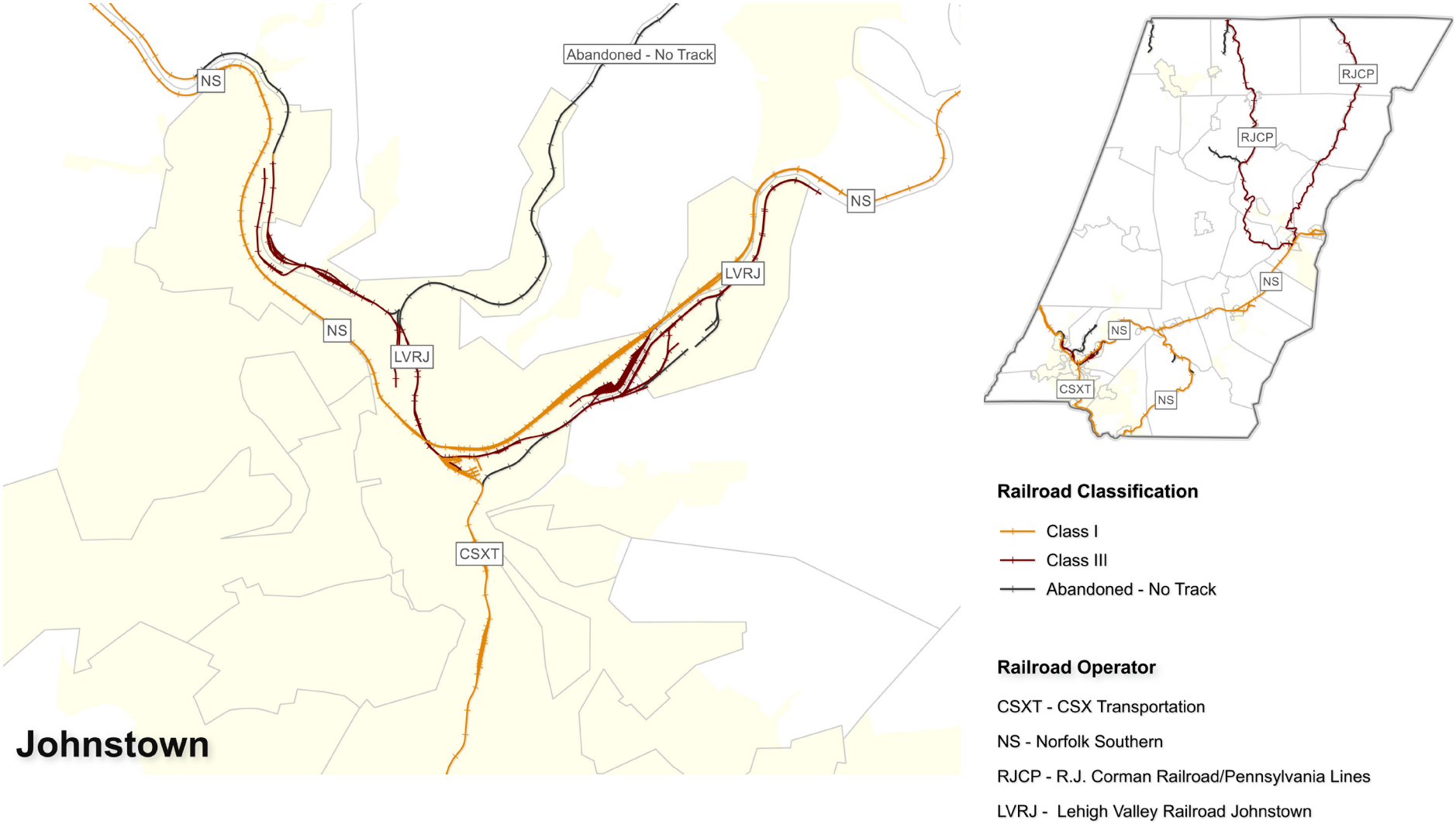
Overview

- Rail freight transportation plays a vital role in boosting economic competitiveness and supporting sustained economic growth. Railroads offer shippers and receivers a cost-effective and environmentally friendly way of transporting heavy bulk products such as coal. Rail freight capacity helps to alleviate the strain on the roadway network by reducing the number of trucks on the road, which in turn helps to preserve pavement conditions. Given its critical role in the county's economy, it is essential to preserve and restore railroad infrastructure.
- The Keystone Corridor is a 349-mile-long railway route linking Philadelphia and Pittsburgh. Norfolk Southern (NS) owns the western portion of the line between Pittsburgh and Harrisburg, sharing the track with Amtrak passenger rail. Amtrak owns the eastern portion of the line between Harrisburg and Philadelphia.
- Class I rail freight service in the county is provided by NS and CSX Transportation (CSXT). NS operates approximately 70 miles of track throughout the southern parts of the county, and CSXT operates trackage from Johnstown into Somerset County.
- Two companies, Lehigh Valley Railroad Johnstown (LVRJ) and R.J. Corman Railroad/Pennsylvania Lines (RJCP), operate approximately 64 miles of class III (short line) railroad in the county. The northern half of the county is primarily served by RJCP, which operates on approximately 50 miles of track, while LVRJ operates about 15 miles of track throughout Johnstown.

Planning Implications

- The presence of the NS mainline within the county is a tourism draw in its own right. The line attracts rail fans visiting locations such as the Horseshoe Curve and the tunnels in Gallitzin. Many communities along PA 53 have viewing parks and picnic areas along the mainline.
- Coordinating industrial land use and economic development planning along rail lines will help optimize rail freight transportation efficiency, support economic development, and reduce environmental and traffic impacts to communities.

Figure 44: Railroad Network



Active Transportation

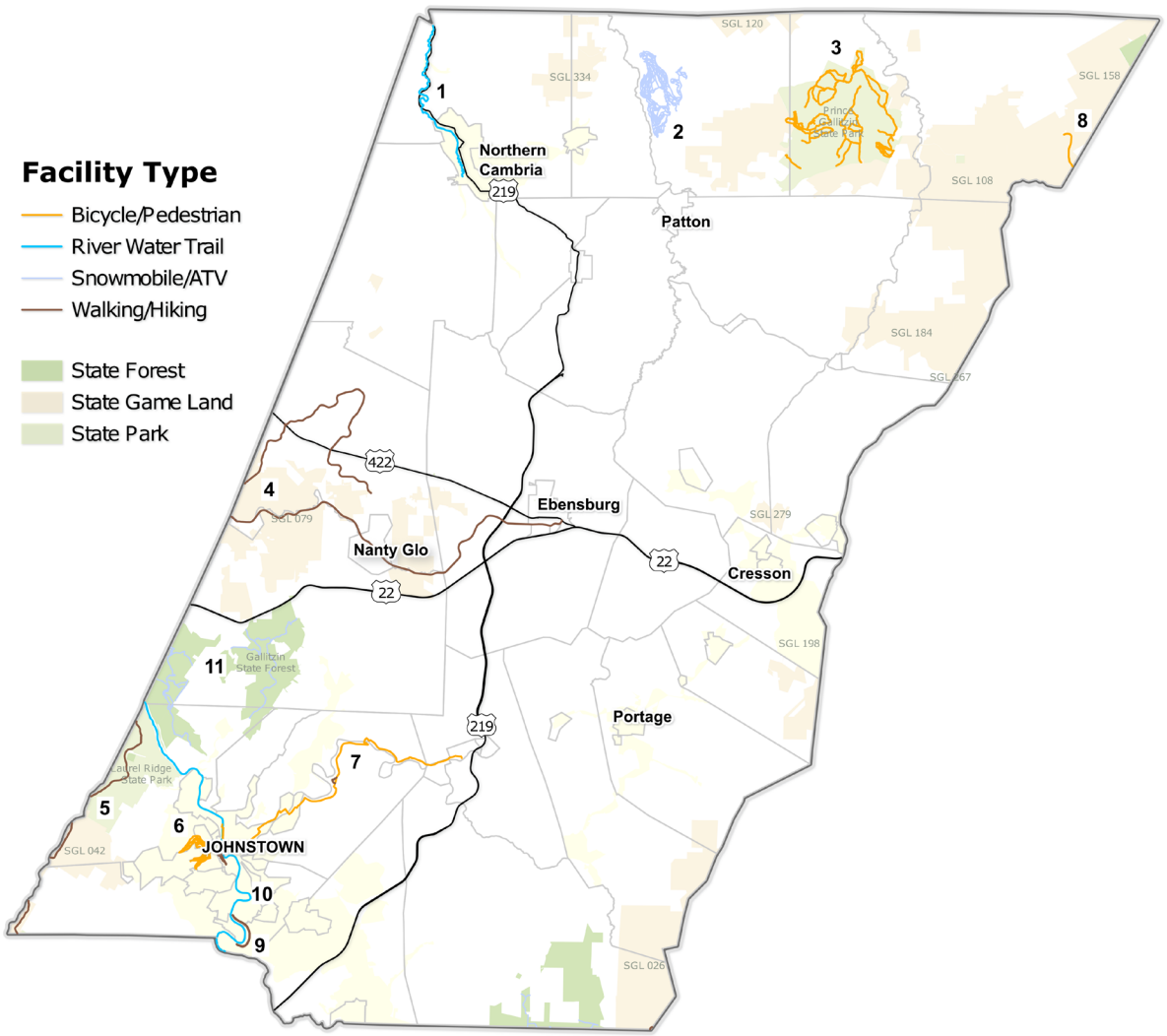
Overview

- A Bicycle and Pedestrian Plan was adopted by the Cambria County Planning Commission in January 2019 and updated in April 2021.
- Cambria County features roughly 185 miles of trails (Figure 45). This includes bicycle, pedestrian, and hiking trails, as well as river waterways, snowmobile paths, and ATV routes, all designated for outdoor recreation.
- The adoption and implementation of sidewalk ordinances can enhance the safety and maintenance of pedestrian infrastructure in urban and densely populated areas. According to Cambria County's most recent bike-ped plan, approximately 40 percent of municipalities have some type of sidewalk regulations in place.
- Ensuring equitable and comprehensive access to active transportation across both urban and rural areas is important, given that approximately 11 percent of the county's households do not have access to a vehicle. The lack of access to transportation can limit employment opportunities, restrict access to healthcare, and reduce social mobility.
- The Cambria County Conservation & Recreation Authority (CCCRA) is working to secure the necessary funding to complete its planned loop on the Ghost Town Trail. When finished, the trail will be the first continuous loop rail-trail in the United States, as confirmed by the Rails to Trails Conservancy. In 2009, the trail welcomed around 80,000 users. Since the COVID-19 pandemic, this number has increased to approximately 160,000 per year.

Planning Implications

- Bicycle and pedestrian networks are a valuable asset for enhancing economic opportunities, especially in proximity to employers and commercial areas. The improvement of safety measures along these networks can have positive effects on the communities they serve. By facilitating safer and more reliable transportation, such networks can contribute to the economic development of an area, while also promoting healthy lifestyles and social interaction.
- Cambria County has a diverse range of trails that traverse both rural and urban landscapes. Enhancing trail connectivity is a key factor in expanding access to and use of outdoor recreational activities.
- To enhance the livability, safety, and health of Cambria County and its communities, it is essential to address safety concerns such as high traffic speeds, limited bicycle facilities, and poor infrastructure maintenance (such as shoulder sweeping). Addressing these issues promotes active transportation.

Figure 45: Cambria County Trails



1. Susquehanna River Water Trail - West Branch
2. Rock Run ATV Trails
3. Prince Gallitzin State Park Trails
4. Ghost Town Trail
5. Laurel Highlands Hiking Trail
6. Powell Stackhouse Park Trails
7. Path of the Flood Trail
8. Bells Gap Rail Trail
9. Jim Mayer Riverwalk
10. Kiski-Conemaugh River Water Trail
11. Rager Mountain Division Snowmobile Trails

Aviation

Overview

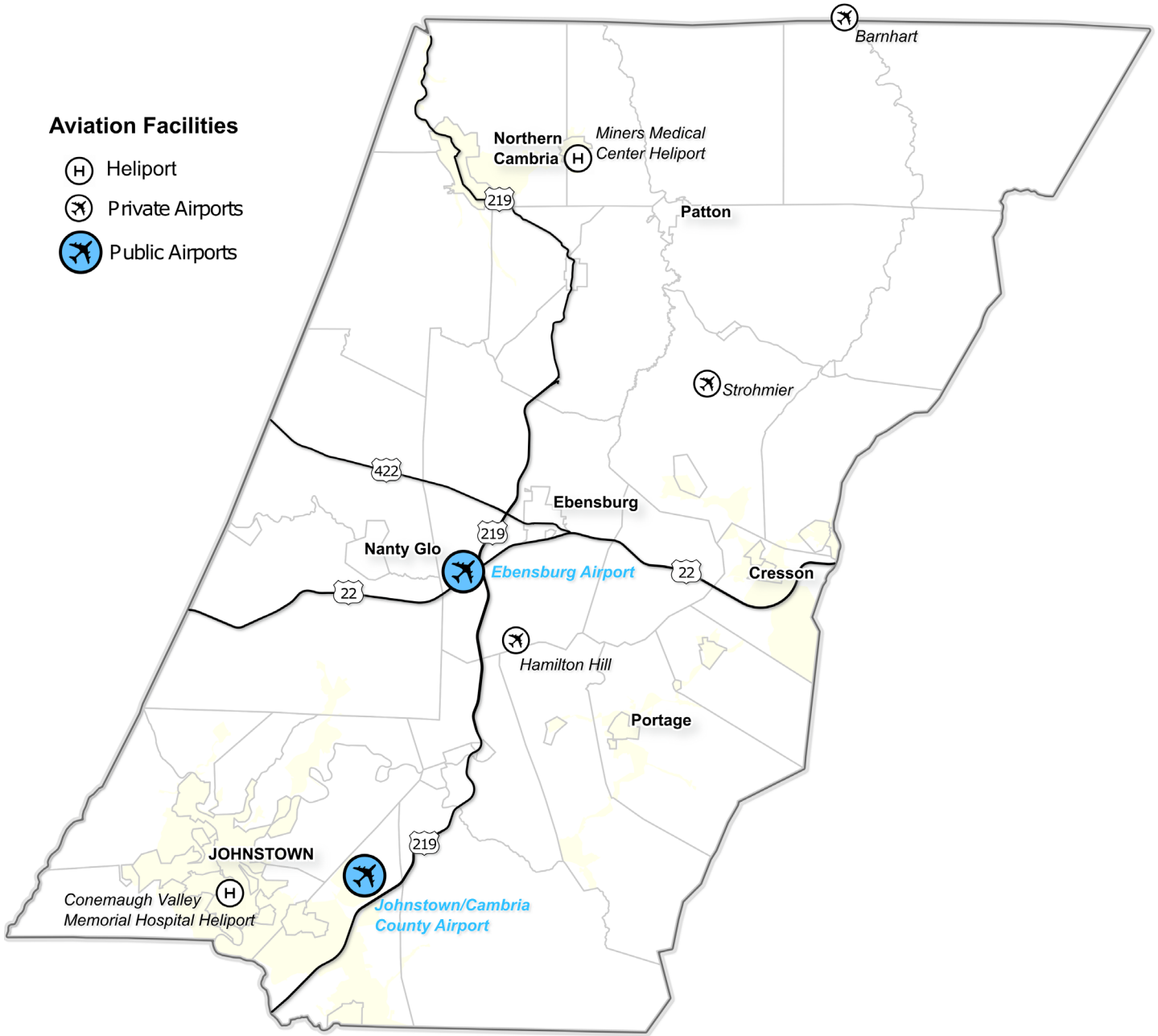
- Cambria County has five airports and two private heliports. Of the five airports, two are public-use: the Ebensburg Airport and the John Murtha Johnstown-Cambria County Airport, which serves as the region's commercial airport. These airports play a critical role in facilitating air transportation and connecting the county to other regions and the national and international aviation systems.
- Conemaugh Memorial Medical Center, serviced by one of the helipads, is the only Level 1 Trauma Center in the county. The next-closest Level 1 Trauma Center is in Pittsburgh.
- The John Murtha Johnstown-Cambria County Airport (JST) connects local residents with the broader aviation system. Besides commercial services, the airport handles a range of general aviation and military traffic. It offers services such as flight training, aerial advertising, air charters, and corporate/business flights.
- The Johnstown Airport is served by Skywest Airlines, flying as United Express. This service provides daily access to Chicago O'Hare and Washington-Dulles International airports, giving the airport major and diverse connections.
- There is a significant military presence at the airport. The Army National Guard is stationed at the airport and contributes to regular military activity, mainly for helicopter training and exercises. The airport is a valuable aviation hub, with a strategic location and comprehensive facilities that support transportation and logistics operations in the county.
- Activity has increased dramatically at the airport in recent years. Overall enplanements grew to 7,764 in 2022 and reached 14,266 during 2023—the first time enplanements exceeded 10,000 since 2006. The milestone makes the airport eligible for $1 million in Federal Aviation Administration (FAA) funding for the airfield.
- According to PennDOT's 2022 Aviation Economic Impact Study, the Johnstown airport has an impact of $76.3 million and a workforce of 523. It marked its 75th anniversary of service to the region during 2023.
- The Ebensburg airport supports emergency medical air transportation, private flight training, and military helicopter training.
- Airport Hazard Zoning, which keeps the area surrounding airports clear of potential obstacles to flight paths such as tall structures, promotes the safety of the public and the capacity of airports. Of the 12 municipalities surrounding the county's two public-use airports, six have passed Act 164 (Airport Hazard Zoning) Ordinances, as reported by the PennDOT Bureau of Aviation.

Photo courtesy of Johnstown–Cambria County Airport Authority

Planning Implications

- Airport Hazard Zoning is needed to ensure compatibility through strategic land use management approaches that protect the airport's operational capability. These ordinances guide land use in the surrounding areas of airports to prevent accidents and hazards that could harm safety and airport operations. Only half of surrounding municipalities have currently enacted Act 164 (Airport Hazard Zoning) Ordinances.
- The airport currently does not have the air traffic to support a bus stop, although one could be viable in the future and would help provide more transportation interconnections as the airport continues to grow. These may include designated pick-up and drop-off zones for ride-sharing and taxi services.
- The Johnstown Airport Authority is pursuing an ultra-low-cost carrier. Increased air service would increase demand for parking capacity.
- The Johnstown airport has applied for funding for EV charging stations for vehicles and aircraft to reduce the net carbon footprint of aviation activity.
- In March 2024, Cambria County received $1.92 million from the U.S. Department of Transportation's Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program. The grant will enable the County's emergency services to use drones to deliver lifesaving medical supplies to rural areas. The program has the potential to become a model for other states as it is built and tested.

Figure 46: Aviation Facilities, Cambria County



Electric Vehicles

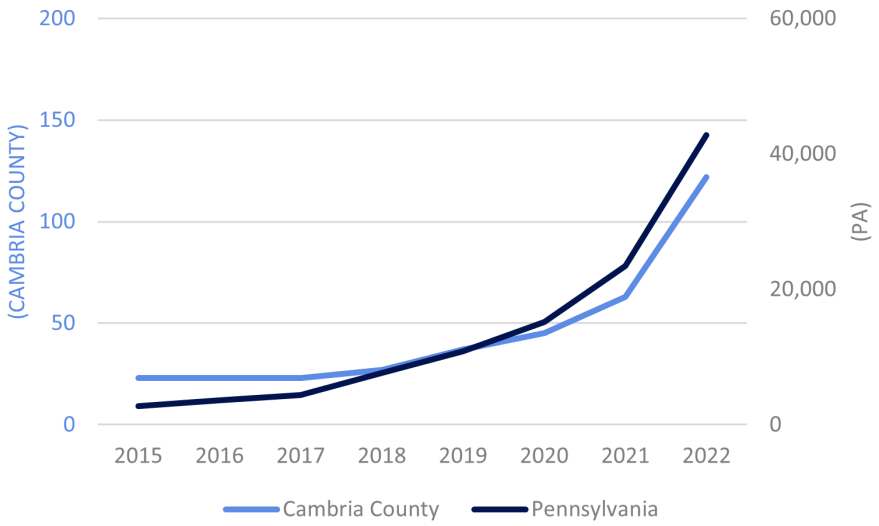
Overview

- Electric vehicle (EV) registrations have increased significantly in the past five years, although they still represent a very small percentage of vehicles. Of the county's 115,905 vehicle registrations (2022), 122 are EVs (Figure 47).

Planning Implications

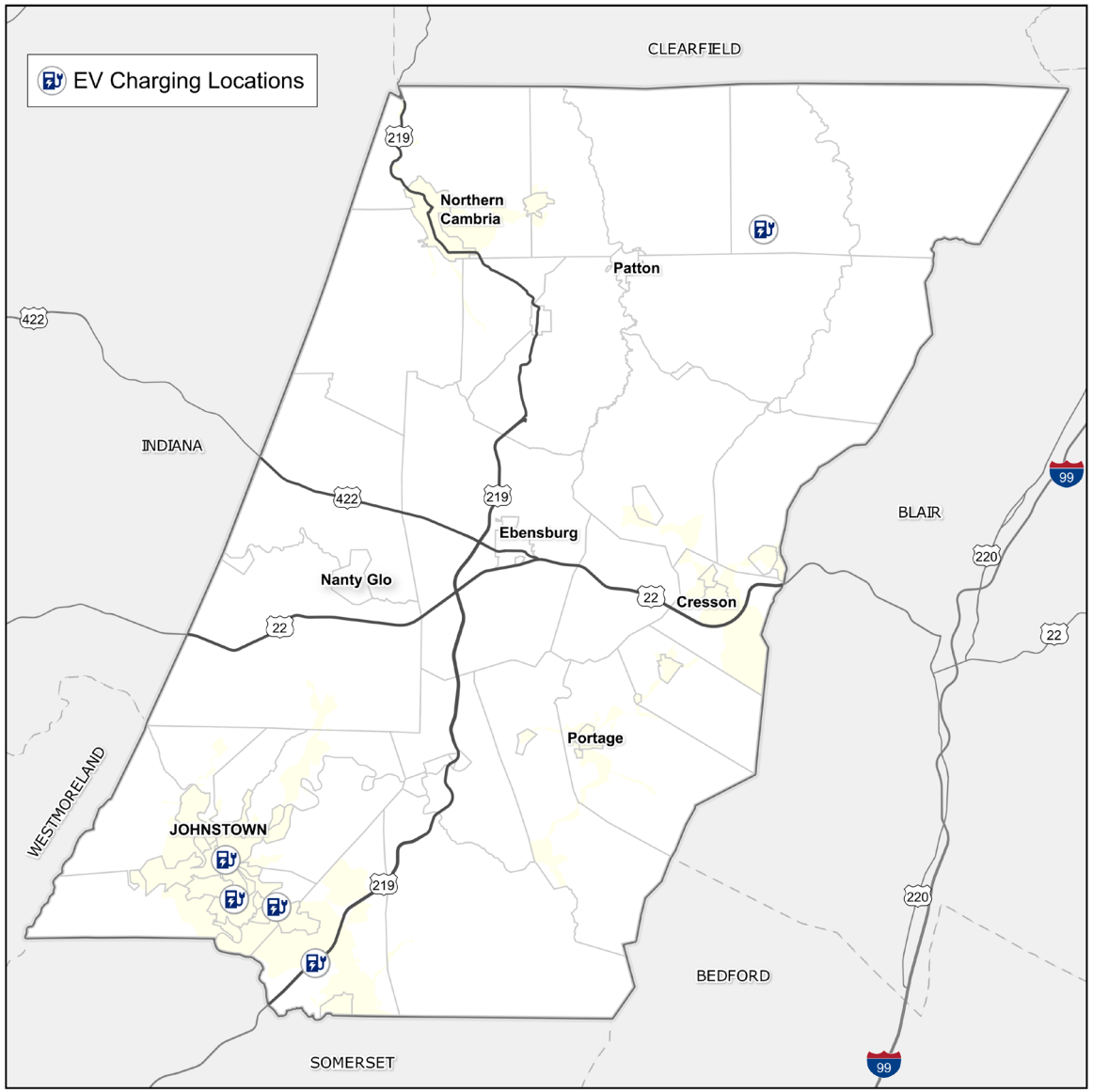
- Although the county does not have designated alternative fuel corridors, the number of registered EVs is on the rise. As such, it is increasingly important to establish infrastructure that can support this growing trend. This infrastructure will be required to provide charging stations, maintenance, and other services that are essential for the proper functioning of EVs.
- Statewide, PennDOT is prioritizing charging stations along the Interstates. After that need is met, PennDOT will have a greater capacity to allocate funds toward enhancing EV charging availability in the state's rural areas.
- County planning for new EV infrastructure based on key corridors and destinations is needed to guide decision-making and prioritization efforts.

Figure 47: Electric Vehicle Registrations, 2015 to 2022



Source: PennDOT Annual Report of Registrations

Figure 48: Electric Vehicle Charging Locations



Performance Measures

Overview

- In 2012, the federal surface transportation law MAP-21 was passed, which increased the emphasis on performance management in transportation planning. The focus on performance and outcomes is aimed at encouraging states and MPOs to allocate resources toward projects that will collectively contribute to achieving national objectives. The emphasis on performance management in transportation planning has continued with the passage of subsequent legislation such as the FAST Act in 2015 and the Bipartisan Infrastructure Law (BIL) in 2021.
- PennDOT develops state-level performance targets for each of the federally required measures: Safety (PM-1), System Condition (PM-2), and System Performance (PM-3). Pennsylvania's MPOs and RPOs may adopt the state targets or establish their own. The Cambria County MPO has committed to supporting all three state-designated performance targets.
- The Cambria County MPO has not met its safety targets (Figure 49). The county's annual average roadway fatality target was adjusted upward to 9.9 from 7.9 between 2019-23 and 2020-24. The region also did not meet its targets for average annual number of serious injuries or serious injury rate.
- Cambria County is meeting two out of three targets related to system condition. On the non-Interstate NHS network,[1] the percentage of the county's roadways rated as Excellent or Good is 26.12 percent, short of the 2025 target

Figure 49: Performance Measure Targets (PM-1)

Performance Measure	Five-Year Rolling Averages	
	Baseline 2018-2022	Target 2020-2024
Number of Fatalities	9.4	9.9
Fatality Rate	0.943	0.988
Number of Serious Injuries	48.0	47.8
Serious Injury Rate	4.816	4.771
Number of Non-Motorized Fatalities and Serious Injuries	5.4	5.7

Note: Future VMT estimates are anticipated to remain steady over the next few years.

[1] Targets are not federally required for non-NHS roadways.

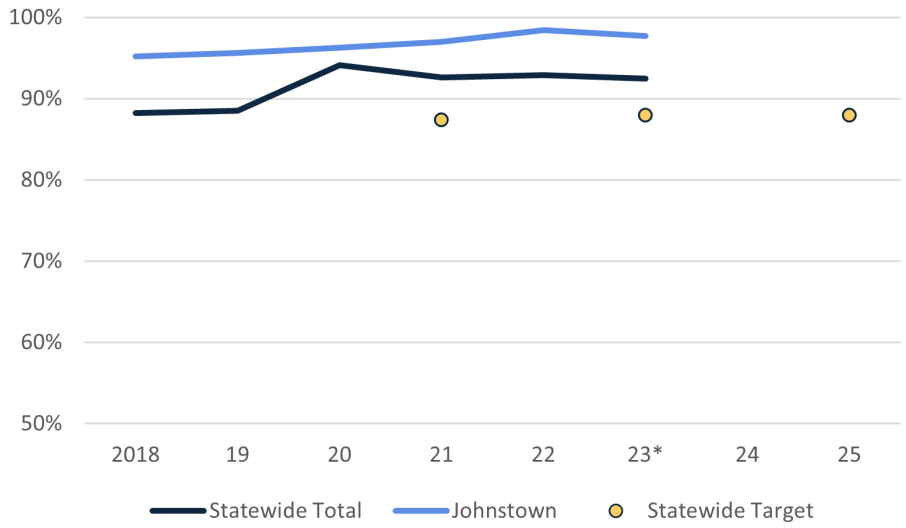
rate of 35 percent. The share of roadways in "Poor" condition has been trending in a positive direction over the past decade and is currently at 1.01 percent, better than the 2025 target rate of 2 percent. Cambria County bridges on the NHS rated "Poor" account for 3.53 percent of total bridge deck area, better than the 2025 target of 5 percent (Figure 50).

- Travel time reliability measures within the Johnstown region are currently at 97.7 percent, higher (better) than the statewide rate of 92.5 percent (and the statewide target of 88 percent). Since 2018, reliability of roadways within the Johnstown region has been consistently higher than that of the state as a whole (Figure 51).
- The MPO's transit asset management and safety targets are provided in Figures 54-56 and discussed in CamTran's Transit Asset Management Plan (Appendix H).

Figure 50: Performance Measure Targets (PM-2)

		Current (2022)	2025 Target
NHS Bridges (Interstate and Non-Interstate)	Percent Poor by Deck Area	3.53%	5%
NHS Pavements (Interstate)	Percent Miles in Poor Condition	N/A	N/A
	Percent Miles in Good Condition	N/A	N/A
NHS Pavements (Non-Interstate)	Percent Miles in Poor Condition	1.01%	2%
	Percent Miles in Good Condition	26.12%	35%

Figure 51: PM-3, Travel Time Reliability Measures, NHS Non-Interstate



Source: Pennsylvania Statewide and Regional Summary
(Data has not yet been certified by Pennsylvania)

Figure 52: PM-2 Pavement Rating System

Rating	Good	Fair	Poor
IRI (inches/miles)	< 95	95 - 170	> 170
Cracking Percentage (%)	< 5	CRCP: 5 - 10	CRCP: > 10
		Jointed: 5- 15	Jointed: > 15
		Asphalt: 5 - 20	Asphalt: > 20
Rutting (inches)	< 0.2	0.2 - 0.4	> 0.4
Faulting (inches)	< 0.1	0.10 - 0.15	> 0.15

Figure 53: PM-2 Bridge Rating System

Rating	Good	Fair	Poor
Deck	≥ 7	5 or 6	≤ 4
Superstructure	≥ 7	5 or 6	≤ 4
Substructure	≥ 7	5 or 6	≤ 4
Culvert	≥ 7	5 or 6	≤ 4

Planning Implications

- Cambria County will continue to collaborate with PennDOT and FHWA on performance measurement.
- The strategic approach introduced by MAP-21 and continued under the FAST Act and BIL involves leveraging system information to guide investment and policy decisions. The objective is to assist MPOs in making well-informed investment decisions that enable them to optimize their results.

Figure 54: CamTran Fixed-Route Safety Performance Measures

	Target	Measurement
Total Safety Events	< 6 per year < 0.809 per 100,000 revenue-miles	Total number of NTD reportable events; rate per 100,000 vehicle revenue-miles
Fatalities	< 1 per year < 0.134 per 100,000 revenue-miles	Total number of NTD reportable events; rate per 100,000 vehicle revenue-miles
Injuries	< 5 per year < 0.674 per 100,000 revenue-miles	Total number of NTD reportable events; rate per 100,000 vehicle revenue-miles
System Failure Rate	> 4,000 miles per month	Mean distance between major failures

Figure 55: CamTran Shared-Ride Safety Performance Measures

	Target	Measurement
Total Safety Events	< 3 per year < 0.763 per 100,000 revenue-miles	Total number of NTD reportable events; rate per 100,000 vehicle revenue-miles
Fatalities	< 1 per year < 0.254 per 100,000 revenue-miles	Total number of NTD reportable events; rate per 100,000 vehicle revenue-miles
Injuries	< 5 per year < 1.27 per 100,000 revenue-miles	Total number of NTD reportable events; rate per 100,000 vehicle revenue-miles
System Failure Rate	> 5,000 miles per month	Mean distance between major failures—1 trip = 0.34 miles

Figure 56: Inclined Plane Safety Performance Measures

	Target	Measurement
Total Safety Events	< 3 per year < 0.9118 per 10,000 revenue-miles	Total number of NTD reportable events; rate per 10,000 vehicle revenue-miles
Fatalities	< 1 per year < 0.1520 per 10,000 revenue-miles	Total number of NTD reportable events; rate per 10,000 vehicle revenue-miles
Injuries	< 3 per year < 0.4559 per 10,000 revenue-miles	Total number of NTD reportable events; rate per 10,000 vehicle revenue-miles
System Failure Rate	> 25.5 miles (75 hours)	Mean distance between major failures—1 trip = 0.34 miles

Environmental Resources

Overview

- Cambria County contains many natural resources, including 76 miles of Class A streams, 75 square miles of state game land, and 185 miles of Explore PA trails that all have numerous sensitive natural resources.
- Using the county's 2025 Transportation Improvement Program (TIP), the MPO performed a buffer analysis based on the Pennsylvania National Diversity Inventory (PNDI) environmental review process for transportation projects. Projects that involved new roadways or network features were allotted a buffer of 2,640 feet, while others received a buffer of 200 feet. Environmental resources or features were counted as "potentially impacted" if they intersected with any project buffers.
- Cambria County's TIP is primarily composed of repair, restoration, and safety projects rather than new construction and major infrastructure projects. Most of the projects were designated a 200-foot buffer. Due to the smaller scale of the projects, they will have fewer adverse environmental impacts than larger-scale projects.
- The buffer analysis evaluated the TIP projects against a list of more than 30 types of natural resources to determine potential impacts. The top five affected resources are Prime Farmland Soils, NWI Wetlands, TMDL Streams, Integrated List Attaining Streams, and 100-year Floodplains (Figure 58).

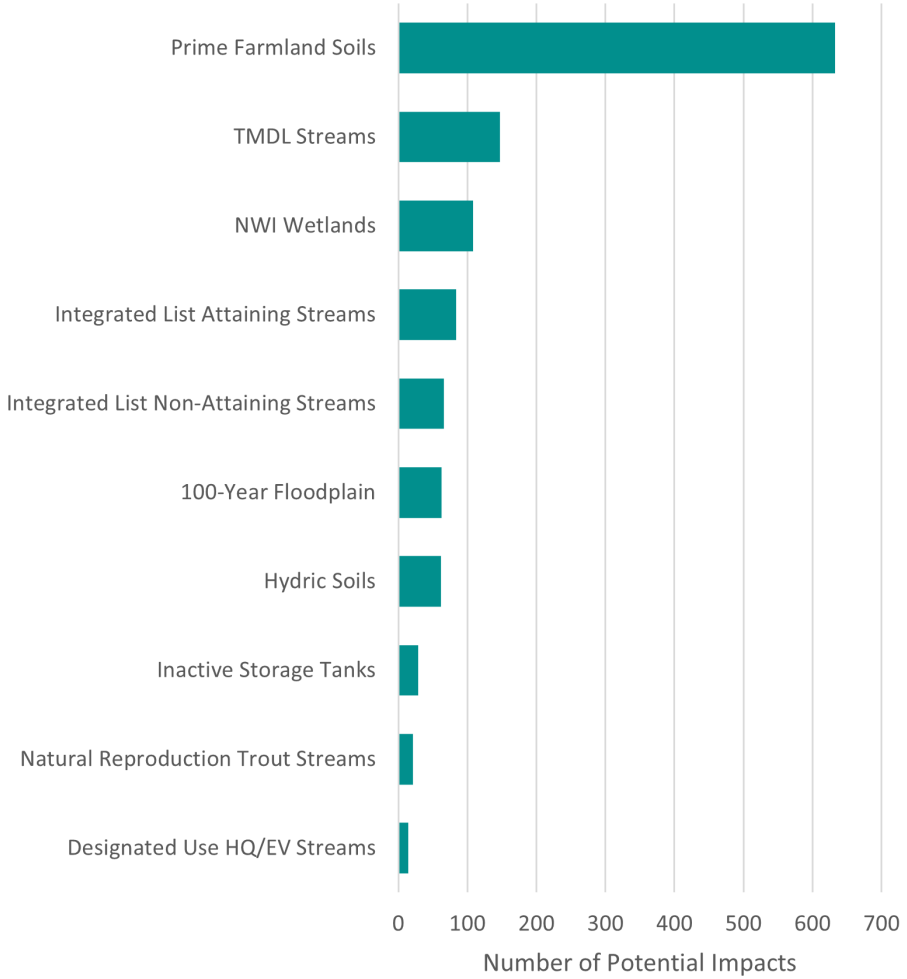
Planning Implications

- The county's natural resources offer a variety of valuable benefits, including recreation opportunities, enhanced aesthetics and quality-of-life, economic potential, and support for environmental sustainability. Identifying and protecting areas with these resources is vital in planning and developing for the future.
- Given the potential impacts on bodies of water, the MPO will work with PennDOT, municipalities, and other environmentally concerned organizations, such as Cambria County's Conservation District, to mitigate harm to these resources. Protection of reservoirs, wetlands, rivers, and creeks is vital to the health of human communities and natural ecosystems. This is particularly important for bodies of water that support high levels of biodiversity or unique biological resources, provide drinking water, or are popular recreational destinations.
- Cooperative efforts in land use planning among municipal, county, state, and federal agencies; developers; and residents can lessen the impact of development on valuable natural resources. Discussion with local organizations and officials early in the project development process can provide insight into environmental concerns surrounding projects and help mitigate potential impacts.

By using the PennDOT Connects process, the county will collaborate with other organizations and agencies to ensure that projects on the TIP are carried out in a way that avoids, minimizes, or mitigates any potential impacts.

Figure 57: Environmental Features

Figure 58: Top 10 Environmental Resources Impacted by 2025 TIP Projects



Revenue Forecast

Overview

- Federal regulations (23 CFR 450.324) require long-range transportation plans to include an estimate of the amount of revenue the MPO could reasonably expect to receive over the life of the plan—in this case, through 2050.
- The MPO assumes an estimated $666.9 million in total revenue over the 25-year LRTP period. The 2025 12-Year Program (TYP) represents $307.6 million of this amount, leaving a balance of $359.3 million that will be programmed to advance a mix of highway, bridge, and safety projects in the "out years" of the LRTP (2037-2050).
- Figure 59 details the anticipated revenue available to Cambria County over the various planning periods.
- No new state funding acts (such as Act 89 of 2013 or Act 44 of 2007) or increases to revenue from the state's Motor License Fund are anticipated as part of a conservative revenue forecast.
- As a conservative forecast, the MPO assumes that future federal surface transportation funding reauthorizations will provide no funding increases beyond BIL, which expires in September 2026.
- The county's draft 2025 Transportation Improvement Program (TIP) represents a total investment of $102.2 million—an increase of about $33 million from the 2019 TIP.
- Increases in revenue will be offset by inflation. The LRTP is financially constrained to $666.9 million through 2050, but after adjusting for inflation, its real value decreases to $578.6 million.
- Due to the current financial climate, the MPO will not project inflation rates beyond the TYP (2036). The financial figures provided are conservative estimates, and programmed projects in the TIP and TYP already reflect year-of-expenditure costs at 3 percent inflation per year.
- Projects shown in Appendix A as part of the 2025 TYP are considered funded projects, or within the MPO's financial constraint. Note that two projects (MPMS #115615 and #118336) are currently funded from programs that are "over and above" the county's original

Figure 59: Revenue per Planning Period

Planning Period		Amount ($000s)
2025-28	TIP	$102,247
2025-36	TYP	$307,591
2025-50	LRTP	$666,915

financial guidance documentation, as issued by PennDOT.

- Projects that appear in Appendix B as "illustrative" are not currently funded. The MPO will consider the candidates from the illustrative list as future programs are being developed.
- The MPO region has approximately 3,702 square feet of bridge deck area within the Rapid Bridge Replacement Project (RBR) and is slated to receive $532,480 in funding over the life of the TIP, and $1,619,420 over the TYP period. This is over and above the region's "fair share" allocation in formula funding.
- In addition to the MPO's formula funds, other financing strategies are available to the MPO and the municipalities within the county for funding transportation. These include Public-Private Partnerships (PPP), which leverage private-sector investment for infrastructure in exchange for revenue-sharing agreements or toll collection rights. Issuing bonds at the local level is another mechanism for raising funds for transportation projects, with repayment coming from future tax revenues or project-generated income. The Pennsylvania Infrastructure Bank (PIB) also has revolving loan funds to finance transportation projects, with repayments replenishing the fund for future projects. Finally, grant funding will be sought by the MPO to help advance future transportation projects. Among the most popular state-level grant programs are Green Light-Go; the Automated Red Light Enforcement Program (ARLE), and the Multimodal Transportation Fund (MTF).

Figure 60: State and Federal Funding Categories with 2025 TIP Highway/Bridge Base Funding Allocation

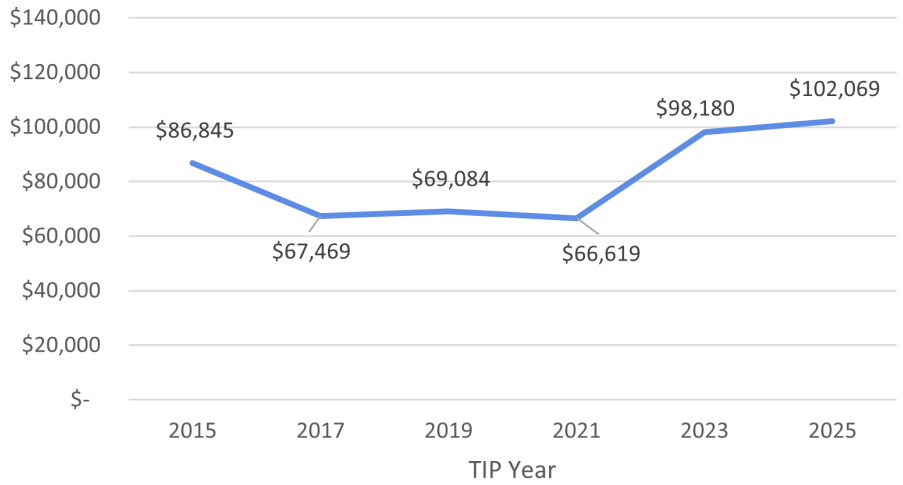
Acronym	Program Name	Eligible Projects	Amount ($000s)
BOF	Bridge Off-System Funding	Replacement, rehabilitation, preservation, and protection of minor collector and local functional class bridges over 20 feet in length	$8,559
BRIP	Bridge Formula Investment Program	Replacement, rehabilitation, preservation, protection, or construction of highway bridges over 20 feet in length	$12,967
CMAQ	Congestion Mitigation and Air Quality	Congestion reduction and traffic flow improvements, travel demand management activities, transit improvements, carpooling/vanpooling, bicycle/pedestrian facilities and programs, freight and intermodal initiatives, etc.	$5,414
CRP	Carbon Reduction Program	Deployment of alternative fuel vehicles, public transportation projects, non-motorized transportation improvements, traffic management/monitoring/control, energy efficient alternatives to street lighting and traffic control devices, projects that reduce environmental/community impacts of freight movement, advanced transportation/ congestion management technologies	$1,847
CRP - Urban	Carbon Reduction – Urban Program	Traffic monitoring, management, and control facilities; public transit projects; bicycle, pedestrian, and non-motorized facilities; advanced transportation and congestion management technologies; and infrastructure-based Intelligent Transportation Systems	$674
HSIP	Highway Safety Improvement Program	Safety improvement projects that correct or improve a hazardous road location or feature, or address a highway safety problem	$4,408
NHPP	National Highway Performance Program	Highway and bridge improvement projects on the NHS, resiliency improvements, transit/operational improvements, bicycle and pedestrian projects, highway safety improvements, environmental mitigation related to NHPP projects, etc.	$20,991
State Bridge	State Bridge Funding (Appropriation 185/183)	State (185) and local (183) bridge capital projects	$14,798
State Highway	State Highway Funding (Appropriation 581)	Highway capital projects	$21,879
STP	Surface Transportation Program	Federal-aid highways and bridges, transportation enhancements/alternatives (bicycle, pedestrian, etc.), safety improvements, recreational trail projects, truck parking facilities, etc.	$10,710
		Total	**$102,248**

Figure 61: 2025-28 TIP Annual Averages

Project Type	Amount ($000s)
Bridge	9,082
Roadway	13,349
Safety	1,102
Other	1,984
Total	$25,517

Source: PennDOT Financial Guidance Documentation

Figure 62: Financial Guidance Trends by TIP, 2015-25 ($000s)



Source: PennDOT Financial Guidance Documentation

Figure 63: Cambria County Carryovers from 2023 TIP ($000s)

Base Financial Guidance amount	$102,069
Anticipated carryover amount	($69,750)
Total funding available for new projects	$32,319

Figure 64: 2025 TIP Summary

	Amount ($000s)	Number of Projects
Base Financial Guidance Amount	$102,069	49
Roadway Total	$65,924	13
Raised Pavement Markings	200	2
Highway Restoration	53,279	12
Environmental Monitoring (Line Item)	100	–
Special Funding – CRP, CRPU, HSIP, CMAQ (Includes Line Items)	12,345	1
Bridge Total	$36,145	36
State Bridges	33,322	31
Local Bridges	2,823	5

Project Selection and Prioritization

LRTP Projects

The LRTP is a project-based plan. Ideas for projects are submitted by the public, municipalities, other stakeholders such as CamTran, PennDOT, and the MPO. An LRTP must be fiscally constrained, meaning that the estimated total cost of listed projects must not exceed the amount of funding reasonably expected to be available over the planning period (25 years). A project selection and prioritization process is necessary to ensure that the region's finite transportation funding is used to advance the projects that yield the most benefit, while aligning with federal and state requirements and the priorities articulated in the MPO's LRTP.

The Cambria County MPO conducts initial project prioritization using selection criteria aimed at quantifying the merits of a proposed project. The criteria are developed to emphasize federal and state priorities such as asset management and performance-based planning and programming.

For example, as described in the Performance Measures section, the Cambria County MPO has adopted state-designated measures related to system performance, as required by federal law. The measures address the following:

- Safety (PM-1)
- System Condition (PM-2)
- System Performance (PM-3)

Cambria County has not met its safety targets for annual average roadway fatalities and average annual number of serious injuries or serious injury rate. Therefore, projects proposed for the LRTP that would help improve safety performance in these areas are given a higher priority in the LRTP project selection process.

For this 2050 LRTP, the MPO revised its evaluation criteria to yield a more objective scoring of candidate projects. The MPO used a weighted scoring system as detailed in Figures 65, 66, and 67,

prioritizing projects that help meet system performance targets. Projects were scored against the criteria, then grouped into high–medium–low categories. Professional judgement and an understanding of total system needs across modes was used to prioritize projects within categories.

Regional/local needs were identified through a public survey and scored using MPO-approved criteria.

Projects that are within financial constraint are listed in Appendix A. This includes projects from the 2025 12-Year Program (projects from FFY 2025 through FFY 2036).

For longer-term project needs between FFY 2036 and FFY 2050 (or the "out years"), the MPO used line items to document the needed investment levels for highway, bridge, and safety projects. Funding shares were drawn from Financial Guidance documentation that PennDOT released in April 2023 and are on a 60.2 percent–35.5 percent–4.3 percent split by project type, respectively.

Project needs always outstrip available funding. The remaining projects that exceed anticipated funding are cataloged in this plan as Appendix B. They are considered to be "eligible, but unfunded" (or "illustrative") projects. They will be considered for future transportation programs as funding allows.

For future plan and program updates, the MPO is interested in establishing a formal prioritization process for projects related to CMAQ, HSIP, CRP, and BOF bridges.

TIP Projects

The Transportation Improvement Program (TIP) is the first four years of the LRTP. It lists the projects expected to be undertaken soonest, in this case between FY 2025 and FY 2028.

Prioritization of projects to develop the TIP uses additional tools that produce a list of essential maintenance and rehabilitation projects to preserve asset condition in accordance with asset management principles and targets. Tools include PennDOT's BridgeCare system (also known as the Bridge Asset Management System, or BAMS) and its Pavement Asset Management System (PAMS). PennDOT District 9-0 also maintains tools such as its bridge risk assessment tools to evaluate the performance of the region's roadway and bridge network.

Asset management tools and calculations are not intended to replace human judgment or the traditional role of the MPO and its deliberations. Moreover, it should be understood that the use of asset management tools to meet federal condition targets for National Highway System roadways and bridges can come at the expense of other types of candidate projects, such as bicycle/pedestrian improvements or projects intended to stimulate or maintain an area's economic development potential. Addressing competing priorities across modes and functional classification within financial constraint is a critical function of the MPO in program development.

Figure 65: Roadway Project Selection Criteria

Weight	Performance Measure	Individual Weight	Criteria Description	Definition Rating	Value Multiplier
20%	PM-1	20%	Safety – Network Screening – What is the excess safety value of the roadway or intersection? (PM-1)	<-0.1	0
				-0.1 - 0.1	0.25
				0.1 - 0.25	0.5
				>0.25	1
20%	PM-2	10%	System Deficiencies (Pavement) – IRI (PM-2)	N/A	0
				Excellent	0.125
				Good	0.25
				Fair	0.5
				Poor	1
		10%	System Deficiencies (Pavement) – OPI (PM-2)	N/A	0
				Excellent	0.125
				Good	0.25
				Fair	0.5
				Poor	1
20%	PM-3	20%	Performance/Operations – Is project located on a corridor that is deemed unreliable? (PM-3)	No	0
				Yes	1
20%	Network	5%	Network - Percent trucks – What is the overall percentage of medium/heavy duty commercial trucks?	0%-4%	0
				5%-9%	0.5
				10% - 14%	0.75
				>15%	1
		5%	Network – What Business Plan Network is the project on?	4	0.25
				3	0.5
				2	0.75
				1	1
		5%	Network – Is the project on a LFAR-eligible facility?	No	0
				Yes	1
		5%	National Highway System – Is the project located on the National Highway System?	No	0
				Yes	1

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Weight	Performance Measure	Individual Weight	Criteria Description	Definition Rating	Value Multiplier
10%	Environment	5%	Project Impact/Benefit (Environmental) – Is the project located within any disadvantaged/EJ population areas? (We will assume ALL projects have a positive impact.)	No	0
				Yes	1
		5%	Condition – Is the project located on a roadway segment prone to flooding (will it assist with stormwater management)?	No	0
				Yes	1
10%	Traffic	10%	Traffic Volume – What is the daily traffic volume (AADT) at the project location?	AADT < 5,000	0
				AADT = 5,000 to 10,000	0.25
				AADT = 10,000 to 15,000	0.5
				AADT = 15,000 to 20,000	0.75
				AADT > 20,000	1
100%		100%			

Figure 66: Bridge Project Selection Criteria

Weight	Performance Measure	Individual Weight	Criteria Description	Definition Rating	Value Multiplier
20%	PM-1	20%	Safety – Network Screening – What is the excess safety value of the roadway or intersection? (PM-1)	<-0.1	0
				-0.1 - 0.1	0.25
				0.1 - 0.25	0.5
				>0.25	1
20%	PM-2	20%	Condition – Is bridge good/fair/poor condition? (PM-2)	Good	0
				Fair	0.5
				Poor	1
20%	PM-3	20%	Performance/Operations – Is project located on a corridor that is deemed unreliable? (PM-3)	No	0
				Yes	1
20%	Network	5%	Network – Percent trucks – What is the overall percentage of medium/heavy duty commercial trucks?	0%-4%	0
				5%-9%	0.5
				10% - 14%	0.75
				>15%	1
		5%	Network – What Business Plan Network is the project on?	4	0.25
				3	0.5
				2	0.75
				1	1
		5%	Network – Is the project on a BOF-eligible facility?	No	0
				Yes	1
		5%	National Highway System – Is the project located on the National Highway System?	No	0
				Yes	1

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Weight	Performance Measure	Individual Weight	Criteria Description	Definition Rating	Value Multiplier
10%	Environment	5%	Project Impact/Benefit (Environmental) – Is the project located within any disadvantaged/EJ population areas? (We will assume ALL projects have a positive impact.)	No	0
				Yes	1
		5%	Condition – Is the project located on a bridge segment prone to flooding (will it assist with stormwater management)?	No	0
				Yes	1
10%	Traffic	10%	Traffic Volume – What is the daily traffic volume (AADT) at the project location?	AADT < 5,000	0
				AADT = 5,000 to 10,000	0.25
				AADT = 10,000 to 15,000	0.5
				AADT = 15,000 to 20,000	0.75
				AADT > 20,000	1
100%		100%			

Figure 67: Multimodal Project Selection Criteria

Weight	Performance Measure	Individual Weight	Criteria Description	Definition Rating	Value Multiplier
50%	Accessibility	25%	Multimodal Accessibility/Mobility – How many of the following are affected by the project? A) Bus B) Bicycle C) Pedestrian D) Rail E) Air F) Auto	None will be affected	0
				One will be affected	0.5
				Two will be affected	0.75
				Three+ will be affected	1
		25%	Multimodal Accessibility/Mobility – Recreational Access – Does the project provide access to or provide additional recreational or tourism opportunities?	No	0
				Yes	1
50%	Growth	12.5%	Sustainability/Smart Growth – Is the project located in a Federal Opportunity Zone ("OZones")?	No	0
				Yes	1
		12.5%	Multimodal Network Growth – Does the project extend or complete a network/service area?	No	0
				Yes	1
		25%	Multimodal Network Growth – Does the project improve safety? (Such as Traffic Lights, Signs, Crosswalks, Alternative Route, etc.)	No	0
				Yes	1
100%		100%			

Public Engagement

Overview

- The MPO engaged the public as part of the LRTP update. This included two public surveys described below, and a public meeting held during the plan's 30-day public review and comment period.
- Public input plays a pivotal role in shaping the LRTP. By engaging with the public, the MPO gathers valuable insights, feedback, and suggestions that inform its decision-making process. Public perspectives help identify needs, assess current systems, anticipate challenges, and recommend improvements, maximizing the overall transportation network.

MPO Public Survey

- As part of the LRTP update, the MPO released a public survey. The survey was open from November 20, 2023, to January 19, 2024, and received 410 responses.
- Survey promotion involved a multi-channel approach, leveraging social media, the MPO website, local press, and targeted email outreach to community leaders and stakeholders, as well as direct engagement with school districts (Figure 70). In addition, approximately 20 municipal offices and public libraries were visited in person and provided business cards with a QR code linking to the survey.
- The survey asked respondents to:
  - » List their top three transportation priorities (Figure 72).
  - » Rate potential strategies.
  - » Identify problem locations on a map and describe project-worthy issues (Figure 74).
- The map received a total of 666 pins (Figure 75). The top three improvement categories noted on the map were Roadway, Walking/Biking, and Public Transit.

STC Public Survey

- To supplement the public outreach results, the MPO evaluated the 2023 survey results collected during the update of the state's 12-Year Program. This prior survey effort was administered by the State Transportation Commission (STC).
- The statewide survey recorded more than 10,000 responses, with 47 from Cambria County.
- The survey asked respondents to:
  - » Rate the mode of transportation they use most.
  - » Prioritize transportation concerns.
  - » Identify transportation issues on an interactive map.
  - » Propose allocation of a hypothetical transportation budget across project types.
  - » Provide basic demographic information.

- Summary results follow.
  - **Budget Allocation** – Each survey participant was instructed to allocate a hypothetical total of $100 among six different categories: Maintenance, More Lanes / New Roads, Ride More / Drive Less, Bicycling / Walking, Technology, and Economic Support. The responses demonstrated a preference toward spending on maintenance, followed by technology (Figure 68).
  - **Transportation Modes** – Individuals rated their transportation mode usage from never to every day for eight categories: Aviation, Bicycling, Carpool / Ride Share, Drive Alone, Motorcycle, Passenger Rail, and Public Transit.
  - **Priorities** – Priority ratings were evaluated by allocating 20 points to across 10 categories. Top priorities selected were road pavement, bridges, walking, and Interstate highways.
  - **Transportation Issues** – There were 33 issues mapped, including comments. Figure 69 lists the comment count by category of transportation.

Figure 68: Budget Allocation, STC Survey, 2023

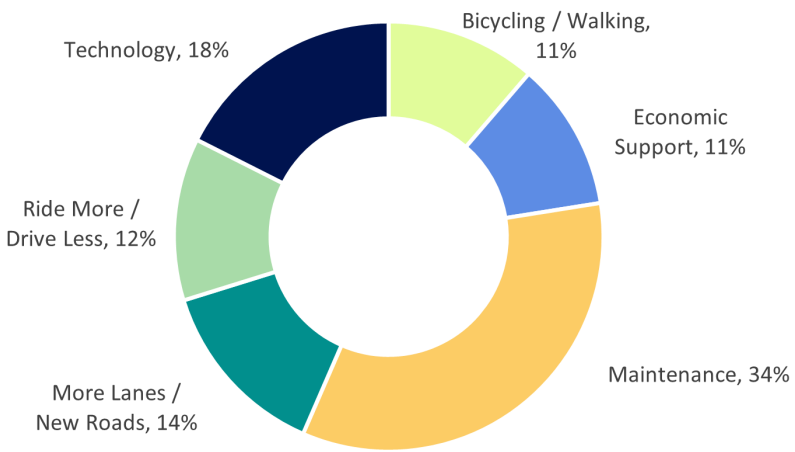


Figure 69: Mapped Categories Count, STC Survey, 2023

Category	Count	Percent
Bridge	3	9%
Pedestrian / Bike	4	12%
Roadway	22	67%
Transit	4	12%

Figure 70: MPO Public Survey Promotion Poster

Figure 71: Count of Mapped Issue Locations by Municipality, MPO Public Survey

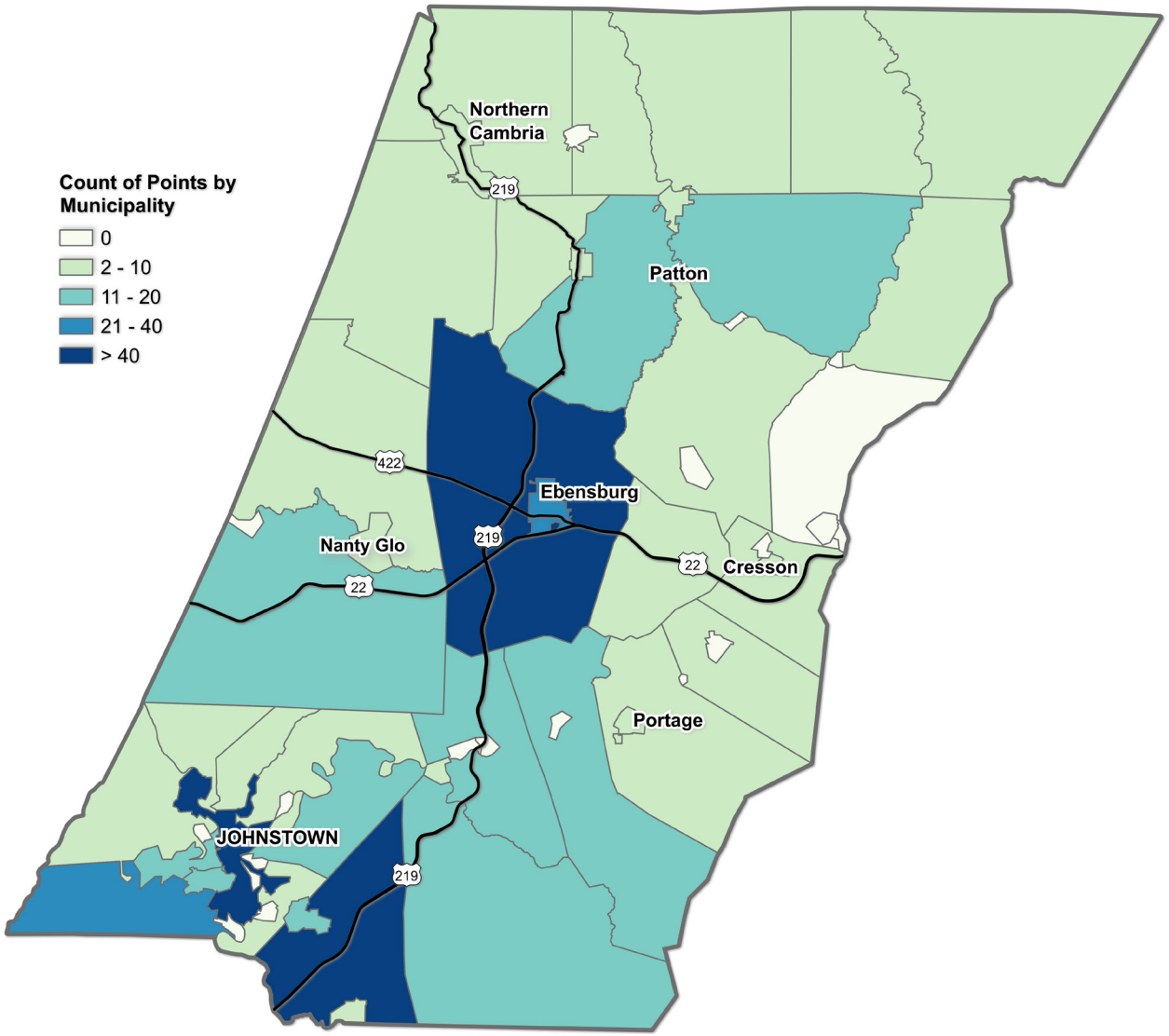


Figure 72: Transportation Priorities, MPO Public Survey

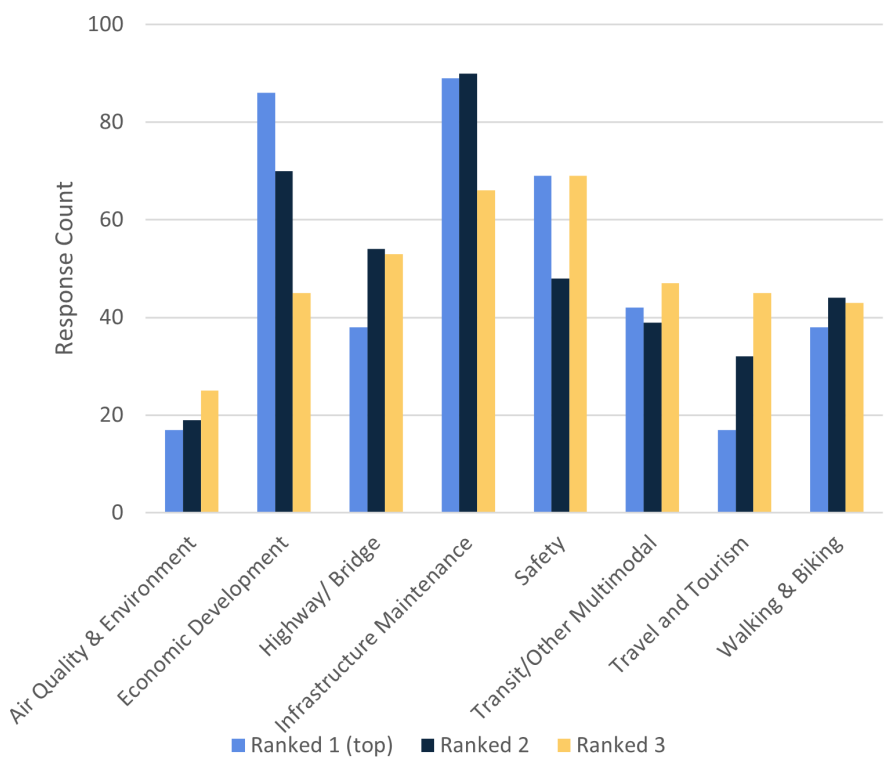


Figure 73: Age of Respondents, MPO Public Survey

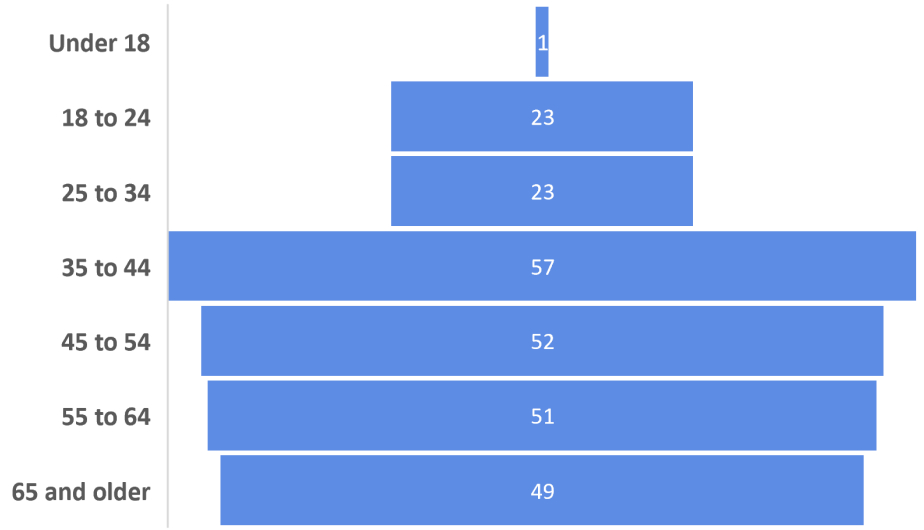
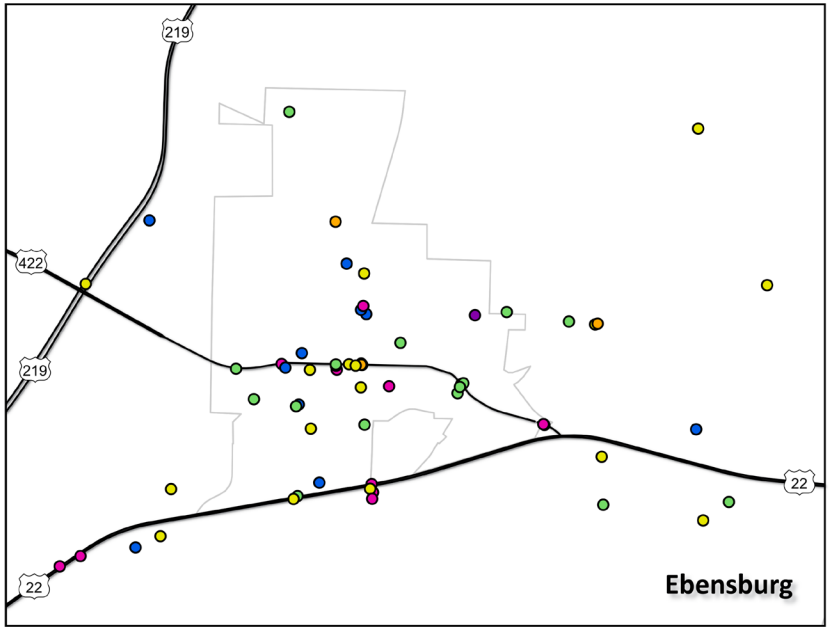
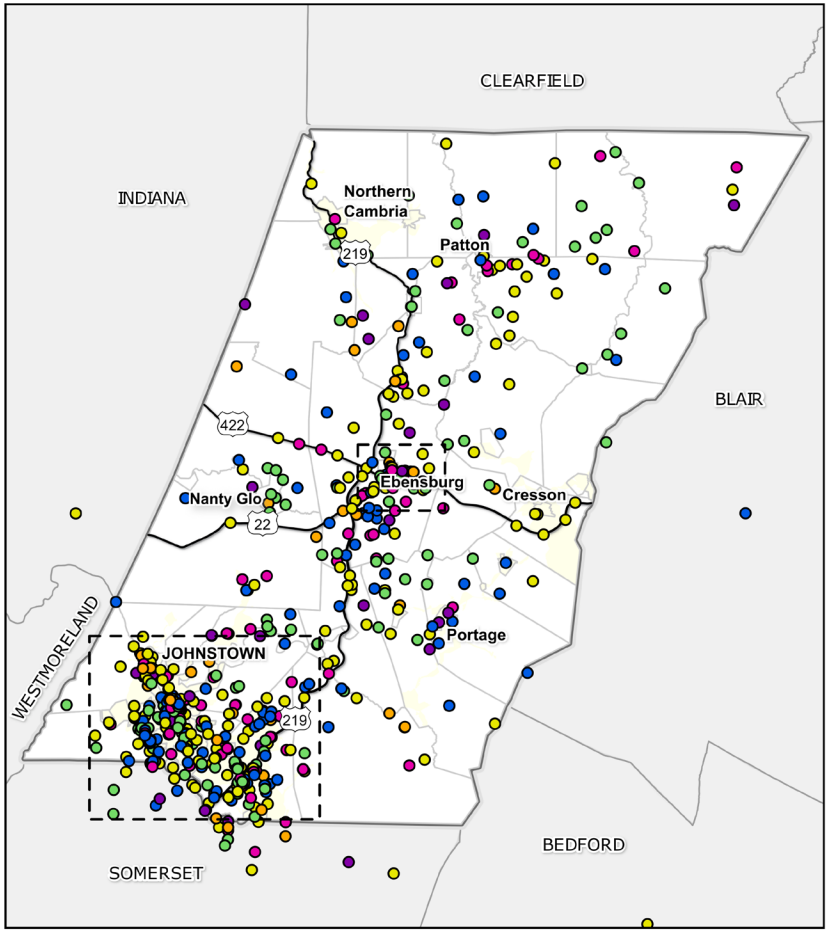


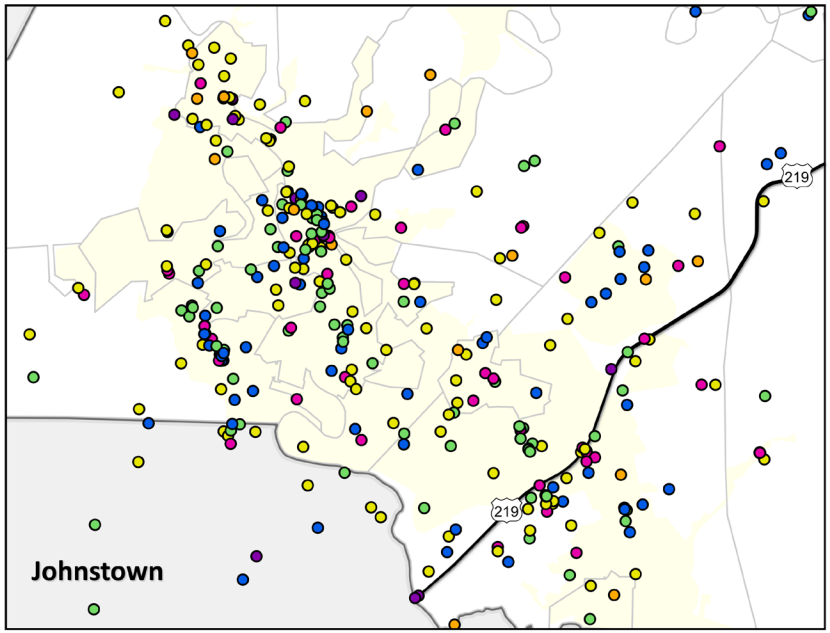
Figure 74: Map Marker Distribution, MPO Public Survey

Category	Count	Percent
Bridge	37	6%
Freight	37	6%
Intersection	103	15%
Public Transit	132	20%
Roadway	209	31%
Walking/Biking	148	22%

Figure 75: Mapped Issues, MPO Public Survey







MPO Public Survey

- Intersection
- Bridge
- Freight
- Public Transit
- Roadway
- Walking/Biking

Strategic Directions

The MPO will implement the LRTP by means of the strategies listed in this section, which are organized according to the following topic areas:

- Safety and Security
- Bicycle and Pedestrian
- Environmental
- Economic Development
- Highway/Bridge
- Public Transportation
- Travel and Tourism

The strategies complement and expand upon those already established in previous Cambria County plans.

SAFETY AND SECURITY

Implementing safety and security initiatives across the county is the MPO's top priority. For the five-year period ending in 2022, the county registered an average of 1,065 crashes and nine fatalities per year. The total five-year average number of crashes and fatalities have both been decreasing. The MPO will continue to address safety issues while collaborating with PennDOT and other organizations with a role in transportation safety.

Plan for improved traffic incident management.

- The County is taking steps to enhance the emergency response capabilities of those who respond to and clear incidents from the county's roadways. Additionally, efforts are underway to improve Intelligent Transportation Systems (ITS) infrastructure, which includes weather information systems and dynamic messaging signs. New data and tools have provided valuable insights into incident management by identifying the causes of non-recurring congestion. Common causes of congestion in Cambria County are weather, minor crashes, and other incidents. The US 22, US 219, and US 422 corridors experience the most non-recurring delays.

Identify priority roadway corridors and intersections for safety improvements.

- The MPO will coordinate with PennDOT District 9-0 to minimize safety concerns on roadways. This includes evaluating candidate corridors for road safety audits to identify needed safety improvements.

Assist in updating the bike-ped plan, which was last updated in 2021.

- The county's goal is to update its bicycle/pedestrian plan every two years to maintain goals and objectives for enhancing infrastructure and safety for active transportation.

Incorporate Vulnerable Road User (VRU) data into planning decisions and project listings.

- The MPO uses VRU information to enhance safety by utilizing quantitative

and qualitative data, community input, and land use context to identify specific improvement needs and strategies. The MPO will use VRU data to support decision-making.

- The MPO will pursue grants such as the SMART program to advance smart community technologies and systems for better transportation efficiency and safety. This includes integrating advanced aviation and autonomous vehicles as part of the changing landscape of transportation systems.

Prioritize system resiliency

- Mitigate exposure to various risks and threats, such as severe weather, and ensure reliability to meet essential travel requirements.

Enhance Security

- Coordinate communication needs with police, public safety, and security agencies, and emphasize enforcement practices and techniques with proven safety benefits.

TRANSIT AND OTHER MULTIMODAL

Ensuring access and mobility through improved public transportation is crucial, and therefore the MPO remains committed to planning for countywide public transportation service. The pandemic significantly impacted the demand for public transportation services, which by FY2022-23 had recovered to 72 percent of pre-pandemic levels. CamTran is one of only a handful of agencies across the Commonwealth that operates fixed-route, shared-ride, and ADA bus services under one transit agency.

Support and promote the Johnstown inclined plane service and repair.

- The Incline in Johnstown is a vital attribute of the county, providing both residents and visitors with a unique way of traversing the mountainous terrain. The MPO will continue its support of CamTran seeking federal and state funding for the inclined plane over the life of the LRTP.
- A 2021 federal RAISE grant awarded $24.4 million to a set of projects in Johnstown. The portion dedicated to the Incline will be used for wayfinding signage and improvements to the pedestrian bridge's ADA ramp over PA Route 56.

Update the Local Coordinated Public Transit Human Service Transportation Plan (LCP).

- In 2017, the MPO adopted its latest LCP, which needs updating to provide a more precise picture of public transportation needs in the county. One key benefit of an updated plan would be to identify areas with a high percentage of senior citizens, which may warrant expanded transit service.
- The county's senior population is increasing, making access to medical care and other facilities increasingly important to Cambria County residents.

Increase collaboration for shared-ride paratransit service across county lines.

- Medical facilities in Cambria County offer specialist services that may not be

available in other counties. For Cambria County residents, coordinated transportation services could provide access to other healthcare hubs, such as Altoona.

Evaluate bus routes and services in support of post-pandemic travel patterns.

- Cambria County lies within two major "laborsheds"—Altoona and Pittsburgh. Enhancing public transportation service has the potential to increase transit ridership and connect workers to jobs.

Improve multimodal connectivity to the county's airports and other highly traveled locations.

- The Johnstown–Cambria County Airport intends to apply for a multimodal grant to help fund construction of a new parking lot that will be linked to bike lanes and walking trails. The project aims to enhance the accessibility of airport services while connecting modes and promoting sustainable and eco-friendly practices.

Meet ADA requirements for bus shelters and bus stops.

- CamTran meets all Americans with Disabilities Act (ADA) requirements. However, as of September 7, 2023, new ADA requirements on state route right-of-way require businesses and transit agencies to comply with new Public Right-of-Way Accessibility Guidelines (PROWAG) ADA rules if the bus stop or shelter is located in a state right-of-way and if that stop or shelter is removed or a new one is built.
- The adoption of these requirements entails significant costs and will have a major impact on transit service. The MPO is supportive of CamTran efforts comply with the new regulations to ensure access to public transportation for people with disabilities.

Remain actively engaged with PennDOT and Norfolk Southern to support efforts toward a second daily train on Amtrak's *Pennsylvanian* service.

- The expansion of passenger rail service on the *Pennsylvanian* route will provide essential mobility and economic benefits for Cambria County. The "second train" on the *Pennsylvanian* is anticipated to begin service in 2026; more travelers will be able to reach Johnstown, and Cambria County workers will be able to commute to Pittsburgh by rail.
- CamTran's downtown shuttle route currently serves the train station. It is essential to coordinate bus and train schedule times, and any adjustment to bus schedules affects all bus routes and requires a lengthy analysis. The MPO will support coordination between Amtrak and CamTran as part of the planning phases of the second train service. CamTran anticipates increased ridership as a result of the second train.

Maintain the viability of Johnstown's Amtrak station building.

- The Amtrak train station, which is owned by the Johnstown Area Heritage Association, is not only an historic resource, it also includes an event center. Its location near the city limits means it contributes to visitors' first impression of Johnstown.
- Ongoing efforts to improve the Amtrak station have resulted in a new roof, a re-use study, and a RAISE grant that will address maintenance issues. Going forward, the MPO will continue to coordinate on any future repairs or renovations needed to maximize the functionality of the station.
- Amtrak's ridership from the Johnstown station was approximately 15,000 in 2022.

Assist in CamTran's vision of partnering with the City of Johnstown to modernize the Downtown Transit Center and parking garage.

- CamTran embarked upon a Transit Center Planning project in Fall 2023 to modernize the 40-year-old Downtown Transit Center and plan for the future

needs of the community. The redesign aims to integrate the center into the community as a catalyst for growth.

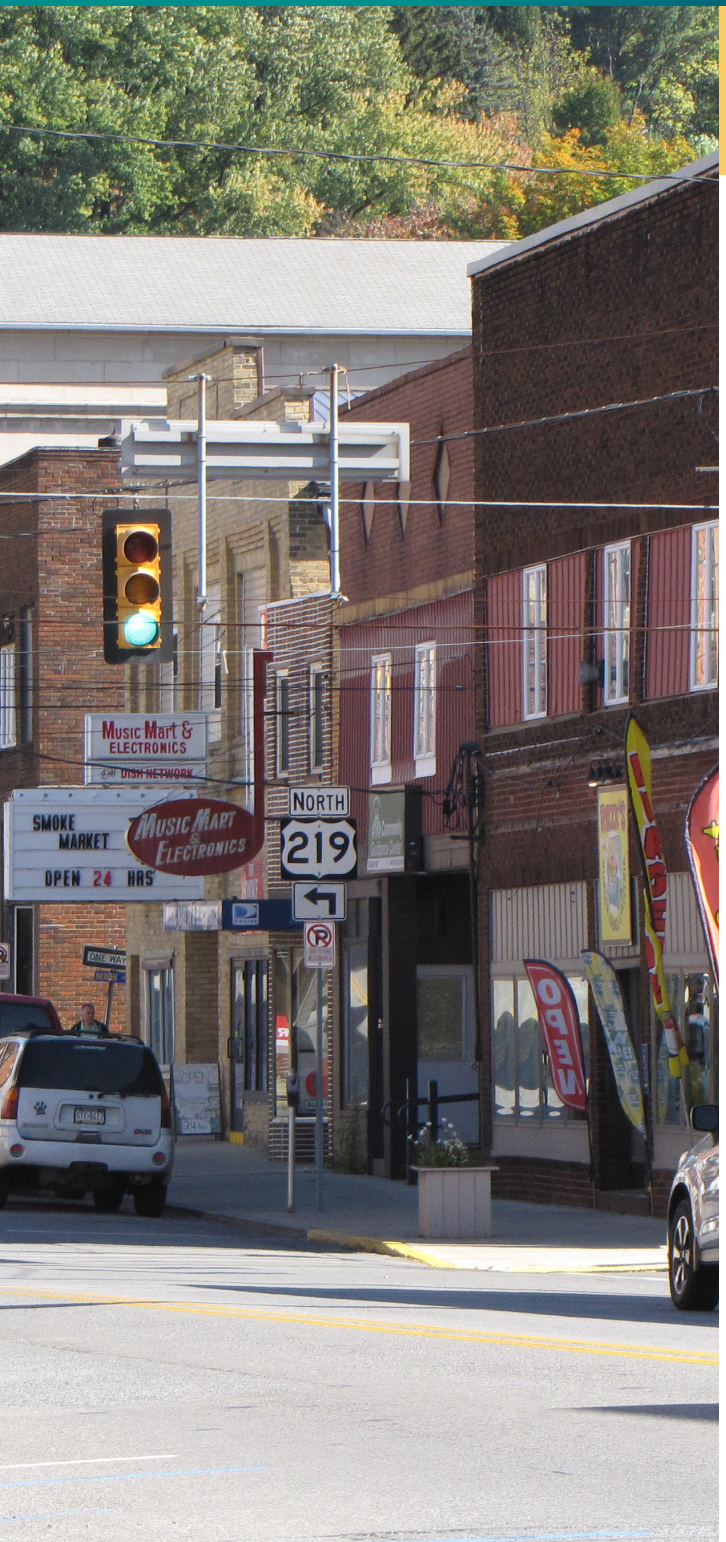
- In December 2023, a planning charette engaged CamTran staff and community leaders to brainstorm the future design of the transit center. As a result of the charette, four conceptual designs were presented to the public. Two preferred concepts emerged:
  - » Demolish the East Main Street garage owned by the City to expand the transit center, or
  - » Demolish the City garage and the large office building adjacent to the transit center to expand the transit center.
- Currently, both concepts are being developed in greater detail by the planning consultant. The project is expected to be completed in July 2024. Federal and state funding will need to be sought for design and construction. In addition, any decision to move forward on either concept will require approval of the City and/or the private property owner.
- The MPO will assist the City and CamTran in seeking funding and will act as a funding application partner.
- CamTran's portion of the $24.4 million Johnstown RAISE grant, awarded in 2021, will be used to add a dedicated bus lane and a pedestrian crosswalk with bus signal prioritization on Main Street in front of the transit center.

Facilitate coordination between CamTran and Cambria Housing Authority.

- The Housing Authority manages approximately 1,500 public housing units, including 500 units in downtown Johnstown for elderly and disabled residents. Enhancing coordination between CamTran and Cambria Housing Authority can significantly improve community transit service, leading to more efficient transportation and greater access to destinations. By working together, these organizations can identify areas for improvement and implement strategies to maximize the effectiveness of transit services. This collaboration can benefit the community by providing more reliable and convenient transportation options that meet the needs of residents and visitors.
- This coordination is also in support of the provisions of BIL, which encourages and promotes surface transportation systems that will better connect housing and employment.

Support agency coordination through development processes

- The MPO will encourage municipalities to engage CamTran to obtain the agency's perspective on land development plans that would affect transit service.



ECONOMIC DEVELOPMENT

Facilitating mobility and access is a vital aspect of enhancing economic competitiveness. The LRTP acknowledges the significance of transportation in connecting workers with jobs, both within and beyond the county. The MPO recognizes that the efficient movement of people and goods is fundamental to supporting a thriving economy. The LRTP underscores the importance of developing a comprehensive transportation system that is safe, sustainable, and reliable. By prioritizing the development of a robust transportation infrastructure, the LRTP aims to strengthen economic growth, promote regional connectivity, and enhance the county's economic competitiveness.

Support the county's airports as economic generators and providers of transportation.

- In September 2023, the Johnstown–Cambria County Airport reached a milestone of 10,000 enplanements for the 2023 calendar year, a threshold that had not been reached since 2006.
- The Johnstown airport is pursuing service expansion, which would have a significant impact on the surrounding areas. The airport seeks to attract a low-cost carrier in addition to its current service by Skywest Airlines. Additionally, the airport is pursuing funding for expanded parking capacity.

Ensure access to key industrial parks.

- Business parks are key to the county's economy and the movement of goods. The county has three major industrial areas: Ebensburg/Cambria Township, Johnstown, and Richland Township. These areas serve as hubs for manufacturing and employment. Industrial parks with excellent access to highways, rail, and airports, along with transit service for employees, can attract businesses, promote trade, and contribute to the county's economic competitiveness.

Conduct a goods movement study.

- One of Cambria County's major challenges in terms of freight movement is a lack of direct access to the Interstate Highway System. Additionally, the topography of the county poses difficulties for heavy trucks. For example, many trucking companies avoid using PA 56

due to the steep grades and winter maintenance concerns.

- Conducting and implementing a comprehensive Freight Study/Plan has the potential to significantly enhance access via rail and truck to businesses and industrial parks. Through a strategic assessment of existing transportation infrastructure, the study would identify opportunities for optimization and expansion, thereby facilitating improved connectivity and increased efficiency. The development of a plan would benefit businesses and industries seeking to expand their operations, as well as identify the needs of the county's shippers and freight carriers.

Assist municipalities with planning initiatives such as the creation or update of comprehensive plans and implementation of land use management techniques.

- Proper land use management can help protect ongoing investments being made in transportation by promoting land development patterns that encourage the use of public transportation and bicycle/pedestrian modes of travel. It can also prevent haphazard growth, which helps maintain the functionality and longevity of the surrounding roadway network. There are 63 municipalities in Cambria County (32 boroughs, 30 townships, and one city), many of which do not maintain land use management tools and techniques. Fewer than half (22) have a comprehensive plan, and only 21 administer a zoning ordinance. (Figure 76).

Figure 76: Land Use Management in Cambria County: Existing Plans and Commissions

Planning Tool	Number (Percentage) of Municipalities Using Tool
Comprehensive Plan	22 (35%)
Zoning Ordinance	21 (33%)
Planning Commission	22 (35%)

- The MPO will engage municipal governments to provide guidance on local land use planning, strategic placement and development of economic centers, and transportation infrastructure design. This partnership will aim to facilitate the creation of a comprehensive and integrated transportation system that aligns with the economic development goals of the county. By working together, the MPO and municipal governments can ensure that Cambria County's transportation system is designed to meet the needs of its residents and businesses, while also promoting sustainable growth and development.
- In September 2023, the City of Johnstown was awarded $150,000 through the Municipal Assistance Program (MAP) to develop a comprehensive plan that will ensure the city continues to make positive strides toward economic growth. This comes after the city's recent graduation from the Act 47 program for financially distressed municipalities. The plan will be developed in collaboration with a consultant, based on input from residents, visitors, and business owners.
- The city's previous comprehensive plan was adopted about 25 years ago.

Encourage ongoing initiatives by the Cambria County Emergency Management Agency and other partners to enter the Unmanned Aerial Vehicle (UAV) industry.

- The Johnstown-Cambria County Airport is prepared to take steps toward initiating the use of drones. Allowing drones to operate in the area will be beneficial for delivering emergency medical supplies, creating detailed maps, and assisting in emergency planning. The Cambria County Emergency Management Agency is spearheading this effort and will need partners and the approval of the Federal Aviation Administration (FAA). Throughout this process, the support of the MPO is key.
- Indiana University of Pennsylvania has been running the sole unmanned aircraft training center in the state for several years. Students will benefit from development of a test site at the Johnstown airport.

HIGHWAY & BRIDGE

Cambria County has approximately 1,770 miles of roadway, 333 state-owned bridges, and 87 locally owned bridges. Maintaining the county's transportation assets is fundamental to ensuring their optimal performance, longevity, and cost-effectiveness. PennDOT and the MPO follow Lowest Life-Cycle Cost asset management principles for project and investment decision-making, as required by FHWA. For decades the Cambria County Planning Commission has had very similar priorities for highway improvements in the county. As noted previously in this LRTP, funding for improvements and especially for new construction is very limited. The Commission is quite aware of these limitations and developed its priorities accordingly. With these realities in mind, maximizing the benefits of existing major highway corridors is the essence of this plan.

Upgrade PA 56 from Armagh to Cessna

- For many decades Cambria County transportation planners have considered PA Route 56 into and out of the Johnstown Metropolitan Area to be the most important priority for economic development in the county. The vast majority of population and of commercial/industrial activity is located in the southern third of the county and is served by PA 56. Highway access east and west of Johnstown is outdated and needs to be upgraded to support these realities. While being fully aware of funding constraints, the Commission proposes that PA 56 from Armagh in Indiana County to Cessna in Bedford County be upgraded, in appropriate locations, to a modern two-lane roadway with adequate shoulders, turning lanes, passing lanes, and climbing lanes. This section passes through three different PennDOT Districts and five different counties. Support from all these entities will need to be solicited. This would be similar to the support Cambria County gave to other districts and counties for the total remake of US 22 from Mundy Corner to Monroeville in Allegheny County.
- A segment of PA 56 should be treated with some urgency. The roadway in

the west end of the City of Johnstown passes through residential neighborhoods and creates unsafe conditions. It is the primary route for heavy truck traffic to enter and leave the southern portion of the county. A rerouted roadway from Broad Street to the city line should be studied. Because this road is the major gateway to the Johnstown Metropolitan Area and has been designated as part of the National Highway System, timely action should be considered.

Pursue Interstate designation for the US 219 corridor.

- US 219 from US 22 near Ebensburg to Interstate 68 in Maryland traverses most of the spine of Cambria County and also that of Somerset County. It was built or will be built to Interstate standards and its benefits for economic development and tourism should be maximized. Further funding for new construction would not be necessary.
- As stated earlier in this plan, Cambria County is one of 19 counties in Pennsylvania that is not directly served by the national Interstate Highway System. It is by far the most populous county in the state with this distinction.
- Advocating for Interstate status north of US 22 is not recommended. Funding for new construction on US 219 is not available and will not become available in the foreseeable future. It is believed that designation of US 219 south of US 22 is fiscally reasonable because such designation would not require new highway construction financing. Further, Interstate highways are intended to connect major four-lane highways such as US 22 and Interstate 68; the roadways north of US 22 do not meet this criteria.
- For designation as a part of the Interstate Highway System, 23 U.S.C. 103(c)(4)(A) requires that a highway meet all the standards of a highway on the Interstate System, be a logical addition or connection to the Interstate System, and have the affirmative recommendation of the State. Support for this designation should be achieveable.

Continue ongoing emphasis on asset management.

- The MPO will continue collaborating with PennDOT to fund and plan for regular bridge maintenance activities. Smaller investments in timely maintenance can delay or eliminate the need for costly rehabilitation or replacement projects. The ultimate aim of asset management practices is to extend the useful life of an asset and reduce total life-cycle costs.

Prioritize bridges for repair and upkeep.

- In the past, Off-System Bridge (BOF) funds were used to prioritize local bridges. However, with the 2021 passage of BIL, there is access to a greater pool of BOF funds ($8.5 million within the 2025 TIP).

Assist municipalities in maintaining local bridges.

- Many local governments, especially those in remote areas, struggle to meet the required funding match for state and federal grants and programs. Maintaining and, where necessary, rehabilitating or replacing “Poor”-rated bridges is essential to public safety and mobility. The MPO aims to inform municipal officials on funding and finance options to complete needed bridge improvement projects. For example, municipalities can use funding sources from Act 89 for transportation, such as the $5 local use fee or retro reimbursement program, to finance local bridge improvements.[2]

[2] The Commissioners repealed the $5 local use fee in December 2023. It is uncertain whether will be reinstated under the new administration.

TRAVEL & TOURISM

The FAST Act, passed in 2015, introduced new federal planning factors to long-term transportation planning, including travel and tourism. Cambria County encompasses two national park sites and roughly 185 miles of trails. Outdoor recreation has become a major draw for tourists in the county. There are numerous trails available for activities such as walking, hiking, biking, and river/water trails, which attract visitors from both within and beyond Pennsylvania. Johnstown's Incline—the steepest vehicular inclined plane in the world—is also a tourist draw. Tourism is expected to remain a major contributor to the region's economy, particularly as interest in outdoor recreation continues to be strong, during and after the COVID-19 pandemic.

Support the installation of electric-vehicle charging stations near tourism destinations.

- There is expected to be an increasing demand for EV charging facilities at popular tourism destinations. The MPO will support the installation of charging stations at destinations with high levels of tourist traffic, including at trailheads.

Address parking at major tourist and recreational destinations.

- Due to the influx of trail users, parking is deficient, especially for users who may be pulling a trailer. Improving parking will encourage the use of multiple ATV, river, and biking trails.

Support the Cambria County Conservation & Recreation Authority to complete major trail extensions.

- The county's trail network is integral to its transportation network, as well as recreation and tourism promotion. A 2021 addition to the county's trail network extended the Johnstown Greenway Trail to reach the Path of the Flood Trail. Other planned additions to the trail network include the 9/11 National Memorial Trail and the Ghost Town Trail.
- According to the Rails to Trails Conservancy, the Ghost Town Trail will become the first continuous loop rail-trail in the nation upon completion of the seven-mile extension that is underway.

The new stretch will connect to the developed Ghost Town Trail in Cambria County near the US 219 overpass. The existing Ghost Town Trail is approximately 49 miles long. In 2009, it had approximately 80,000 users. Present-day estimates (post-COVID-19) place that figure at more than 160,000 users per year.

Work with Visit Johnstown to support the transportation needs of Cambria County's two national park sites: the Johnstown Flood National Memorial and the Portage site.

- Cambria County is home to two national park sites (out of the 21 total in Pennsylvania). This unique feature of the county presents an opportunity to attract tourists and visitors. The Flight 93 National Memorial lies just beyond the county in Somerset. The geographical proximity of these three sites offers opportunities for collaboration and joint marketing.
- Prince Gallitzin State Park is a popular destination for nature lovers and outdoor enthusiasts. The park surrounds Glendale Lake, which is a prime spot for boating and fishing. Visitors can also enjoy activities such as hiking, biking, and snowmobiling on the park's 33 miles of trails. In 2019, the park welcomed 2,033,886 visitors, making it the third-most-visited state park in Pennsylvania.
- The MPO will collaborate with major tourism destinations in the county to identify any transportation barriers that may hinder tourism.
- Involving tourism agencies, such as Visit Johnstown, in the planning process can help identify transportation infrastructure and service needs on major tourist routes. Investing in improvements that make it safer and more convenient for visitors to spend time and money in Johnstown leverages public- and private-sector investments in tourism and bolsters the economy.

ACTIVE TRANSPORTATION (BIKE–PED)

Interest in outdoor recreation and trail activities has boomed since the COVID-19 pandemic. Resident and visitor use has exploded on the many diverse trails throughout Cambria County. In addition to off-road recreational bicycle and pedestrian use, the MPO aims to encourage and enable safer active transportation opportunities throughout the county.

Increase outdoor recreation route signage/wayfinding/mapping to improve safety and increase use.

- Rural trail development in Cambria County has been expanding outdoor recreation options for residents and visitors for the past eight years. The Ghost Town Trail, The Path of the Flood Trail, Mountainside Bike Trails, and Rock Run Recreation Area for ATVs are just a few examples of the assets and trails that have been or are being developed. Better signage can increase awareness and usage of these facilities by both the local community and tourists.

Support municipalities with downtown Complete Streets evaluations to improve safety and connectivity.

- Complete Streets audits of municipal Main Street/downtown areas identify the specific infrastructure needs of the community to accommodate all appropriate modes and types of users. By enhancing accessibility and safety for bicycles and pedestrians in the commercial centers of municipalities, routine activities can be made more convenient and safer, with the added health benefit of active transportation. Encouraging people to get out of their cars yields a more vibrant and active community.

Collaborate with local governments to enhance and establish bicycle lanes.

- Protected bicycle lanes promote the safety and use of bicycles. Creating improved exclusive lanes in strategic areas can also increase access to outdoor recreation trails.

Continue to update and coordinate with other entities on plan implementation and active transportation initiatives.

- Cambria County adopted its current Bicycle and Pedestrian Plan in April 2021. Additionally, the county developed maps highlighting trail assets,

conditions, and development progress. The MPO will continue to monitor the plan's implementation and renew information reflecting the progress made.

Improve bicycle and pedestrian safety.

- Five-year averages indicate that bicycle and pedestrian crashes have been decreasing in Cambria County. The MPO will continue to improve conditions for non-motorized users by working with PennDOT to implement key recommendations from the county's Bicycle and Pedestrian Plan and other low-cost opportunities to improve non-motorized safety and connectivity. The MPO will ensure that safety for non-motorized transportation users is incorporated into programmed projects, where feasible.

Support local governments in obtaining funding for the maintenance of trails and facilities for active transportation.

- Maintenance on trails and active transportation facilities come at a large cost but are important to the function and safety of the facility. The MPO will work with PennDOT to support this endeavor.

ENVIRONMENT

The region's environmental resources are crucial to its quality of life and overall functioning. As part of its mission, the MPO works to reduce the negative environmental impacts of transportation projects and activities. The MPO collaborates with PennDOT and other agencies throughout the project planning process to identify and address potential harmful impacts.

Support CamTran in the shift to alternative fuels.

- The utilization of vehicles operating on alternative fuels can significantly benefit the environment. Currently, CamTran has 72 vehicles in its fleet, including one hybrid/electric and 41 compressed natural gas (CNG) vehicles. CamTran operates a CNG station in Ebensburg that could serve as a valuable resource for further adoption of CNG.[3] In support of CamTran's shift to alternative fuels, the MPO will support infrastructure projects that complement the implementation of these fuels.

Shift toward clean energy electric vehicle (EV) charging stations.

- Installing EV charging stations in Cambria County is important, even though the county does not have any Interstates or designated Alternative Fuels Corridors (AFC). The number of EV registrations in the county is increasing, and visitors from surrounding counties and states may also require EV charging stations.

Improve best practices to reduce environmental impact.

- Develop a collaborative relationship with environmental resource agencies to integrate best management practices for environmental sustainability into transportation planning and project development.

Support environmental sustainability within the aviation sector.

- As the aviation industry continues to expand in the county, particularly at the Johnstown–Cambria County Airport, it becomes increasingly important to adopt environmentally sustainable practices. This can be achieved by focusing on reducing emissions, promoting the

[3] The CNG station was among the first in the state constructed for public use and funded by PennDOT.

use of eco-friendly technologies, and mitigating the environmental impact of aviation activities. One approach to reducing the net carbon footprint of aviation activities is to install EV charging stations for vehicles and aircraft. The Johnstown airport has already applied for funding and has plans in progress to move forward with this initiative.

Install EV solar-powered EV charging stations near trailheads and other strategic locations.

- Availability of this nascent technology encourages the use of environmentally sustainable transportation and helps reduce carbon emissions.

Evaluate the potential benefits of relocating and repurposing historic bridges and structures instead of demolishing them.

- Aligning with PennDOT's vision for mitigating harm to historical structures, specifically bridges, is a priority for the MPO. Historically meaningful bridges that cannot be rehabilitated to meet present-day safety requirements and traffic needs can sometimes be relocated and repurposed for non-motorized use.

Assess potential harms to vulnerable species and implement prevention and mitigation strategies.

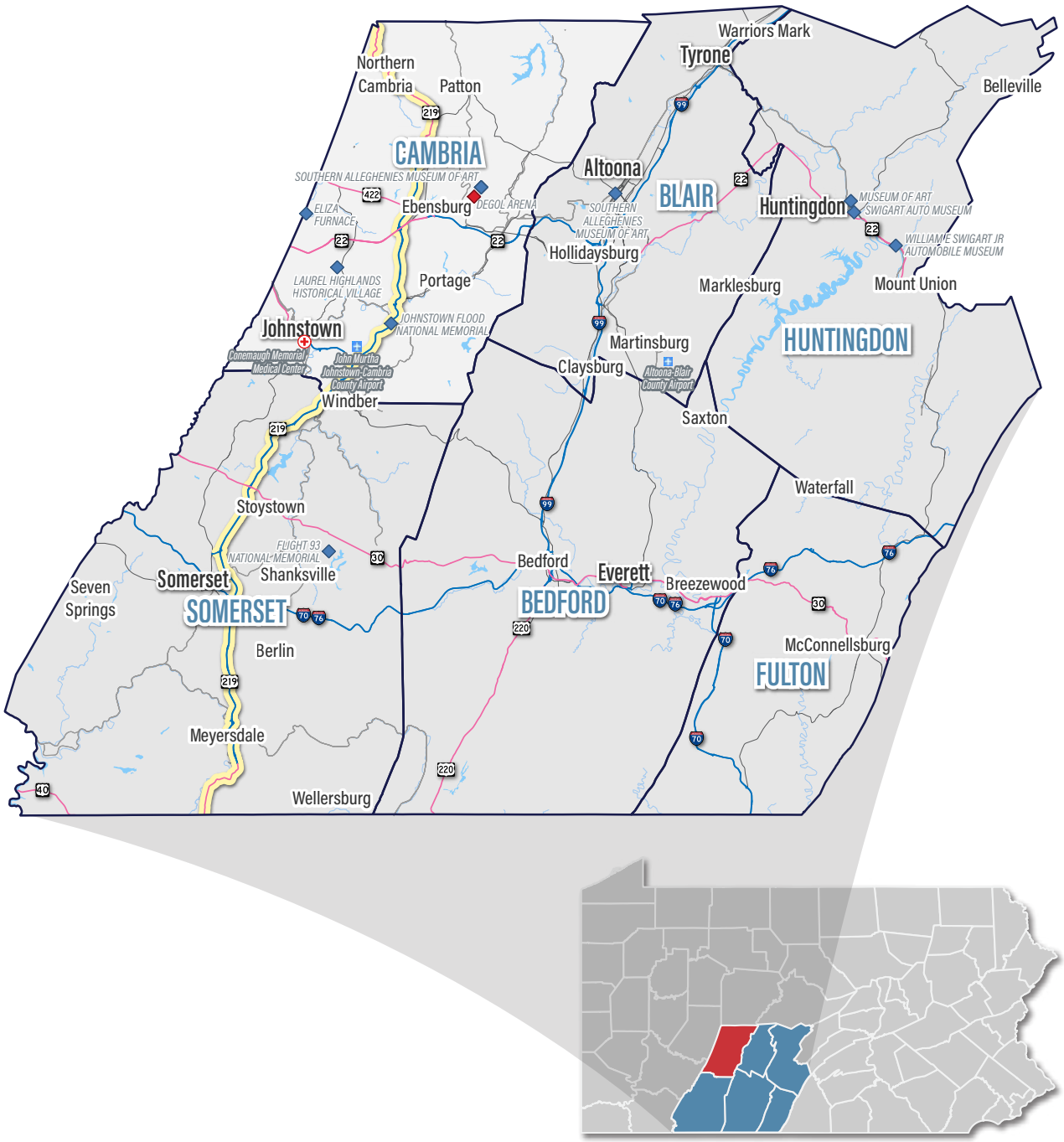
- The county has numerous preserved recreational spaces that also provide unique habitats for vulnerable species. The MPO will work with PennDOT and other invested parties to select mitigation strategies that are congruent with the county's distinct environmental attributes.

Maintain agency coordination.

- Continue to collaborate with PennDOT District 9 Environmental and other environmental organizations to alleviate adverse effects caused by projects.

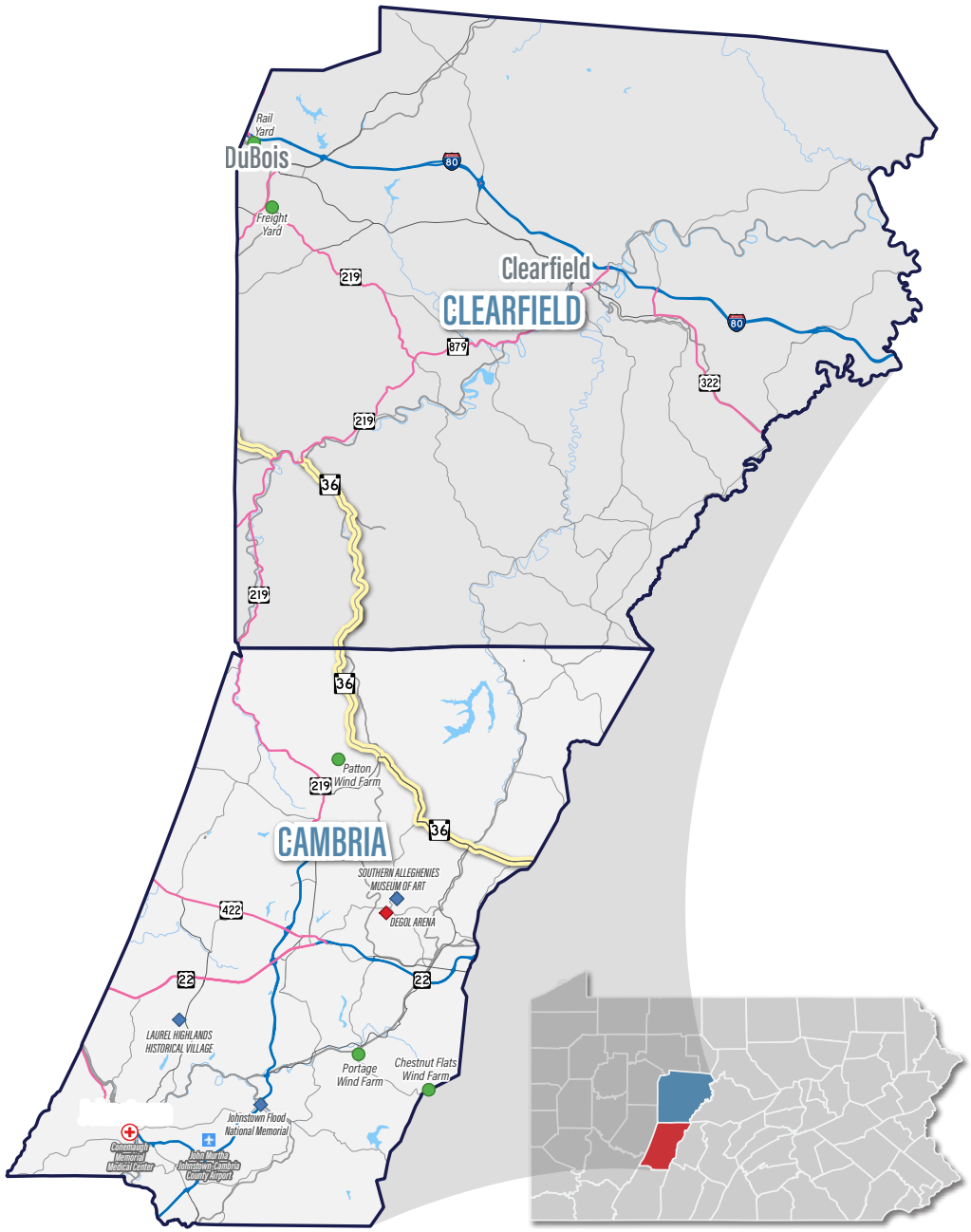
Beyond the Borders

Cambria County is situated adjacent to two Metropolitan Planning Organization (MPO) regions and two Rural Planning Organization (RPO) regions, namely, Southern Alleghenies, Altoona/Blair County, North Central/Clearfield County, and the Southwestern Pennsylvania Commission (SPC)/Indiana and Westmoreland counties. Given that transportation is not constrained by political boundaries, this section of the LRTP identifies and discusses the major transportation issues that Cambria County shares with its neighbors. Additionally, this section provides an analysis of potential opportunities for collaborative efforts aimed at addressing mutual transportation concerns.



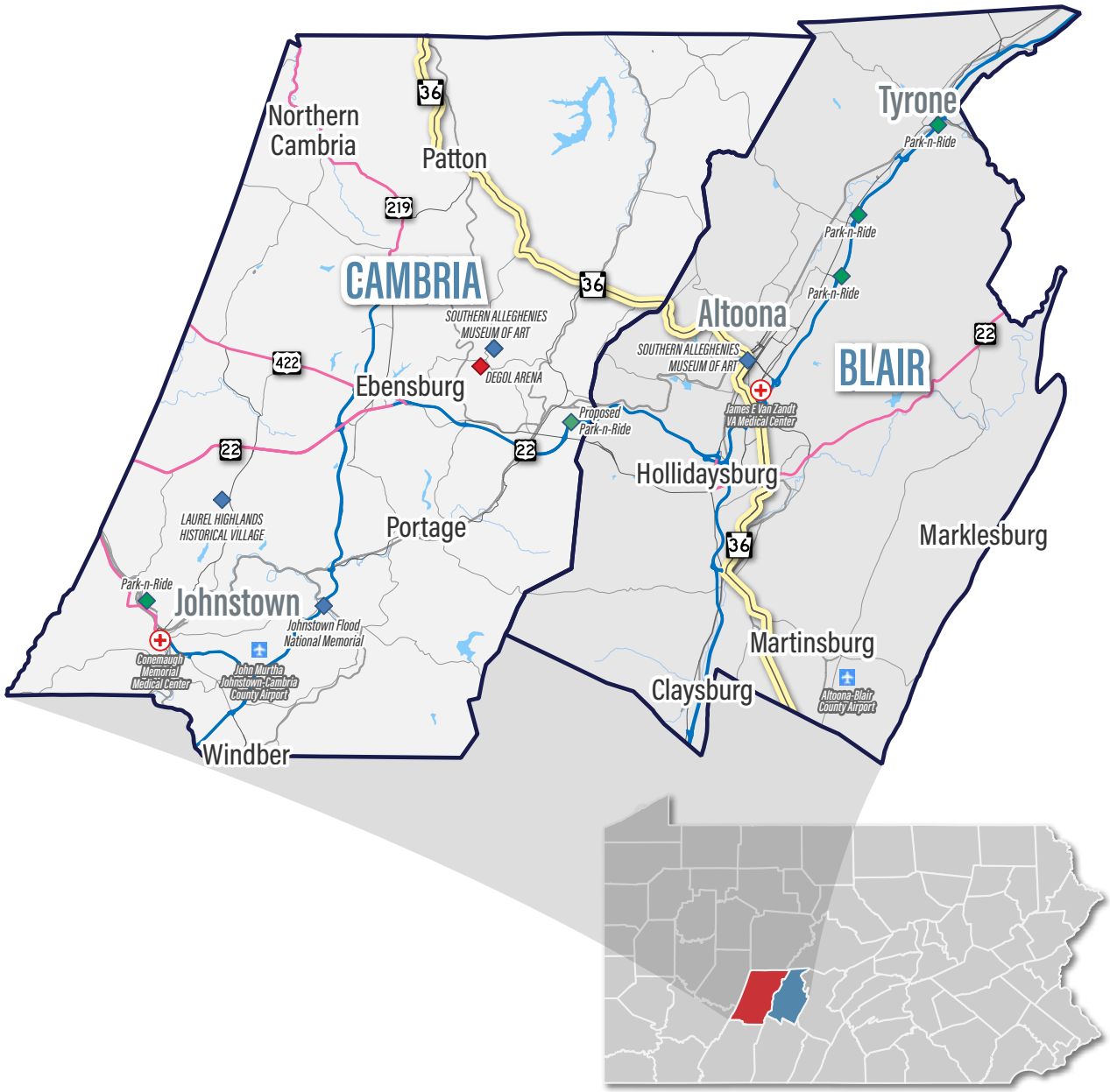
Southern Alleghenies

- US 219 plays a significant role in promoting workforce and tourism access between Cambria and Somerset counties. The mutual inflow and outflow of workers between these two planning regions highlights the importance of this route in facilitating the movement of people and goods.
- The Southern Alleghenies RPO region does not have ample medical facilities; many residents travel to other counties such as Cambria. There are opportunities to collaborate on transit connections between Cambria and Somerset counties.
- As Cambria and Pittsburgh have the only Level 1 trauma centers in the region, Cambria's central location provides advantages for bordering counties. Due in part to proximity, older residents of Somerset County access medical facilities available in Johnstown.
- Johnstown is home to many of Cambria County's tourism assets. The proximity of both developed commercial areas and tourist sites presents an opportunity for promoting tourism across county lines, for the mutual benefit of Cambria County and its neighboring counties.



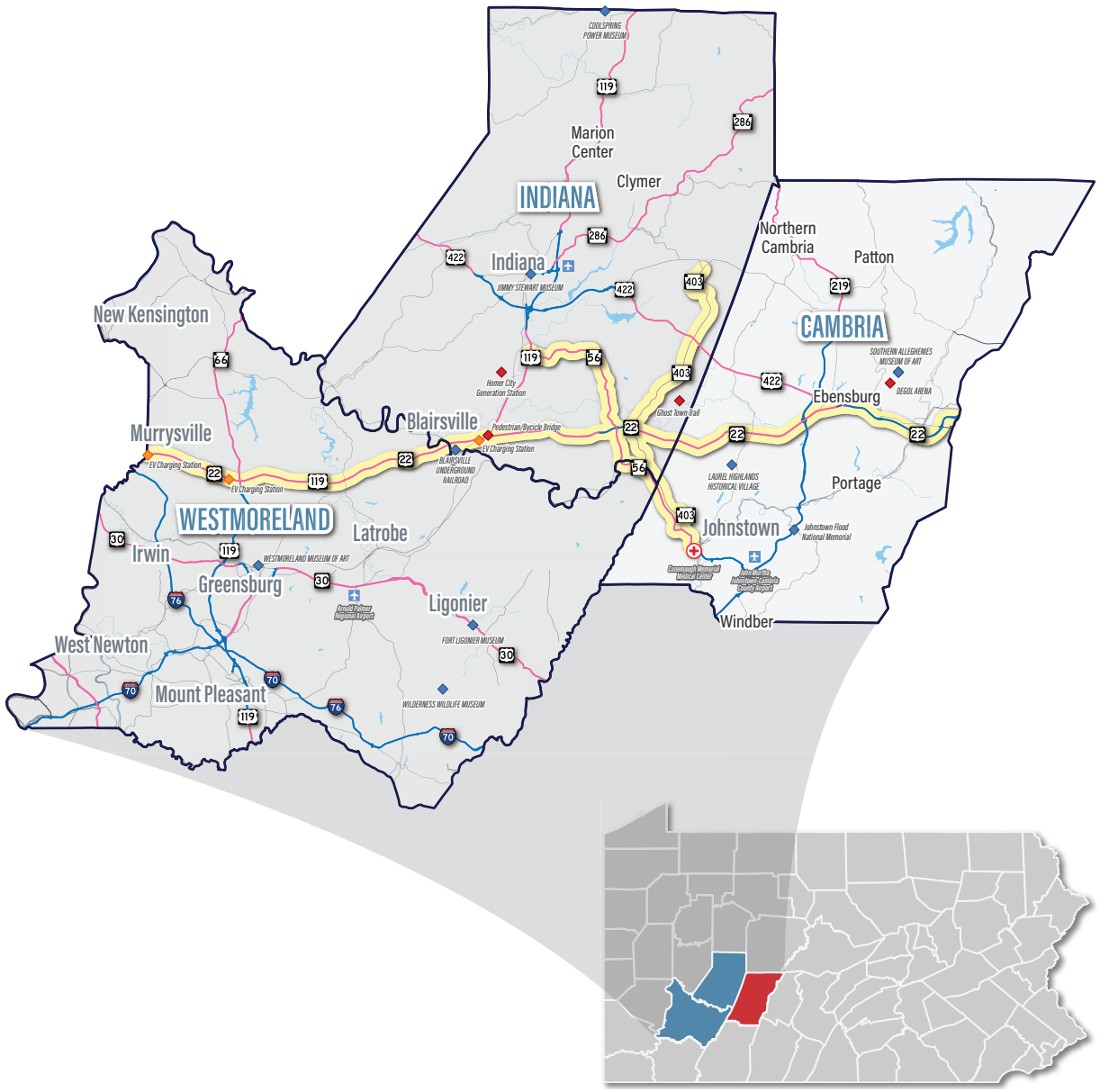
North Central/Clearfield County

- The demand for travel between Cambria County and Clearfield County is the lowest among all of Cambria County's neighboring regions. The designation of US 220 as Interstate 99 in neighboring Blair County has lessened the demand for a modern, north-south highway north of Ebensburg. Northern Cambria is a farming community with a significant Amish population, and it is important to maintain the established roadway routes.
- Clearfield County planners cited a potential need for public transportation service for those accessing medical and Veterans Administration services in Altoona.
- Windmills are transported from the freight yard in DuBois to a wind farm in Patton. These windmills reach the Falls Creek railyard via rail or truck. The various components of the windmills are transported along PA 36 to the staging area for the mills. Transportation of large windmill parts poses safety risks to both the cargo and other road users. It may also strain rural road infrastructure not designed for heavy or oversized loads.



Altoona/Blair County

- Strong commuter flows exist between Cambria and Blair counties, making US 22 an important roadway for long-term planning and collaboration.
- Planning coordination is also needed between the two MPO regions concerning the trails they share, most notably the 9/11 Memorial Trail.
- Good transit connections are needed between CamTran's rural transit routes and those of neighboring counties. Many residents, especially the elderly, need access to medical facilities in Blair County.
- Individuals in Northern Cambria use PA 36 primarily to access retail destinations in Blair County. As the main route connecting the two counties, PA 36 is a focus of inter-county planning collaboration.
- A park-and-ride facility near Cresson or the Gallitzin interchange would be a convenient option for commuters traveling outside the county, and would reduce traffic and associated emissions.



SPC – Indiana and Westmoreland Counties

- Plan updates related to active transportation and freight are an opportunity to collaborate with adjacent counties on related cross-border initiatives.
- Asset management treatments on major roads could be a coordinated effort between Cambria County and SPC, such as pavement maintenance on US 22.
- During planning it is important to consider trail connections in neighboring counties, such as the Ghost Town Trail that traverses both Cambria and Indiana counties. A few miles west of the Cambria County border, there is a bicycle and pedestrian bridge where US 22 interchanges with US 119. This bridge is significant to Cambria County cyclists because it provides a major route to cross US 22.
- In July 2023, Pennsylvania's largest active coal-fired power plant, the Homer City Generating Station, was permanently closed. Its shutdown will impact the surrounding areas, including Cambria County, by reducing demand for the transportation of coal. The main roads leading to the plant, PA 403 and PA 56, will likely experience a reduction in traffic until the site is repurposed.
- In conjunction with SPC, Cambria anticipates the integration of EV charging stations on major roads, including US 22, extending beyond the current statewide Interstate initiatives.

Appendix A: 12-Year Program Projects

S.R.	Section	MPMS #	Project Title	Phase	Area	2025–2036 12-Year Program Amount
0		94756	Local Br Line Item	C	BRDG	$1,000,000
0		94756	Local Br Line Item	C	BRDG	4,065,000
0		117025	Bridge PM Reserve Line Item	C	BRDG	1,000,000
0		117025	Bridge PM Reserve Line Item	C	BRDG	4,876,060
0		118410	2025 RPM Installation Cambria County	C	HRST	100,000
0		119315	Johnstown CRP Line Item	C	HRST	803,000
0		119315	Johnstown CRP Line Item	C	HRST	1,099,000
0		119315	Johnstown CRP Line Item	C	BRDG	2,365,000
0		119315	Johnstown CRP Line Item	C	BRDG	2,073,000
0		119505	Cambria County Environmental Monitoring	P	HRST	100,000
0		120442	Cambria Epoxy Overlay Contract	P	BRDG	100,000
0		120442	Cambria Epoxy Overlay Contract	C	BRDG	6,000,000
0		120734	2026 RPM Installation Cambria County	C	HRST	100,000
0	BHR	22437	Bridge & Highway Reserve	C	HRST	14,070,636
0	BHR	22437	Bridge & Highway Reserve	C	BRDG	1,000,000
0	BHR	22437	Bridge & Highway Reserve	C	HRST	1,000,000
0	BHR	22437	Bridge & Highway Reserve	C	HRST	4,431,000
0	BHR	22437	Bridge & Highway Reserve	C	HRST	9,172,000
0	BHR	22437	Bridge & Highway Reserve	C	BRDG	1,000,000

S.R.	Section	MPMS #	Project Title	Phase	Area	2025–2036 12-Year Program Amount
0	PCS	115615	Johnstown Urban Ind. Park Cnnctr St	F	HCON	67,111
0	PCS	115615	Johnstown Urban Ind. Park Cnnctr St	C	HCON	1,229,386
0	WMT	118336	Westmont Streetscape	+C	TENH	700,000
22	0	116931	US 22 - PA 271 to SR 4031	P	HRST	1,000,000
22	0	116931	US 22 - PA 271 to SR 4031	F	HRST	700,000
22	0	116931	US 22 - PA 271 to SR 4031	+C	HRST	2,695,000
22	0	116931	US 22 - PA 271 to SR 4031	+C	HRST	8,959,300
22	0	120300	US 22 - Indiana Co Line to Mundy's Corner Int.	P	HRST	1,000,000
22	0	120300	US 22 - Indiana Co Line to Mundy's Corner Int.	F	HRST	700,000
22	0	120300	US 22 - Indiana Co Line to Mundy's Corner Int.	C	HRST	12,618,000
22	0	120436	US 22 over SR 8004	P	BRDG	100,000
22	0	120436	US 22 over SR 8004	U	BRDG	100,000
22	0	120436	US 22 over SR 8004	R	BRDG	100,000
22	0	120436	US 22 over SR 8004	C	BRDG	2,271,000
22	0	120437	US 22 over PA 160	P	BRDG	100,000
22	0	120437	US 22 over PA 160	U	BRDG	100,000
22	0	120437	US 22 over PA 160	R	BRDG	100,000
22	0	120437	US 22 over PA 160	C	BRDG	2,500,000
22	030	113997	US 22 - PA 164 to Blair Cnty Line	C	HRST	3,365,314
22	030	113997	US 22 - PA 164 to Blair Cnty Line	C	HRST	9,818,686
22	035	110424	US 22 - SR 4031 to PA 164	P	HRST	1,586,000
22	035	110424	US 22 - SR 4031 to PA 164	F	HRST	750,000
22	035	110424	US 22 - SR 4031 to PA 164	C	HRST	13,731,207
22	32B	117007	US 22 Segment 351 Over Norfolk Southern Railroad	+C	BRDG	1,100,000
22	33B	117008	US 22 Segment 350 Over Norfolk Southern Railroad	+C	BRDG	1,100,000
36	0	120339	PA 36 - Blair County to SR 1010	P	HRST	150,000
36	0	120339	PA 36 - Blair County to SR 1010	C	HRST	5,500,000
53	0	120336	PA 53 - PA 164 to Cresson-Portage Int	P	HRST	200,000
53	0	120336	PA 53 - PA 164 to Cresson-Portage Int	+C	HRST	4,782,000

S.R.	Section	MPMS #	Project Title	Phase	Area	2025–2036 12-Year Program Amount
53	0	120337	PA 53 - PA 36 to SR 1026	P	HRST	200,000
53	0	120337	PA 53 - PA 36 to SR 1026	+C	HRST	5,000,000
53	0	120340	PA 53 - SR 1026 to Clearfield Co Line	P	HRST	200,000
53	0	120340	PA 53 - SR 1026 to Clearfield Co Line	C	HRST	3,500,000
53	037	107229	PA 53 - SR 3024 to PA 164	+C	HRST	2,428,314
53	037	107229	PA 53 - SR 3024 to PA 164	+C	HRST	893,470
53	25B	88597	Brubaker Run Bridge	F	BRDG	350,000
53	25B	88597	Brubaker Run Bridge	U	BRDG	75,000
53	25B	88597	Brubaker Run Bridge	R	BRDG	75,000
53	25B	88597	Brubaker Run Bridge	C	BRDG	1,966,000
53	29B	22622	PA 53 Pattys Run Bridge	P	BRDG	400,000
53	29B	22622	PA 53 Pattys Run Bridge	F	BRDG	225,000
53	29B	22622	PA 53 Pattys Run Bridge	U	BRDG	25,000
53	29B	22622	PA 53 Pattys Run Bridge	R	BRDG	25,000
53	29B	22622	PA 53 Pattys Run Bridge	+C	BRDG	1,325,000
53	30B	98750	Bradley Run Bridge	P	BRDG	400,000
53	30B	98750	Bradley Run Bridge	F	BRDG	225,000
53	30B	98750	Bradley Run Bridge	U	BRDG	25,000
53	30B	98750	Bradley Run Bridge	R	BRDG	25,000
53	30B	98750	Bradley Run Bridge	C	BRDG	1,329,528
53	31B	98753	PA 53 Lost Creek Bridge	P	BRDG	400,000
53	31B	98753	PA 53 Lost Creek Bridge	F	BRDG	225,000
53	31B	98753	PA 53 Lost Creek Bridge	U	BRDG	25,000
53	31B	98753	PA 53 Lost Creek Bridge	R	BRDG	25,000
53	31B	98753	PA 53 Lost Creek Bridge	+C	BRDG	2,000,000
56	0	120433	PA 56 over Paint Creek	P	BRDG	100,000
56	0	120433	PA 56 over Paint Creek	U	BRDG	100,000
56	0	120433	PA 56 over Paint Creek	R	BRDG	100,000
56	0	120433	PA 56 over Paint Creek	+C	BRDG	850,000

S.R.	Section	MPMS #	Project Title	Phase	Area	2025–2036 12-Year Program Amount
56	040	117119	PA 56 - PA 403 to 2nd Avenue	C	HRST	1,827,603
160	019	119242	PA 160 Slide North of Wilmore	+C	HRST	2,575,000
160	11B	92692	PA160 Laurel Run Brdg #3	U	BRDG	100,000
160	11B	92692	PA160 Laurel Run Brdg #3	R	BRDG	75,000
160	11B	92692	PA160 Laurel Run Brdg #3	C	BRDG	467,000
160	15B	114040	Sidman PA160 Super Repl 1	C	BRDG	1,800,000
160	16B	114041	Sidman PA160 Super Repl 2	+C	BRDG	2,600,000
160	18B	88696	PA160 Conemaugh Rvr Culv	F	BRDG	652,500
160	18B	88696	PA160 Conemaugh Rvr Culv	U	BRDG	150,000
160	18B	88696	PA160 Conemaugh Rvr Culv	R	BRDG	150,000
160	18B	88696	PA160 Conemaugh Rvr Culv	C	BRDG	1,227,500
219	0	117016	US 219 Abandoned Railroad Tunnel Closure	P	HRST	100,000
219	0	117016	US 219 Abandoned Railroad Tunnel Closure	U	HRST	25,000
219	0	117016	US 219 Abandoned Railroad Tunnel Closure	R	HRST	25,000
219	0	117016	US 219 Abandoned Railroad Tunnel Closure	+C	HRST	929,750
219	0	120334	SR 219 - US 422 Int to Carrolltown Int	P	HRST	1,250,000
219	0	120334	SR 219 - US 422 Int to Carrolltown Int	F	HRST	800,000
219	0	120334	SR 219 - US 422 Int to Carrolltown Int	+C	HRST	12,466,700
219	000	110437	US 219 - PA 53 to US 422	P	HRST	2,492,171
219	000	110437	US 219 - PA 53 to US 422	F	HRST	1,000,000
219	000	110437	US 219 - PA 53 to US 422	+C	HRST	8,025,400
219	000	110437	US 219 - PA 53 to US 422	+C	HRST	13,455,000
219	049	96489	Moss Crk Rd-Indiana Co Line	U	HRST	25,000
219	049	96489	Moss Crk Rd-Indiana Co Line	C	HRST	2,435,895
219	050	116926	US 219 - PA 56 to PA 53	+C	HRST	8,745,000
219	050	116926	US 219 - PA 56 to PA 53	+C	HRST	4,520,850
219	51B	117761	US 219 Bridge Preservations	+C	BRDG	1,684,000
271	0	119278	PA 271 Menoher Boulevard Rockfall Mesh	U	HRST	50,000
271	0	119278	PA 271 Menoher Boulevard Rockfall Mesh	R	HRST	100,000

S.R.	Section	MPMS #	Project Title	Phase	Area	2025–2036 12-Year Program Amount
271	0	119278	PA 271 Menoher Boulevard Rockfall Mesh	C	HRST	360,500
271	0	120343	SR 271 - SR 3037 to Mundy's Corner Int	P	HRST	250,000
271	0	120343	SR 271 - SR 3037 to Mundy's Corner Int	C	HRST	4,000,000
271	0	120432	PA 271 over Little Conemaugh River	P	BRDG	320,000
271	0	120432	PA 271 over Little Conemaugh River	F	BRDG	230,000
271	0	120432	PA 271 over Little Conemaugh River	U	BRDG	25,000
271	0	120432	PA 271 over Little Conemaugh River	R	BRDG	25,000
271	0	120432	PA 271 over Little Conemaugh River	C	BRDG	1,207,000
271	0	120435	SR 271 over Little Conemaugh River	P	BRDG	100,000
271	0	120435	SR 271 over Little Conemaugh River	U	BRDG	100,000
271	0	120435	SR 271 over Little Conemaugh River	R	BRDG	100,000
271	0	120435	SR 271 over Little Conemaugh River	C	BRDG	800,000
271	0	121384	SR 271 Clinton Street Crossing	C	SAMI	500,000
271	23B	91675	PA271 Susquehanna Rvr Br	U	BRDG	75,000
271	23B	91675	PA271 Susquehanna Rvr Br	R	BRDG	75,000
271	23B	91675	PA271 Susquehanna Rvr Br	+C	BRDG	1,500,000
271	24B	94468	PA 271 Elk Creek Bridge	U	BRDG	75,000
271	24B	94468	PA 271 Elk Creek Bridge	R	BRDG	75,000
271	24B	94468	PA 271 Elk Creek Bridge	+C	BRDG	750,000
271	25B	94469	PA 271 Browns Run Bridge	U	BRDG	75,000
271	25B	94469	PA 271 Browns Run Bridge	R	BRDG	75,000
271	25B	94469	PA 271 Browns Run Bridge	+C	BRDG	492,000
271	26B	117012	PA 271 Over North Branch Blacklick Creek	U	BRDG	75,000
271	26B	117012	PA 271 Over North Branch Blacklick Creek	R	BRDG	75,000
271	26B	117012	PA 271 Over North Branch Blacklick Creek	+C	BRDG	500,000
403	0	120434	PA 403 over Laurel Run	P	BRDG	100,000
403	0	120434	PA 403 over Laurel Run	U	BRDG	100,000
403	0	120434	PA 403 over Laurel Run	R	BRDG	100,000
403	0	120434	PA 403 over Laurel Run	+C	BRDG	765,000

S.R.	Section	MPMS #	Project Title	Phase	Area	2025–2036 12-Year Program Amount
756	009	108162	PA 756 - PA 403 to SR 3016	+C	HRST	1,803,530
756	010	110119	PA 756 - Lamberd Ave to Alvin St	C	HRST	2,146,517
756	011	110118	PA 756 - PA 160 to Industrial Park Rd	F	HRST	300,000
756	011	110118	PA 756 - PA 160 to Industrial Park Rd	U	HRST	100,000
756	011	110118	PA 756 - PA 160 to Industrial Park Rd	R	HRST	100,000
756	011	110118	PA 756 - PA 160 to Industrial Park Rd	C	HRST	3,582,157
756	013	114001	PA 756 - Alvin St to Industrial Park Rd	+C	HRST	918,000
756	013	114001	PA 756 - Alvin St to Industrial Park Rd	+C	HRST	2,691,000
756	013	114001	PA 756 - Alvin St to Industrial Park Rd	+C	SAMI	2,193,000
756	013	114001	PA 756 - Alvin St to Industrial Park Rd	+C	HRST	335,000
865	0	120438	PA 865 over Abandoned Railroad	P	BRDG	100,000
865	0	120438	PA 865 over Abandoned Railroad	U	BRDG	100,000
865	0	120438	PA 865 over Abandoned Railroad	R	BRDG	100,000
865	0	120438	PA 865 over Abandoned Railroad	C	BRDG	800,000
865	04B	98762	Lloydsville Run Bridge	U	BRDG	100,000
865	04B	98762	Lloydsville Run Bridge	R	BRDG	100,000
865	04B	98762	Lloydsville Run Bridge	C	BRDG	600,000
865	05B	98764	PA865 Powell Run Bridge	U	BRDG	100,000
865	05B	98764	PA865 Powell Run Bridge	R	BRDG	100,000
865	05B	98764	PA865 Powell Run Bridge	C	BRDG	620,000
1001	0	120440	SR 1001 over Railroad	P	BRDG	300,000
1001	0	120440	SR 1001 over Railroad	C	BRDG	1,500,000
1002	0	120570	SR 1002 over SR 219	+P	BRDG	650,000
1002	0	120570	SR 1002 over SR 219	+F	BRDG	500,000
1002	0	120570	SR 1002 over SR 219	+C	BRDG	2,409,000
1021	0	22478	SR 1021 over Beaverdam Run	+P	BRDG	700,000
1021	0	22478	SR 1021 over Beaverdam Run	+F	BRDG	600,000
1021	0	22478	SR 1021 over Beaverdam Run	+C	BRDG	4,167,000
1025	0	120430	SR 1025 over Burgoon Run	P	BRDG	375,000

S.R.	Section	MPMS #	Project Title	Phase	Area	2025–2036 12-Year Program Amount
1025	0	120430	SR 1025 over Burgoon Run	F	BRDG	190,000
1025	0	120430	SR 1025 over Burgoon Run	U	BRDG	25,000
1025	0	120430	SR 1025 over Burgoon Run	R	BRDG	25,000
1025	0	120430	SR 1025 over Burgoon Run	+C	BRDG	1,442,000
1027	000	22633	SR 1027 over Burgoon Run	P	BRDG	575,000
1027	000	22633	SR 1027 over Burgoon Run	+F	BRDG	380,000
1027	000	22633	SR 1027 over Burgoon Run	+U	BRDG	100,000
1027	000	22633	SR 1027 over Burgoon Run	+R	BRDG	100,000
1027	000	22633	SR 1027 over Burgoon Run	+C	BRDG	1,665,000
2014	0	120342	SR 2014 - SR 1036 to SR 1005	P	HRST	150,000
2014	0	120342	SR 2014 - SR 1036 to SR 1005	C	HRST	4,000,000
2014	07B	22570	N Br Conemaugh Rn Br	U	BRDG	25,000
2014	07B	22570	N Br Conemaugh Rn Br	R	BRDG	25,000
2014	07B	22570	N Br Conemaugh Rn Br	C	BRDG	1,395,000
2015	0	120448	SR 2015 over Little Conemaugh Rvr, RR & RR Street	+P	BRDG	500,000
2015	0	120448	SR 2015 over Little Conemaugh Rvr, RR & RR Street	+F	BRDG	300,000
2015	0	120448	SR 2015 over Little Conemaugh Rvr, RR & RR Street	+C	BRDG	2,000,000
2015	020	22595	SR 2015 over Little Conemaugh River	P	BRDG	100,000
2015	020	22595	SR 2015 over Little Conemaugh River	U	BRDG	25,000
2015	020	22595	SR 2015 over Little Conemaugh River	R	BRDG	25,000
2015	020	22595	SR 2015 over Little Conemaugh River	+C	BRDG	720,000
3016	0	120444	SR 3016 over Solomon Run	+P	BRDG	300,000
3016	0	120444	SR 3016 over Solomon Run	+F	BRDG	200,000
3016	0	120444	SR 3016 over Solomon Run	+C	BRDG	1,200,000
3026	02B	22491	Franklin Borough Clapboard	U	BRDG	25,000
3026	02B	22491	Franklin Borough Clapboard	R	BRDG	25,000
3026	02B	22491	Franklin Borough Clapboard	+C	BRDG	1,345,000
3027	0	120552	SR 3027 over PA 56	P	BRDG	300,000
3027	0	120552	SR 3027 over PA 56	U	BRDG	25,000

S.R.	Section	MPMS #	Project Title	Phase	Area	2025–2036 12-Year Program Amount
3027	0	120552	SR 3027 over PA 56	R	BRDG	25,000
3027	0	120552	SR 3027 over PA 56	+C	BRDG	1,672,000
3035	0	22532	SR 3035 over Little Conemaugh River	+P	BRDG	505,817
3035	0	22532	SR 3035 over Little Conemaugh River	+F	BRDG	380,000
3035	0	22532	SR 3035 over Little Conemaugh River	+U	BRDG	25,000
3035	0	22532	SR 3035 over Little Conemaugh River	+R	BRDG	25,000
3035	0	22532	SR 3035 over Little Conemaugh River	+C	BRDG	3,900,000
3041	0	120431	SR 3041 (BRKEY 8665) over Laurel Run	P	BRDG	100,000
3041	0	120431	SR 3041 (BRKEY 8665) over Laurel Run	U	BRDG	25,000
3041	0	120431	SR 3041 (BRKEY 8665) over Laurel Run	R	BRDG	25,000
3041	0	120431	SR 3041 (BRKEY 8665) over Laurel Run	C	BRDG	950,000
3041	0	120441	SR 3041 (BRKEY 8664) over Laurel Run	P	BRDG	300,000
3041	0	120441	SR 3041 (BRKEY 8664) over Laurel Run	C	BRDG	1,500,000
3104	02B	114043	Mount Airy Drive over US 219 Rehab	U	BRDG	250,000
3104	02B	114043	Mount Airy Drive over US 219 Rehab	+C	BRDG	3,260,000
4002	0	120428	SR 4002 over Little Elk Creek	P	BRDG	100,000
4002	0	120428	SR 4002 over Little Elk Creek	U	BRDG	25,000
4002	0	120428	SR 4002 over Little Elk Creek	R	BRDG	25,000
4002	0	120428	SR 4002 over Little Elk Creek	+C	BRDG	720,000
4007		22338	SR 4007 over California Run	P	BRDG	100,000
4007		22338	SR 4007 over California Run	U	BRDG	25,000
4007		22338	SR 4007 over California Run	R	BRDG	25,000
4007		22338	SR 4007 over California Run	+C	BRDG	720,000
4017	03B	94491	N Patton Chest Creek Brdg	U	BRDG	150,000
4017	03B	94491	N Patton Chest Creek Brdg	R	BRDG	250,000
4017	03B	94491	N Patton Chest Creek Brdg	+C	BRDG	1,860,000
4019	0	120425	SR 4019 over Little Chest Creek	P	BRDG	100,000
4019	0	120425	SR 4019 over Little Chest Creek	U	BRDG	25,000
4019	0	120425	SR 4019 over Little Chest Creek	R	BRDG	25,000

S.R.	Section	MPMS #	Project Title	Phase	Area	2025–2036 12-Year Program Amount
4019	0	120425	SR 4019 over Little Chest Creek	C	BRDG	720,000
7220	406	22391	T-406 Jamestown Rd over NSRR	P	BRDG	506,479
7220	406	22391	T-406 Jamestown Rd over NSRR	F	BRDG	200,000
7220	406	22391	T-406 Jamestown Rd over NSRR	U	BRDG	200,000
7220	406	22391	T-406 Jamestown Rd over NSRR	R	BRDG	200,000
7220	406	22391	T-406 Jamestown Rd over NSRR	C	BRDG	4,945,911
7227	000	67240	T-513 over West Branch of the Susquehanna River	P	BRDG	160,000
7227	000	67240	T-513 over West Branch of the Susquehanna River	F	BRDG	90,000
7227	000	67240	T-513 over West Branch of the Susquehanna River	U	BRDG	25,000
7227	000	67240	T-513 over West Branch of the Susquehanna River	R	BRDG	25,000
7227	000	67240	T-513 over West Branch of the Susquehanna River	C	BRDG	720,000
7301	0	117089	Iron Street over Hinckston Run	P	BRDG	350,000
7301	0	117089	Iron Street over Hinckston Run	F	BRDG	150,000
7301	0	117089	Iron Street over Hinckston Run	U	BRDG	25,000
7301	0	117089	Iron Street over Hinckston Run	R	BRDG	25,000
7301	0	117089	Iron Street over Hinckston Run	C	BRDG	1,130,000
7423	SON	22380	Sonman Avenue over Trout Run	P	BRDG	160,000
7423	SON	22380	Sonman Avenue over Trout Run	F	BRDG	90,000
7423	SON	22380	Sonman Avenue over Trout Run	U	BRDG	25,000
7423	SON	22380	Sonman Avenue over Trout Run	R	BRDG	25,000
7423	SON	22380	Sonman Avenue over Trout Run	C	BRDG	776,000
7434	0	120394	8th Street Bridge over Fox Run	P	BRDG	350,000
7434	0	120394	8th Street Bridge over Fox Run	F	BRDG	90,000
7434	0	120394	8th Street Bridge over Fox Run	U	BRDG	25,000
7434	0	120394	8th Street Bridge over Fox Run	R	BRDG	25,000
7434	0	120394	8th Street Bridge over Fox Run	C	BRDG	700,000
					TOTAL	$310,782,292

Appendix B: Illustrative Projects (Exceeding Fiscal Constraint)

ROADWAY PROJECTS

Project Name/Location	Project Description	Municipality	Source	Notes	Project/ Study	Priority
Adams Street, Bedford Street, and Baumer Street Intersection Alignment	Entire intersection needs to be reworked or reengineered dedicated turning Lanes need to be implemented in property acquisition needs to be thought of for better flow of traffic	Johnstown	Public Survey		Project	High
Johnstown to Westmont Roadway Alignment	Roadways leading from Johnstown to Westmont are narrow, poorly maintained, have sharp bends, and include pedestrian blind spots.	Southmont	Public Survey		Project	High
Ramp Installation from Menoher Blvd to Johnstown Expressway (PA 56)	An off / on ramp to connect PA 56 to Menoher Blvd. Improve travel from Westmont to Richland and reduce traffic on Haynes Street.	Johnstown	Public Survey		Project	High
Bedford St and Adams St Intersection Improvements	Intersection Improvements Bedford Street and Adams Street	Johnstown	Public Survey		Project	High
Scalp Ave and Eisenhower Blvd Intersection Improvements	Congested intersection	Richland	Public Survey		Project	High
Rowena Drive (US 422) and US 22 Intersection Visibility	Difficult to determine if safe to enter Rowena Drive (US 422) from US 22	Cambria	Public Survey	US 22 Corridor Study	Project	High
US 422 and Cardiff Road Intersection Safety Improvements	Dangerous intersection, especially for trucks. Turning lanes would help or a lower speed limit.	Blacklick	Public Survey		Project	High
US 219 and PA 56 Intersection	Intersection of US 219 and PA 56	Richland	Public Survey	US 219 Corridor Study	Project	High

ROADWAY PROJECTS

Project Name/Location	Project Description	Municipality	Source	Notes	Project/ Study	Priority
Eisenhower Blvd next to Scalp Ave (PA 56) Intersection Improvements	Intersection Improvements Eisenhower Blvd next to PA 56	Richland	Public Survey		Project	High
Resurface Bedford Street and Clinton Street	Road in need of resurfacing and lane lines painted seasonally.	Johnstown	STC	Maintenance	Project	High
US 219 and Plank Road Intersection Improvements	Difficult to see when turning left to continue on 219 N	East Carroll	Public Survey	US 219 Corridor Study	Project	Medium
US 219 and Galleria Drive Intersection Signage	Better signage in this area so people know they can not turn.	Richland	Public Survey	US 219 Corridor Study	Project	Medium
Central Ave (PA 403) Safety Improvements	Safety Improvements on Central Ave (PA 403) across B&O Railroad (James Mayer Riverwalk)	Johnstown	Public Survey		Project	Medium
Freight Improvements Harold Ave	Freight Improvements Harold Ave	Johnstown	Public Survey	Freight Movement Plan	Project	Medium
Admiral Peary Hwy (US 22) and Wilmore Road Intersection Light Recalibration	Red light indicator for traffic light does not always activate before light changes.	Cambria	Public Survey	US 22 Corridor Study	Project	Medium
Scalp Ave (PA 56) and Eisenhower Blvd Intersection Traffic Light Recalibration	Intersection needs longer turning lanes on Eisenhower Blvd. and traffic light timing needs adjusted	Richland	Public Survey		Project	Medium
Laurel Ave and Strayer Street (PA 56) Intersection Light Configuration	Light is very long from Laurel Ave, causes people to travel narrow residential side streets/alleys to avoid this light.	Johnstown	Public Survey		Project	Medium
Goucher and Franklin St Intersection Safety Improvements	Ferndale Ave to Franklin St and Franklin St to Goucher St intersection visibility and traffic light improvements.	Johnstown	Public Survey		Project	Medium
US 219 and Elton Road (PA 756) Intersection Traffic Light Safety Adjustment	Turning right from the Route 219 exit ramp onto Elton Road has safety issues from poor line of sight.	Richland	Public Survey	US 22 Corridor Study	Project	Medium
Repave Main Street through Scalp Level	Repave Main Street through Scalp Level	Richland	Public Survey	Maintenance	Project	Medium

ROADWAY PROJECTS

Project Name/Location	Project Description	Municipality	Source	Notes	Project/ Study	Priority
PA 756, Scalp Ave (PA 56), and Belmont Street Intersection Safety	PA 756, Scalp Ave, and Belmont Street Intersection Signage	Geistown	Public Survey	Maintenance	Project	Medium
Woodmont Road and Menoher Blvd (PA 271) Intersection Safety Improvements	Intersection Safety Improvements at Woodmont Road and Menoher Blvd (PA 271)	Upper Yoder	Public Survey		Project	Medium
Corridor Safety on Menoher Blvd Through Westmont	Corridor Safety on Menoher Through Westmont	Westmont	Public Survey		Project	Medium
Extend Ramp onto Johnstown Expressway (PA 56)	Short ramp onto Johnstown Expressway (PA 56) where road intersects Walters Ave	Richland	Public Survey		Project	Medium
Scalp Ave (PA 56) and Luray Ave Intersection Safety Improvements	The visibility at this intersection poor.	Richland	Public Survey	Scalp Ave Corridor Study	Project	Medium
Franklin Street and Haynes Street Intersection Light Adjustments	Intersection needs a green arrow for left-hand turns from Franklin onto Haynes.	Johnstown	Public Survey		Project	Medium
Roosevelt Blvd (PA 56) and John Street Intersection Safety Improvements	High traffic and dangerous.	Johnstown	Public Survey		Project	Medium
Broad Street Calming Measures Through Johnstown	Broad Street Calming Measures Through Johnstown	Richland	Public Survey		Project	Medium
Expand Roosevelt Blvd to Two Lanes	Needs to be reworked back into two lanes	Johnstown	Public Survey		Project	Medium
Westmont Shopping Center Roadway Improvement	The roads are terrible in this area. Especially in the Dollar Tree shopping plaza.	Lower Yoder	Public Survey		Project	Medium
US 219 Safety Improvements	US 219 between Galleria Drive and the Sidman exit	Adams	Public Survey		Project	Medium
Complete US 219	Reinforce the completion of 219 to assist in our economic growth and connectivity.	Croyle	Public Survey		Project	Medium
Bypass from Broad Street to PA 403	Bypass from Broad Street to PA 403 or PA 56 past Coopersdale / West End would improve traffic flow and travel times to US 22	Johnstown	Public Survey		Project	Medium

ROADWAY PROJECTS

Project Name/Location	Project Description	Municipality	Source	Notes	Project/ Study	Priority
Franklin Street and Locust Street (PA 271) Intersection Upkeep	Overgrown trees & brush on the river shore and the angle of the intersection make coming into Franklin from the bridge very dangerous.	Franklin	Public Survey	Maintenance	Project	Medium
Harmony Drive and William Penn Ave (PA 271) Intersection Improvements	Visibility Improvements at Harmony Drive and William Penn Ave	Jackson	Public Survey		Project	Medium
Buzz Wagner Memorial Hwy and Birtle Rd Intersection Improvements	Blind turns	Richland	Public Survey		Project	Medium
Admiral Peary Hwy (US 22) Improvements	Admiral Peary Hwy (US 22) improvements near Minni Mall Rd	Cambria	Public Survey		Project	Medium
Broad Street (PA 56) Configuration	Broad St corridor, consider different lane configuration from 4-lane cross-section to 3-lane cross-section that includes a two-way center turn lane and dedicated bicycle facilities.	Johnstown	Public Survey		Project	Medium
5-Way Intersection Safety Improvement	Safety at Clinton Street, Railroad Street, Church Ave, Gautier Street	Johnstown	Public Survey		Project	Medium
William Penn Ave (PA 271) and Park Hill Drive Feasibility Study	Consider feasibility of roundabout at PA 271 junction.	East Taylor	Public Survey		Project	Medium
Scalp Ave (PA 56) Intersection Crosswalk Improvements	Pedestrians not allowed to cross at intersections.	Geistown	Public Survey		Project	Medium
Benshoff Road and Iron Street Intersection Safety	Traffic coming down the hill has the right of way. Traffic coming from the west end seldom stop at the stop sign.	Johnstown	Public Survey		Project	Medium
Minno Drive Congestion and Safety Improvements	Congestion and crashes on Minno Drive near Westmont Shopping Center	Lower Yoder	Public Survey		Project	Medium
US 219 and US 422 Intersection Safety Improvements	Safety Improvements at US 219 and US 422 Intersection	Cambria	Public Survey	US 219 Corridor Study	Project	Medium
US 422 (Ben Franklin Hwy) and Sylvan Glen Drive Intersection Safety	Illegal left turn needs addressed	Cambria	Public Survey		Project	Medium
Safety Improvements On-ramp from Galleria Drive to US 219	On ramp needs merge controls.	Richland	Public Survey	US 219 Corridor Study	Project	Medium

ROADWAY PROJECTS

Project Name/Location	Project Description	Municipality	Source	Notes	Project/ Study	Priority
Repave Ridge Road	Surface is bad. Road needs 3R		Public Survey	Maintenance	Project	Medium
Stormwater Runoff and Maintenance on Admiral Peary Hwy	Stormwater Runoff and Maintenance on Admiral Peary Hwy	Cresson	Public Survey	Maintenance	Project	Medium
Richland Town Centre Walmart Safety Improvements	Improved signs and painted lines around the Wal-Mart area.	Richland	Public Survey	Maintenance	Project	Medium
Repair Former C&I Bridge Over US 22	Safety concern for the highway below.	Cambria	Public Survey		Project	Medium
Repave US 219 Through Croyle	Repave US 219 Through Croyle	Croyle	Public Survey	Maintenance	Project	Medium
US 422 Route Safety Improvements	Route 422 is dangerous truck traffic as well as for regular car and school bus travel	Cambria	Public Survey	US 422 Corri-dor Study	Project	Medium
US 22 through Ebensburg Safety Improvements	Route 22 business corridor via Ebensburg needs to time red lights like Murryville did.	Cambria	Public Survey	US 22 Corri-dor Study	Project	Medium
Franklin Street (PA 403) and Napoleon Street Intersection Alignment	Alignment and rock wall make for poor visibility when turning right on red from Napoleon Street to Franklin Street.	Johnstown	Public Survey		Project	Medium
Johnstown Expressway (PA 56) Merge Lane Alignment	Unsafe merge, extend the merge lane so traffic exiting at the glass road interchange don't have to merge.	Johnstown	Public Survey		Project	Medium
Install Additional Off Ramps on Johnstown Expressway (PA 56)	Have on off ramp on both sides.	Johnstown	Public Survey		Project	Medium
Stormwater Runoff on Admiral Peary Hwy	Stormwater Runoff and Maintenance on Admiral Peary Hwy	Cresson	Public Survey	Maintenance	Project	Medium
US 219 and Carroll Street Intersection Crosswalk	There is no crosswalk enforcement or accessible crosswalks for the intersection.	Carrolltown	Public Survey	US 219 Corri-dor Study	Project	Medium
High Street (US 422) and Julian Street Intersection Crosswalk Safety	Crosswalks need better lighting	Ebensburg	Public Survey	Maintenance	Project	Medium
Wilmore Road (PA 160) and Ebony Road Intersection Improvements	Intersection Improvements at PA 160 (Wilmore Road) and Ebony Road	Cambria	Public Survey		Project	Medium
PA 36 and Glendale Lake Road Safety Improvements	Safety when merging PA 36 and Glendale Lake Road	Clearfield	Public Survey		Project	Medium

ROADWAY PROJECTS

Project Name/Location	Project Description	Municipality	Source	Notes	Project/ Study	Priority
High Street (US 422) and Julian Street Intersection Crosswalk Safety	Crosswalks need better safety	Ebensburg	Public Survey		Project	Medium
Washington Street Safety Improvements	Washington Street in Johnstown Maintenance and Safety Improvements.	Johnstown	Public Survey		Project	Medium
US 219 and Bedford Street Intersection Improvement	Intersection is too complicated and congested.	Richland	Public Survey	US 219 Corridor Study	Project	Medium
Intersection Safety Improvements High Street and Cherry Street	Crosswalks are not observed by motorist.	Ebensburg	Public Survey		Project	Medium
US 22 and Walmart Drive Intersection Safety Improvements	Intersection Safety Improvements at US 22 and Walmart Drive	Cambria	Public Survey	US 22 Corridor Study	Project	Medium
Broad Street and Fairfield Ave Intersection Improvements	Intersection Improvements Broad Street and Fairfield Ave	Johnstown	Public Survey		Project	Medium
Additional Turn Lane On High Street Intersecting with Manor Drive	Consider a turn lane addition on High Street at this intersection.	Ebensburg	Public Survey		Project	Medium
US 219, Elton Road, and Theatre Drive Intersection Maintenance	Cars traveling north on Theatre Dr merge at the intersection. Painting line across the intersection would help prevent accidents.	Richland	Public Survey	Maintenance	Project	Medium
Install a Signal at US 219 Off-ramp to US 422	Dangerous intersection, install a signal at US 219 off-ramp to US 422.	Cambria	Public Survey		Project	Medium
Wilmore Road, Admiral Peary Hwy (US 22) Intersection Safety Improvements	This traffic signal is hazardous. This should be a right turn in and out only. It is too steep for a traffic light.	Ebensburg	STC		Project	Medium
Admiral Peary Hwy (US 22) and Cook Road Intersection Alignment	A roundabout would make traffic flow better and safer.	Cambria	STC		Project	Medium
Resurface High Street (US 422) and Spruce Street	Resurface High Street and Spruce Street	Ebensburg	STC	Maintenance	Project	Medium
Broad Street Reconfiguration	Needs center turn lane and elimination it two driving lanes to improves safety and reduce speeding. Along Broad Street from Washington Street to Laurel Ave	Johnstown	STC		Project	Medium

ROADWAY PROJECTS

Project Name/Location	Project Description	Municipality	Source	Notes	Project/ Study	Priority
Repave Galleria Drive	Repave Galleria Drive	Richland	STC	Maintenance	Project	Medium
Broad St (PA 56) Improvements	Improvements on Broad St (PA 56)	Johnstown	Public Survey		Project	Medium
Repave D St Ext	Sinking roadway.	Lower Yoder	Public Survey	Maintenance	Project	Medium
Truck Lane on US 22 in Ebensburg	Truck Lane on US 22 in Ebensburg	Cambria	Public Survey		Project	Medium
East Conemaugh Bridge Intersection Safety Improvements		East Conemaugh	Public Survey		Project	Medium
US 219 and Admiral Peary Hwy (US 22) Intersection Improvement	Merging congestion from US 219 to US 22.	Cambria	Public Survey		Project	Medium
Safety on Menoher Blvd (PA 271) in Upper Yoder	Safety on Menoher Blvd (PA 271) in Upper Yoder	Upper Yoder	Public Survey		Project	Medium
Milton St and Center St Intersection Improvements	Intersection Improvements Milton St and Center St	Ebensburg	Public Survey		Project	Medium
Truck Improvements on Union St	Truck Improvements on Union St	Johnstown	Public Survey		Project	Medium
Barnett St onto Southmont Blvd Visibility	When approaching Southmont Blvd on Barnett St, visibility is limited by parked cars.	Johnstown	Public Survey		Project	Medium
US 219 (Ditters Curve) Roadway Alignment	Tight curve through Northen Cambria on US 219 is dangerous	Northern Cambria	Steering Committee		Project	Medium
US 22 and Beulah Road Intersection Traffic Light Adjustment	The traffic lights at US 22 and Beulah Road, need to be recalibrated. They are not in sync and create a traffic flow issue, especially during peak hours for work.	Cambria	Public Survey	US 22 Corridor Study	Project	Medium
Congestion on Scalp Ave (PA 56)	High congestion on Scalp Ave between US 219 and Eisenhower Blvd which causes unsafe conditions.	Richland	Public Survey	Scalp Ave Corridor Study	Study	Medium
Rowen Drive (US 422) and Admiral Peary Hwy (US 22) Congestion	Congestion Rowen Drive (US 422) and Admiral Peary Hwy (US 22)	Cambria	Public Survey	US 22 Corridor Study	Study	Medium
High Street and Center Street Congestion	Congestion High Street and Center Street	Ebensburg	Public Survey		Study	Medium
Ebensburg Congestion	Truck traffic passing through center of town instead of using highway.	Ebensburg	Public Survey		Study	Medium

ROADWAY PROJECTS

Project Name/Location	Project Description	Municipality	Source	Notes	Project/ Study	Priority
Extend Four-Lane US 219 Northbound from Ebensburg	Extend US 219 Northbound from Ebensburg	East Carroll	Public Survey	US 219 Corridor Study	Study	Medium
US 22 Congestion Reduction	Invest in smart technology to eliminate stop-and-go congestion through Cambria Township.	Cambria	Public Survey	TSMO	Study	Medium
US 422 (Ben Franklin Hwy) and High Street Intersection Congestion Improvements	US 422/High Street light gets congested during commuter traffic hours.	Ebensburg	Public Survey		Study	Medium
Extend Four-Lane US 219 Northbound from Ebensburg	Extend US 219 Northbound from Ebensburg	East Carroll	Public Survey	US 219 Corridor Study	Study	Medium
Northbound US 219 Safety Improvements	Safety Improvements US 219 Northbound in East Carroll to relieve Truck Hazards.	East Carroll	Public Survey	US 219 Corridor Study	Study	Medium
US 219 Congestion	Congestion on US 219 West of Ebensburg	Cambria	Public Survey	US 219 Corridor Study	Study	Medium
US 219 Congestion	4 lane roadway ends, turning into a windy road through small towns.	East Carroll	Public Survey	Freight Movement Plan	Study	Medium
Congestion Admiral Peary Hwy (US 22)	Congestion Admiral Peary Hwy (US 22)	Cambria	Public Survey	US 22 Corridor Study	Study	Medium
William Penn Hwy (US 22) Safety Improvement	Safety Improvement on William Penn Hwy (US 22) in Cresson	Cresson	Public Survey	US 22 Corridor Study	Study	Medium
Four-Lane US 422	Make US 422 a four-lane road	Blacklick	Public Survey	US 422 Corridor Study	Study	Medium
Extend Four-Lane US 219 Northbound from Carroltown	Extend Four-Lane US 219 Northbound from Carroltown	Susquehanna	Public Survey	US 219 Corridor Study	Study	Medium
Freight Issues North Center & High street	Address freight related issues.	Ebensburg	Public Survey	Freight Movement Plan	Study	Medium
Increase Truck Parking	Parking Near Laurel Avenue (PA 403) and Iron Street	Johnstown	Public Survey	Freight Movement Plan	Study	Medium
Re-Route Freight out of Ebensburg	Congestion Issues through Ebensburg. North Center & High street.	Ebensburg	Public Survey	Freight Movement Plan	Study	Medium

ROADWAY PROJECTS

Project Name/Location	Project Description	Municipality	Source	Notes	Project/ Study	Priority
US 219 Safety Improvements	Safety Improvements on US 219	Susquehanna	Public Survey	US 219 Corridor Study	Study	Medium
Refocus Traffic to US 219 and Eisenhower Blvd	Need interchange here to serve commercial activities along Eisenhower. Traffic is coming through Scalp Ave which is congested and has turning issues when traffic is present.	Richland	STC	Maintenance Project	Study	Medium
Complete the US 219 4-Lane Roadway	Route 219 North four lane ends. The completion of US 219 to the New York border would have a massive economic impact.	East Carroll	STC	US 219 Corridor Study	Study	Medium
Connect US 219 to PA 36	The Northern section of Cambria is passed over. Better access is needed to improve commerce.	East Carroll	STC	US 219 Corridor Study	Study	Medium
Re-Route Freight off of Strayer St (PA 56)	Frequent fright traffic through residential neighborhood.	Johnstown	Public Survey	Freight Movement Plan	Study	Medium
Menoher Blvd. (PA 271) and Goucher St Congestion	Congestion, Menoher Blvd., PA 271, and Goucher St	Westmont	Public Survey		Study	Medium
Goucher Street and Sunray Drive Intersection Safety Improvements	Green arrow to flashing turning lane light happens too quickly	Upper Yoder	Public Survey		Project	Low
Repair Potholes in Johnstown	Improve potholes in Johnstown	Richland	Public Survey	Maintenance	Project	Low
PA 756 and PA 160 Intersection Geometry	Intersection is still difficult to see oncoming traffic from PA 160. The curve on PA 160 needed to be eliminated when they made the improvements.	Adams	Public Survey		Project	Low
Improve Freight Corridor Access to the Johnstown Airport	Would like to see cargo/freight increase out of the airport.	Richland	Public Survey	Freight Movement Plan	Project	Low
Glendale Lake Road and Grozanick Road Intersection Safety Improvements	Dangerous intersection	Clearfield	Public Survey		Project	Low
Johnstown Roadway Repairs	Overall potholes and construction repairs need to be taken care of.	Johnstown	Public Survey	Maintenance	Project	Low
Frankstown Rd and Truman Blvd Intersection Improvements	Safety Improvements	Conemaugh	Public Survey		Project	Low

ROADWAY PROJECTS

Project Name/Location	Project Description	Municipality	Source	Notes	Project/ Study	Priority
Repave Woodmont Road	Repave Woodmont Road	Upper Yoder	Public Survey	Maintenance	Project	Low
Truman Blvd and Fulmer Road Intersection Geometry off Frankstown Road	Align Truman Blvd and Fulmer Road off Frankstown Road	Conemaugh	Public Survey		Project	Low
Wilmore Road (PA 160) and Ebony Road Intersection Improvements	Intersection Improvements at PA 160 (Wilmore Road) and Ebony Road	Cambria	Public Survey		Project	Low
Repave Evergreen Road (PA 160)	Repave Evergreen Road (PA 160) through Wilmore	Summerhill	Public Survey		Project	Low
Widen Sheridan Street	Widen Sheridan Street for safety.	Johnstown	Public Survey		Project	Low
Repave Castle, Taft, Earl and Blackberry Streets	Repave Castle, Taft, Earl and Blackberry Streets	Middle Taylor	Public Survey	Maintenance	Project	Low
Stormwater Runoff Frankstown Road	Along Frankstown where water runs onto the northbound lane and freezes.	Richland	Public Survey		Project	Low
Stormwater Runoff Rockville Road	Along Rockville Road where water runs onto the northbound lane and freezes.	Croyle	Public Survey		Project	Low
Repave Darr Street	Poor Condition	Geistown	Public Survey	Maintenance	Project	Low
Frankstown Road and Mt Hope Road Intersection Safety	Poor intersection visibility	Richland	Public Survey		Project	Low
PA 756 and PA 160 Intersection Traffic Light Installation	Needs a traffic light at PA 160 PA 756 intersection	Adams	Public Survey		Project	Low
Widen Elton Street and PA 160	Elton road and PA 160 have anticipated commercial growth therefore need to be wider.	Adams	Public Survey		Project	Low
Install Safety Light on Glendale Lake Road	School zone needs flashing speed limit sign.	Clearfield	Public Survey		Project	Low
Repave Hostler Road	Repair Hostler Road	Richland	Public Survey	Maintenance	Project	Low
Spinner Road and Admiral Peary Hwy Intersection	Intersection of Spinner Road and Admiral Peary Hwy	Munster	Public Survey		Project	Low
Repave St Augustine Road	Repave St Augustine Road	Clearfield	Public Survey	Maintenance	Project	Low
Intersection Configuration Criste Rd/ Vale Wood Rd.	No left hand turn for freight trucks.	Munster	Public Survey		Project	Low

ROADWAY PROJECTS

Project Name/Location	Project Description	Municipality	Source	Notes	Project/ Study	Priority
Colonel Drake Hwy (PA 36) and Glendale Lake Road Intersection Safety	Intersection of PA 36 and Glendale lake road is unsafe turning from north bound PA 36 onto GLR.	Clearfield	Public Survey		Project	Low
Beulah Road and Ghost Town Trail Bridge Intersection Alignment	Straighten out the road with the ghost town bridge so cars can see on coming traffic. Can get more parking for the trail.	Cambria	Public Survey		Project	Low
Goucher Street and Mowery Ave Intersection Safety Improvements	Poor visibility turning onto Goucher.	Upper Yoder	Public Survey		Project	Low
Center Street Safety Improvements	Safety Improvements on Center Street in Front of Cambria County Court House	Ebensburg	Public Survey		Project	Low
Repave Mizel Lane	Repave Mizel Lane in Conemaugh	Conemaugh	Public Survey	Maintenance	Project	Low
Intersection Safety Improvement at Bond St and Cypress Ave	Irregular stop sign placement makes traffic flow difficult and cars frequently run stop signs because of it.	Johnstown	Public Survey	Maintenance	Project	Low
Repave Cramer Pike (PA 403) from US 22 to US 422	Rough sections of road from US 22 to US 422 (PA 403 Cramer Pike).	Jackson	Public Survey	Maintenance	Project	Low
Hostetler Road and Erickson Drive Intersection Reconfiguration	Recent project reconfigured intersection, people are running off road large pot hole is developing in dirt.	Richland	STC	Maintenance	Project	Low
Stormwater Management Near PA 53 in Wilmore	No inlet boxes for stormwater runoff. The homeowners that live there are getting their yards and basements flooded during high rainfall.	Wilmore	STC	Maintenance	Project	Low
PA 160 and PA 756 Intersection Geometry	Vehicle lights blind each other due to different elevations.	Adams	STC		Project	Low
Stormwater Management Frankstown Road	The drainage is an issue here that needs to be addressed. Especially in the winter the undrained water on the roadway freezes and causes a safety concern.	Conemaugh	STC		Project	Low

ROADWAY PROJECTS

Project Name/Location	Project Description	Municipality	Source	Notes	Project/ Study	Priority
William Penn Ave (US 22) and Admiral Peary Hwy (PA 271) Intersection Improvement	Intersection improvement to increase sight distance for Pace Street.	Jackson	Public Survey		Project	Low
Repair Laurel Ave Railroad Underpass	Repair Laurel Ave Railroad Underpass; low vertical clearance for trucks.	Johnstown	Public Survey	Freight Movement Plan	Project	Low
Repave Eisenhower Blvd	Repair Eisenhower Blvd in Ferndale	Stonycreek	Public Survey	Maintenance	Project	Low
Truck Improvements on Goucher St	Truck Improvements on Goucher St	Southmont	Public Survey	Freight Movement Plan	Project	Low
Install Interchange on US Highway 219 and Tower Rd	Install Interchange on US Highway 219 and Tower Rd in Croyle Township	Croyle	Public Survey		Project	Low
Goucher St and Sunshine Ave Intersection Improvements	Intersection Improvements Goucher St and Sunshine Ave	Westmont	Public Survey		Project	Low
Re-Route Freight/Trucks out of Rock Run	Large vehicle's with trailers cannot safely traverse through Rock Run.	Patton	Public Survey	Freight Movement Plan	Study	Low
Improve Freight Movement through Johnstown	Improve freight movement through downtown Johnstown to increase opportunity.	Johnstown	Public Survey	Freight Movement Plan	Study	Low
Freight Improvements on Evergreen Rd	Freight Improvements on Evergreen Rd	Summerhill	Public Survey	Freight Movement Plan	Study	Low
Freight Route Reconfiguration	The mountains and hills are challenging through Johnstown	Richland	Public Survey	Freight Study	Study	Low
US 422 Safety Improvements	Safety Improvements US 422 to Indiana, including heavy truck movement.	Cambria	Public Survey	US 422 Corridor Study	Study	Low
Extend Four-Lane US 219 Northbound from Ebensburg	Extend US 219 Northbound from Ebensburg	Cambria	Public Survey	US 219 Corridor Study	Study	Low
Small Freight Corridors	Roads are not large enough to allow good shipping and allowing industry to improve.	Conemaugh	Public Survey	Freight Movement Plan	Study	Low
Connect US 219 to PA 36	Connect US 219 to PA 36	East Carroll	Public Survey	US 219 Corridor Study	Study	Low

ROADWAY PROJECTS

Project Name/Location	Project Description	Municipality	Source	Notes	Project/ Study	Priority
Refocus Traffic to US 219 and Eisenhower Blvd	Interchange would provide better access to business corridor easier access to Ferndale section of Johnstown and reduce traffic on Scalp Ave. Bridge is already there just needs ramps.	Richland	STC	Scalp Ave Corridor Study	Study	Low
Truck Parking on Ridge Rd (PA 555)	Truck Parking on PA 555 (Ridge Rd)	Barr	Public Survey	Truck Parking Study	Study	Low
Goucher St Improvements	Improvements on Goucher St in front of Hiram G Andrews Center	Upper Yoder	Public Survey		Study	Low
Center St Improvements	Improvements on Center St out of Ebensburg	Ebensburg	Public Survey		Study	Low
US 219 Signage	US 219 Signage	East Carroll	Public Survey		Not an LRTP Project	Medium
Fairfield Ave and Broad Street Intersection Signage	Adjust Signage, people won't turn right on red because there is a sign stating 'stop here on red'.	Johnstown	Public Survey	Maintenance	Not an LRTP Project	Medium
Sync Hayne Street Traffic Lights	Sync Hayne Street Traffic Lights	Johnstown	Public Survey		Not an LRTP Project	Medium
US 219 Signage Improvement	Improve signage along all main arteries and US 219 and clear overgrowth away from signs.	Richland	Public Survey		Not an LRTP Project	Medium
US 22 and Mini Mall Road Intersection Traffic Light Recalibration	The traffic lights at US 22 and Mini Mall Road need to be recalibrated.	Cambria	Public Survey	US 22 Corridor Study	Not an LRTP Project	Medium
William Penn Hwy Winter Maintenance in Cresson	William Penn Hwy Winter Maintenance in Cresson	Cresson	Public Survey	Maintenance	Not an LRTP Project	Medium
US 22 and Beulah Road Intersection Traffic Light Adjustment		Cambria	Public Survey	US 22 Corridor Study	Not an LRTP Project	Medium
Jaycee Drive and Scalp Ave (PA 56) Intersection Traffic Light Recalibrations	Jaycee Drive light doesn't trigger, dangerous during heavy traffic times.	Richland	Public Survey		Not an LRTP Project	Medium
US 219, Elton Road, and Theatre Drive Intersection Light Recalibrations	Lights work against each other.	Richland	Public Survey	US 219 Corridor Study	Not an LRTP Project	Medium

ROADWAY PROJECTS

Project Name/Location	Project Description	Municipality	Source	Notes	Project/ Study	Priority
Donald Lane and Elton Road Intersection Light Recalibration	Traffic Lights	Richland	Public Survey		Not an LRTP Project	Medium
US 219 Roadway Repairs	Roadway Repairs between Johnstown and Ebensburg on US 219	Adams	Public Survey	Draft 2025 TIP - Project ID: 116926	Not an LRTP Project	Medium
Johnstown Expressway (PA 56)	Johnstown Expressway Repair	Dale	STC	2021 TIP - Project ID: 96482	Not an LRTP Project	Medium
US 422 Speed Limit Adjustment	Speed limit on US 422 in front of the Admiral Peary VoTech.	Cambria	STC	Speed limit study	Not an LRTP Project	Medium
Maintenance Haynes Street (PA 271)	Lane lines need to be painted seasonally. Street lights need to be replaced on this main corridor.	Johnstown	STC	Maintenance	Not an LRTP Project	Medium
Corridor Designation on Center St (US 219)	Change the designation of this state road to a municipal road and have restricted access for trucks.	Ebensburg	STC		Not an LRTP Project	Medium
Maintenance Haynes Street (PA 271)	Lane lines need to be painted seasonally. Street lights need to be replaced on this main corridor.	Johnstown	STC	Maintenance	Not an LRTP Project	Medium
Traffic Calming On US 422	Traffic Calming for the residential reduced speed zone in Belsano.	Blacklick	Public Survey		Not an LRTP Project	Medium
Scalp Ave (PA 56) Intersection Traffic Light Recalibration	The length of the traffic line entering the plaza occasionally backs up and causes one of the two lanes to be blocked.	Richland	Public Survey	Maintenance	Not an LRTP Project	Medium
US 22 and Mini Mall Rd Intersection Traffic Light Recalibration	People tend to ride through the area with elevated speeds. This intersection can be particularly congested as well at times.	Cambria	Public Survey		Not an LRTP Project	Medium
Roosevelt Blvd Lighting	Lighting on Roosevelt Blvd near the Johnstown Stone Bridge	Johnstown	Public Survey	Maintenance	Not an LRTP Project	Medium

ROADWAY PROJECTS

Project Name/Location	Project Description	Municipality	Source	Notes	Project/ Study	Priority
Use the Johnstown Airport for Freight Movement	Trucks could pick up and drop off freight at the Airport. The Airport has land designated as KOEZ and ALDZ to promote land development by offering tax incentives to businesses moving to the Airport.	Richland	Public Survey		Not an LRTP Project	Low
Johnstown Expressway (PA 56) Roadway Lines	Lines and demarcation skills updated annually.	Dale	Public Survey	2021 TIP - Project ID: 96482	Not an LRTP Project	Low
Countywide Roadway Condition	Roads can just be rough and hard on your car again county wide	Westmont	Public Survey		Not an LRTP Project	Low
Highway System to US 22/Pittsburgh	Develop a new highway system going out of Johnstown to US22/Pittsburgh	Johnstown	Public Survey		Not an LRTP Project	Low
Winter Maintenance	Better snow removal		Public Survey	Maintenance	Not an LRTP Project	Low
Improvements Turkey Path Rd	Turkey Path Rd	Summerhill	Public Survey	Maintenance	Not an LRTP Project	Low
Lemon Drop Rd Improvements		East Carroll	Public Survey	Maintenance	Not an LRTP Project	Low
Marina Road and PA 53 Intersection Marking	Marina Road and PA 53 needs to be marked	Reade	Public Survey	Maintenance	Not an LRTP Project	Low
Repave Aviation Drive	Aviation drive is in poor condition.	Richland	Public Survey	Maintenance	Not an LRTP Project	Low
US 219 and Bedford Street Lane Markings	Better lane markings at intersection of US 219 and Bedford Street	Richland	Public Survey	Maintenance	Not an LRTP Project	Low
PA 53 and Munster Road Intersection Lane Markings	No line markers to stop at the intersection	Portage	Public Survey	Maintenance	Not an LRTP Project	Low
Repave Sheridan Street and Grandinett Steet Area	Potholes and big bumps along N Sheridan Street and Grandinett Steet	Johnstown	Public Survey	Maintenance	Not an LRTP Project	Low
US 22 and Beulah Road Intersection Traffic Light Adjustment		Clearfield	Public Survey	US 22 Corridor Study	Not an LRTP Project	Low

ROADWAY PROJECTS

Project Name/Location	Project Description	Municipality	Source	Notes	Project/ Study	Priority
Repave Roadway in Johnstown	Johnstown and roads leading to the city are in poor condition.		Public Survey	Maintenance	Not an LRTP Project	Low
Glendale Lake Road Safety Lights	School zone needs flashing speed limit sign.	Patton	Public Survey		Not an LRTP Project	Low
County-wide Road Repair	County-wide Road Repair	Cambria	Public Survey	Maintenance	Not an LRTP Project	Low
County-wide Road Repair	All roads in central and northern Cambria need improved access for the population and businesses	Allegheny	Public Survey	Maintenance	Not an LRTP Project	Low
Mill Creek Road Signage	Signage on Mill Creek Road	Westmont	Public Survey	Signage	Not an LRTP Project	Low
Increase Signage on Goucher St	Better signage on truck load limits.	Lower Yoder	Public Survey	Signage	Not an LRTP Project	Low
Roadway Maintenance on Manor Dr	The road is very slick from loose gravel.	Cambria	Public Survey	Maintenance	Not an LRTP Project	Low
US 219 Designation	US 219 need to continue as a highway to the Maryland border.	Richland	Public Survey		Not an LRTP Project	Low
Von Lunen Rd Street Lights	Need street lights on Von Lunen Rd	Johnstown	Public Survey	Maintenance	Not an LRTP Project	Low
Crawford Ave and Chestnut Ave Traffic Light Recalibration	Intersection Safety Improvements at Crawford Ave and Chestnut Ave	Northern Cambria	Public Survey		Not an LRTP Project	Low
Signage for Roundabout between Scalp Ave, Belmont St, and Bedford St.	Roundabout between Scalp Ave, Belmont St, and Bedford St. The local public doesn't know how to handle a roundabout. More education efforts are necessary than an article on PennDOT's website.	Geistown	Public Survey	Signage	Not an LRTP Project	Low
Goucher St and Hershberger Rd Intersection Light Recalibration	The green light on one intersection goes too quick.	Upper Yoder	Public Survey	Maintenance	Not an LRTP Project	Low

BRIDGE PROJECTS

Project Name/Location	Project Description	Municipality	Source	Notes	Project/ Study	Priority
US 219 Bridge Repair Into Somerset County.	Plan funding to replace large span structure.	Richland	Public Survey		Project	High
Bike/Pedestrian Bridge Installation over the East Conemaugh River	The Urban Connectivity plan recommended a separate bike-ped bridge to Maple Ave.	Johnstown	Public Survey		Project	High
Fairfield Ave Railroad Underpass	Underpass needs signs indicating vertical clearance	Johnstown	Public Survey		Project	Medium
Little Conemaugh River Bridge Repair	Bridge Repair in Johnstown.	Johnstown	Public Survey		Project	Medium
Reopen and Repair Bridge on Fairfield and Tremont Rd	Reopen and Repair Bridge.	Lower Yoder	Public Survey		Project	Medium
Repair Main St and Railroad Underpass	Repair Main St and Railroad Underpass	Portage	Public Survey		Project	Low
Reconstruction of NS Keystone Bridge	Norfolk Southern Keystone bridge needs reconstructed for heavy truck issues and line of sight issues.	Portage	STC	Freight Move-ment Plan	Project	Low
Repairs on Lee St, Portage Underpass under Railroad	Repairs on Lee St, Portage Underpass under Railroad	Portage	Public Survey		Project	Low
Reopen and Repair Hinckston Run Dam Bridge	Hinckston Run Dam bridge has bee closed for years, needs repaired and reopened.	East Taylor	Public Survey		Project	Low
Increased Signage for Bridges	Trucks cross bridges from Sidman/St. Michael to Portage, crossing bridges that they should not.	Summerhill	Public Survey	Signage	Not an LRTP Project	

MULTIMODAL PROJECTS

Project Name/Location	Project Description	Municipality	Source	Notes	Project/ Study	Priority
Trail link from Ghost Town Trail to Wilmore Dam	Fund trail link from Ghost Town Trail to Wilmore Dam to Path of the Flood.	Summerhill	Public Survey		Project	High
Develop Trailhead and River Access	Demolish the former Sheesley's Concrete plant for development of trail head and river access as well as cross walk safety.	Johnstown	Public Survey	Trailhead Evaluation	Project	High
UPJ & Penn Highlands Educational Corridor Safety Improvements	Bicycle/Pedestrian issues around the UPJ & Penn Highlands educational corridor.	Richland	Public Survey	Corridor Study	Project	High
Inclined Plane Walking Trail to the 9/11 Trail Corridor	Complete Inclined Plane walking trail to the 9/11 trail corridor	Johnstown	Public Survey		Project	High
Walnut St bridge Pedestrian Improvements	From the Flood Museum across Walnut St bridge to Cambria City on the Path of the Flood Trail	Johnstown	Public Survey		Project	High
Trail Improvements for ADA Accessibility	Trails being established are not wheelchair accessible.	Lower Yoder	Public Survey	Active Trans-portation Plan	Study	High
Sidewalk Extensions to Goucher St	Goucher street has no sidewalks making walkability difficult.	Upper Yoder	Public Survey		Project	Medium
Central Ave and Valley Pike Roadway Configuration	Install road diet on Central Ave and Valley Pike in Johnstown	Johnstown	Public Survey		Project	Medium
Franklin St (PA 271) and Main St Crosswalk Safety Improvements	Crosswalk Safety Improvements Franklin St (PA 271) and Main St	Johnstown	Public Survey		Project	Medium
Front Street in Mineral Point Trailhead and River Access.	Develop trail head parking and river front access along Front Street in Mineral Point.	East Taylor	Public Survey	Trailhead Evaluation	Project	Medium
PA 56 and Washington St Intersection Safety Improvement	Dangerous crossing PA 56 and Washington St	Johnstown	Public Survey		Project	Medium
Trail connection from Ghost Town Trail to Munster	Trail from the present end of the Ghost Town Trail to Munster Road, also the extension to Loretto	Cambria	Public Survey		Project	Medium
Completion of C&I Trail	Final connection from Cardiff to the east side of Nanty Glo to complete the C&I Trail	Blacklick	Public Survey		Project	Medium
Southern Johnstown Trail Connection	Trail connection from Bens Creek to the James Mayer Riverwalk		Public Survey		Project	Medium

MULTIMODAL PROJECTS

Project Name/Location	Project Description	Municipality	Source	Notes	Project/ Study	Priority
Trail Connection in Mineral Point	Connection Staple Bend Tunnel Trail and Path of the Flood Trail	East Taylor	Public Survey	Active Transportation Plan	Project	Medium
Sidewalk Installation for Safety in Belmont	No access for children to get to the playground on a busy street. Addition of a sidewalk would be ideal for safety.	Richland	Public Survey		Project	Medium
Off Road Trail Connecting Tunnel to Trail	Off road trail system needed to connect Tunnel and existing trail. Challenge is crossing US 22 with overpass or tunnel. Need cooperation with PennDOT Forest and County Authority.	Conemaugh	STC		Project	Medium
Downtown Johnstown Bus Shelters	Elderly have to stand with no protection from the elements, need shelters.	Johnstown	Public Survey		Project	Medium
ADA Compliance for CamTran Buses	CamTran buses do not accommodate larger wheelchair users.	Johnstown	Public Survey	Local Coordinated Plan	Project	Medium
Crosswalk Safety Issues	Crossing along Main Street causes issues	Scalp Level	Public Survey		Project	Medium
PA 271 and Tech Park Dr. Intersection Safety Improvement	Tight turns for trucks, therefore causes hazards.	Johnstown	Public Survey		Project	Medium
Chestnut St and McCoy St Crosswalk Safety Improvements	Crosswalk Safety Improvements Across Chestnut St/McCoy St in Nanty Glo	Nanty Glo	Public Survey		Project	Medium
High St and Julian St Crosswalk Safety Improvements	Crosswalk Safety Improvements in Ebensburg High St/ Julian St	Ebensburg	Public Survey		Project	Medium
Pedestrian Safety for Travel Under US 219	Pedestrian Safety for Travel Under US 219	Richland	STC		Project	Medium
Franklin Street Bike Lane Drainage	The bike lane on Franklin Street has drainage causing cyclists to ride on the street instead of the bike lane.	Southmont	STC		Project	Medium
US 219 Bike/Ped Safety Improvements Through Richland	Bike/Ped Safety Improvements on US 219 through Richland	Richland	Public Survey		Project	Medium

MULTIMODAL PROJECTS

Project Name/Location	Project Description	Municipality	Source	Notes	Project/ Study	Priority
Glendale Lake Trail Expansion	Lack of bicycle access around Glendale lake	White	Public Survey	Active Transportation Plan	Project	Medium
Safety Improvements Crossing US 422 on the Ghost Town Trail	Ebensburg Ghost Town Trail crossing over US 422 will need alert lights/warnings, etc. to help people cross safely.	Ebensburg	Public Survey		Project	Medium
Path of the Flood Trail Protected Bike Lanes	Protected bike lanes from Franklin to downtown Johnstown along the Path of the Flood trail	Franklin	Public Survey		Project	Medium
High St and Center St Intersection Safety Improvement	Pedestrians tend not to get the right of way on the cross walk.	Ebensburg	Public Survey		Project	Medium
Ghost Town Trail Safety Improvements Into Nanty Glo	Cardiff Rd into Nanty Glo is dangerous for bikers. Signs and safety measures need to be added.	Blacklick	Public Survey	Active Transportation Plan	Project	Medium
Ebensburg Pedestrian Safety		Ebensburg	Public Survey	Ebensburg Complete Streets Evaluation	Project	Medium
Bicycle Safety Improvements Along Menother Blvd	Add a protected bike lane along this major corridor.	Southmont	Public Survey	Active Transportation Plan	Project	Medium
Franklin St Bicycle Lanes	Bike lanes that start/stop randomly along Franklin St, south of Johnstown.	Johnstown	Public Survey	Active Transportation Plan	Project	Medium
Safety Improvements Across Chestnut St (PA 271) on the Ghost Town Trail	The crossing at the Ghost Town Trail needs safety improvements, including updated striping, traffic calming measures to reduce vehicle speeds, more signage indicating the crossing, and increased lighting of the sidewalk to improve pedestrian visibility at dusk and nighttime.	Nanty Glo	Public Survey		Project	Medium
Expand Airport Parking	Expand parking and prepare for personal drone use.	Richland	Public Survey		Project	Medium

MULTIMODAL PROJECTS

Project Name/Location	Project Description	Municipality	Source	Notes	Project/ Study	Priority
Ebensburg Bus Shelters	Need shelters on existing stops.	Cambria	Public Survey		Project	Medium
Richland Center Bus Stop	Entire city routes	Richland	Public Survey	Local Coordinated Plan	Project	Medium
Bus Transit at the Johnstown Airport	A regular scheduled bus stop should be aligned with flight schedules to provide transit between airport, downtown, and the rail station	Richland	Public Survey	Local Coordinated Plan	Project	Medium
Installation of Sidewalks near Geistown	Lack of sidewalks	Geistown	Public Survey		Project	Medium
Sidewalk Installation on Industrial Park Road	Sidewalk installation on Industrial Park Road east of Richland.	Richland	Public Survey	Active Transportation Plan	Project	Medium
Gallitzin Interchange Park and Ride	Add a park and ride lot at the Gallitzin interchange. People are already parking here but something should be designed to make it safer and get the parked vehicles well separated from moving traffic	Tunnelhill	STC		Project	Medium
Downtown Johnstown Bike Study	There are not enough bike lanes in the county, especially in the City of Johnstown.	Westmont	Public Survey	Downtown Complete Streets/Bike/Ped Study	Study	Medium
Johnstown Bike Lanes	Need more bike lanes throughout Johnstown	Johnstown	Public Survey	Downtown Johnstown Complete Streets	Study	Medium
Scalp Avenue Pedestrian Improvements	No sidewalks along Scalp Avenue	Richland	Public Survey	Bicycle and Pedestrian Safety Study on Scalp Ave	Study	Medium
Install Bike Lanes on Franklin Street in Johnstown	Install bike lanes on Franklin Street in Johnstown, between Hickory Street and downtown.	Johnstown	Public Survey	Downtown Johnstown Complete Streets	Study	Medium

MULTIMODAL PROJECTS

Project Name/Location	Project Description	Municipality	Source	Notes	Project/ Study	Priority
Ghost Town Trail Connection out of Ebensburg	Ghost Town Trail Connection out of Ebensburg across US 422 to SFU.	Ebensburg	Public Survey	Active Transportation Plan	Study	Medium
Goucher St Sidewalk Study	No sidewalk from Goucher St / Lindburg Ave to Giant Eagle	Upper Yoder	Public Survey		Study	Medium
Menoher Blvd (PA 271) Bike/Ped Improvements	Bike/Ped Improvements on Menoher Blvd (PA 271)	Johnstown	Public Survey		Study	Medium
Johnstown Area Trail Expansion	More trails would increase exercise and recreational activities.	Johnstown	Public Survey		Study	Medium
Develop Trail Connection	Trail needs to be developed from Mineral Point (and the Path of the Flood Trail) to Nanty Glo (the Ghost Town Trail).	East Taylor	Public Survey		Study	Medium
Glendale Lake Trail Connections	Lack of trail connection	Chest	Public Survey	Active Transportation Plan	Study	Medium
Trail Expansion on Abandoned Rail	Trail expansion on abandoned rail along PA 53 north of Prince Gallitzin Sate Park	Reade	Public Survey	Active Transportation Plan	Study	Medium
Somerset County Trail Connections	Lack of trail connection		Public Survey	Active Transportation Plan	Study	Medium
Ghost Town Trail Extension East	Ghost Town Trail connection east through into Cresson and Loretto	Ebensburg	Public Survey	Active Transportation Plan	Study	Medium
Extension of Trails into Northern Cambria	No trail resources are in the Northern Cambria region of the county.	Susquehanna	Public Survey	Active Transportation Plan	Study	Medium
Rail-Trail Creation South of Dysart	Abandoned rail could become rail trail.	Dean	Public Survey	Active Transportation Plan	Study	Medium

MULTIMODAL PROJECTS

Project Name/Location	Project Description	Municipality	Source	Notes	Project/ Study	Priority
Trail Connection	Trail connection near Ebensburg	Cambria	Public Survey	Active Transportation Plan	Study	Medium
Trail Connection St Michael to the Path of the Flood Trail	Trail from Berwind Park to the Path of the Flood Trail	Adam	Public Survey	Active Transportation Plan	Study	Medium
Trail Connection into Ashville	Trail connection	Allegheny	Public Survey	Active Transportation Plan	Study	Medium
Trail Connection North of Prince Gallitzin Sate Park	Trail connection north of Prince Gallitzin Sate Park near Flinton	White	Public Survey	Active Transportation Plan	Study	Medium
Ghost Town Trail to Prince Gallitzin State Park Trail Connection	Trails to connect Prince Gallitzin State Park to Carrolltown, then to Ghost Town Trail	East Carroll	Public Survey	Active Transportation Plan	Study	Medium
Ghost Town Trail to Loretto Trail Connection	Trail Extension from the Ghost Town Trail to Loretto	Allegheny	Public Survey	Active Transportation Plan	Study	Medium
Trail Connection Near PA 553 (Ridge Rd)	Trail connection	Barr	Public Survey	Active Transportation Plan	Study	Medium
Installation of Trails Along Wilmore Dam	Need walking and biking trail along Wilmore Dam. Road grade is already there.	Summerhill	Public Survey	Active Transportation Plan	Study	Medium
Ghost Town Trail Connection in Beula	Ghost Town Trail connection with new trail built.	Cambria	Public Survey	Active Transportation Plan	Study	Medium
Create Rail trail in Northern Cambria	Old railroad could be trails in the Northern part of the county.	Northern Cambria	Public Survey	Active Transportation Plan	Study	Medium

MULTIMODAL PROJECTS

Project Name/Location	Project Description	Municipality	Source	Notes	Project/ Study	Priority
Trail Connection in Ebensburg	Trail connection	Ebensburg	Public Survey	Active Transportation Plan	Study	Medium
Old Blue Bridge Trail Connection in South Fork	Trail connection to the Old Blue Bridge	South Fork	Public Survey	Active Transportation Plan	Study	Medium
Trail Development Ebensburg to Loretto	Ebensburg to Loretto to Cresson trail development	Cambria	Public Survey	Active Transportation Plan	Study	Medium
Trail Connection South of Ebensburg near PA 160	Trail connection	Summerhill	Public Survey	Active Transportation Plan	Study	Medium
Extend Trails to Carrolltown	There is no trails that connect to Carrolltown.	Carrolltown	Public Survey	Active Transportation Plan	Study	Medium
Trail Connection Ebensburg to Munster		Allegheny	Public Survey	Active Transportation Plan	Study	Medium
Trail Extension from Johnstown Trails to Ghost Town Trail	Trail Extension from Johnstown Jim Mayer / Sandyvale trail to the Ghost Town Trail	Johnstown	Public Survey	County-Wide Trail Study	Study	Medium
Trail Connection to Patton	Build trail to Patton and connect to Carrolltown Park.	East Carroll	Public Survey	Active Transportation Plan	Study	Medium
Sidewalk Study in Vinco	No sidewalks in Vinco	Cambria	Public Survey	Active Transportation Plan	Study	Medium
Bike Lane Safety Improvement	Better bike lanes are needed along with shareable roads.	Conemaugh	Public Survey	Downtown Complete Streets/Bike/ Ped Study	Study	Medium

MULTIMODAL PROJECTS

Project Name/Location	Project Description	Municipality	Source	Notes	Project/ Study	Priority
Extend CamTran Johnstown Service Hours	All of CamTran, times don't seem to be early/late enough for workers and very few covered stops.	Johnstown	Public Survey	Local Coordinated Plan	Study	Medium
Sidewalk Safety and ADA Concerns		Westmont	Public Survey	Active Transportation Plan	Study	Medium
Service Connection Johnstown to Altoona	No regular services between Altoona and Johnstown.		Public Survey	Local Coordinated Plan	Study	Medium
Roadway Safety Improvements for Bicycles	Pave wider shoulders for cyclists to get off traffic lanes.	Upper Yoder	Public Survey	Active Transportation Plan	Study	Medium
Ghost Town Trail Connection out of Ebensburg	Extend the Ghost Town Trail over US 422 (Rowena Dr).	Ebensburg	Public Survey	Active Transportation Plan	Study	Medium
Johnstown Bus Stop (Galleria)	Entire city routes	Richland	Public Survey	Local Coordinated Plan	Study	Medium
Bike Trail Connections to Richland	No bike trails in Richland for safe multimodal access.	Richland	Public Survey	Active Transportation Plan	Study	Medium
Bus Stop Near Intersection of US 219 and US 22	Bus Stop Near Intersection of US 219 and US 22	Cambria	Public Survey	Local Coordinated Plan	Project	Low
Bus Stop at the Vinco Shopping Center off of William Penn Ave (PA 271)	Bus Stop at the Vinco Shopping Center off of PA 271 (William Penn Ave)	Jackson	Public Survey	Local Coordinated Plan	Project	Low
Bus Stop at the Parkhill Shopping Center off of William Penn Ave (PA 271)	Bus Stop at the Parkhill Shopping Center off of PA 271 (William Penn Ave)	East Taylor	Public Survey	Local Coordinated Plan	Project	Low
Repave Old PA 53	Repave Old PA 53 for vehicles, but also a biking/ walking trail.	Croyle	Public Survey	Maintenance	Project	Low
Bus Stop (Gerry Ln and Bedford St)	Gerry Ln and Bedford St Bus Stop	Geistown	Public Survey	Local Coordinated Plan	Project	Low

MULTIMODAL PROJECTS

Project Name/Location	Project Description	Municipality	Source	Notes	Project/ Study	Priority
Bus Stop (Hiram G Andrews Center)	Hiram G Andrews Center	Upper Yoder	Public Survey	Local Coordinated Plan	Project	Low
Accessibility along High St	Provide increased accessibility from the apartments into town.	Ebensburg	Public Survey	Ebensburg Complete Streets Evaluation	Project	Low
Bus Stop at the Vinco Shopping Center off of William Penn Ave (PA 271)	Bus Stop at the Vinco Shopping Center off of PA 271 (William Penn Ave)	Jackson	Public Survey	Local Coordinated Plan	Project	Low
Expand Service in North Cambria	Difficult to get to upper part of county with public transport	Clearfield	Public Survey	Local Coordinated Plan	Study	Low
Bus Service Area	Increase footprint of public transportation to allow better access for employees of local businesses.	Johnstown	Public Survey	Local Coordinated Plan	Study	Low
Patton and Carrolltown Area Walkability Improvements	Need walking trails in Patton and Carrolltown area.	Clearfield	Public Survey	Active Transportation Plan	Study	Low
Richland/Geistown Bus Shuttle	"Maybe a shuttle around Richland/Geistown to go to the mall, groceries on Scalp, Wal Mart area, etc. "	Richland	Public Survey	Local Coordinated Plan	Study	Low
Rural Bus Service Area	Limited public transportation in all rural areas of the County	Barr	Public Survey	Local Coordinated Plan	Study	Low
Fixed Route Service in Portage	Limited fixed route	Portage	Public Survey	Local Coordinated Plan	Study	Low
Richland Bus Service Area Study	Need more buses than run to PHCC and UPJ, to shopping, and around Richland.	Richland	Public Survey	Local Coordinated Plan	Study	Low
Increase Bus Service Frequency	CamTran needs to increase days of operation.	Cambria	Public Survey	Local Coordinated Plan	Study	Low
Fixed Route Service into South Fork	No fixed route	South Fork	Public Survey	Local Coordinated Plan	Study	Low

MULTIMODAL PROJECTS

Project Name/Location	Project Description	Municipality	Source	Notes	Project/ Study	Priority
Scalp Avenue (PA 56) and Bedford St (PA 756) Sidewalk Improvements	Sidewalk improvements along Scalp Ave and Bedford Street in Geistown and Richland	Johnstown	Public Survey	Active Transportation Plan	Not an LRTP Project	Medium
Roosevelt Blvd (PA 56) Sidewalk Improvements	Walking on Roosevelt Blvd (PA 56) northern Johnstown dangerous and there are little to no sidewalks.	Johnstown	Public Survey	Downtown Johnstown Complete Streets	Not an LRTP Project	Medium
Scalp Avenue (PA 56) Sidewalk Improvements	No sidewalk or pedestrian crossing.	Richland	Public Survey	Bicycle and Pedestrian Safety Study on Scalp Ave	Not an LRTP Project	Medium
Franklin St (PA 403) Sidewalk Improvements	Sidewalk Improvements on Franklin St (PA 403)	Johnstown	Public Survey	Active Transportation Plan	Not an LRTP Project	Medium
Goucher Street Sidewalk Improvements	There is not a sidewalk on Goucher Street from Keppler Dr to the intersection on Menoher Blvd.	Upper Yoder	Public Survey	Active Transportation Plan	Not an LRTP Project	Medium
University of Pittsburgh Johnstown Bike/Pedestrian Improvements	Few sidewalks or crosswalks	Richland	Public Survey	Active Transportation Plan	Not an LRTP Project	Medium
Admiral Peary Highway (US 219) Bicycle/Pedestrian Improvements	Bicycle/Pedestrian Improvements Admiral Peary Highway (US 219)	Ebensburg	Public Survey	Active Transportation Plan	Not an LRTP Project	Medium
Sidewalk Improvements for ADA Accessibility	Sidewalks downtown are dangerous for wheelchair users	Richland	Public Survey	Active Transportation Plan	Not an LRTP Project	Medium
Scalp Avenue (PA 56) and Luther Rd Sidewalk Improvements	Sidewalk improvements on Scalp Avenue (PA 56) and Luther Rd to the US 219 S ramp Is not walkable	Richland	Public Survey	Active Transportation Plan	Not an LRTP Project	Medium

MULTIMODAL PROJECTS

Project Name/Location	Project Description	Municipality	Source	Notes	Project/ Study	Priority
Downtown Johnstown Pedestrian Improvements	Sidewalks in Johnstown are broken, focus on rebuilding downtown by making it more pedestrian-friendly.	Johnstown	Public Survey	Downtown Johnstown Complete Streets	Not an LRTP Project	Medium
Bedford St (PA 756) Sidewalk Improvements	Sidewalks along Bedford Street in Richland/ Geistown.	Richland	Public Survey	Active Transportation Plan	Not an LRTP Project	Medium
Sidewalk Improvements West of Lilly	Cannot walk along roadways to nearest town to grocery store.	Munster	Public Survey	Active Transportation Plan	Not an LRTP Project	Medium
Bike Trails to Pittsburgh	Trail connection cross borders.	Washington	Public Survey	Active Transportation Plan	Not an LRTP Project	Medium
Transit Options to Pittsburgh Airport	No transit options to Pittsburgh airport		Public Survey	In Progress	Not an LRTP Project	Low
Transit Options (Walnut St)		Johnstown	Public Survey	Local Coordinated Plan	Not an LRTP Project	Low
Johnstown Amtrak Service	More Amtrak trains stop in Johnstown	Westmont	Public Survey	In Progress	Not an LRTP Project	Low
Bus Service on J Street in Johnstown	No bus service on J Street	Johnstown	Public Survey	Local Coordinated Plan	Not an LRTP Project	Low
Second Train to Pittsburgh	More trip options from Amtrak	Johnstown	Public Survey	In Progress	Not an LRTP Project	Low
Bus Stop at County Human Resources Services	County Human Resources Services Bus Stop	Ebensburg	Public Survey	Local Coordinated Plan	Not an LRTP Project	Low
Roadway Safety Signs	More signs needed to remind drivers to share the road.	Upper Yoder	Public Survey	Active Transportation Plan	Not an LRTP Project	Low
Increase passenger rail	Increase passenger rail and connecting service options.	Johnstown	STC	Local Coordinated Plan	Not an LRTP Project	Low

MULTIMODAL PROJECTS

Project Name/Location	Project Description	Municipality	Source	Notes	Project/ Study	Priority
Wayfinding for Bus Stop Signs	Difficult for students to easily navigate to downtown locations and/or Amtrak/Greyhound/ airport	Richland	Public Survey	Signage	Not an LRTP Project	Low
Wayfinding for Bus Stops in Lily	Unclear signage and direction	Lilly	Public Survey	Signage	Not an LRTP Project	Low
CamTran Service Schedule	CamTran bus stop doesn't start early enough in the morning and there is not weekend service.	Upper Yoder	STC	Local Coordinated Plan	Not an LRTP Project	Low
Improve Trailhead Signage Across the County	Improve Trailhead Signage Across the County	Richland	Public Survey	Signage	Not an LRTP Project	Low
Sidewalk Repair Downtown Johnstown	Downtown sidewalks are full of broken pavement and holes.	Johnstown	Public Survey	Maintenance Project	Not an LRTP Project	Low

Appendix C: Transit TIP

Project	Project Title	Sponsor	FFY 2025	FFY 2026	FFY 2027	FFY 2028	Total
70579	Security Improvements & Operating Assistance	CAMTRAN	$10,612,000	$11,143,000	$11,699,000	$10,256,000	$43,710,000
70582	Purchase Vehicles & Equipment	CAMTRAN		800,000	800,000	800,000	2,400,000
70597	Capital Assistance – ADA	CAMTRAN	375,000	375,000	375,000	375,000	1,500,000
106960	Facility Improvements – Ebensburg	CAMTRAN		60,000			60,000
106963	Shop Tools & Equipment – Incline Plane	CAMTRAN		50,000	50,000	50,000	150,000
106964	Shop Tools & Equipment – Ebensburg	CAMTRAN	75,000	50,000	50,000	50,000	225,000
106966	Farebox System – Johnstown & Ebensburg	CAMTRAN	2,000,000				2,000,000
106967	Computer Equipment	CAMTRAN	50,000	50,000	100,000	50,000	250,000
106982	Replace Service Vehicle	CAMTRAN		45,000		70,000	115,000
106985	Office Furniture & Equipment	CAMTRAN		40,000			40,000
111053	Shop Tools & Equipment – Johnstown	CAMTRAN	100,000	50,000	50,000	50,000	250,000
111055	Bus Replacement – Johnstown	CAMTRAN		3,462,000		2,083,000	5,545,000
111056	Bus Replacement – Ebensburg	CAMTRAN		1,250,000			1,250,000
115302	Shared Ride Tablets – Ebensburg	CAMTRAN		12,000		12,000	24,000
115303	Security Improvements	CAMTRAN		72,000	24,000	24,000	120,000
116038	Facility Improvements – Incline	CAMTRAN	27,000	27,000	27,000	27,000	108,000

Project	Project Title	Sponsor	FFY 2025	FFY 2026	FFY 2027	FFY 2028	Total
116561	**Reseal Parking Lot – Ebensburg**	CAMTRAN		16,000			16,000
116563	**Building Improvements – Ebensburg**	CAMTRAN	2,500,000				2,500,000
116564	**Reseal Parking Lot – Johnstown**	CAMTRAN			15,000		15,000
118266	**Equipment & Facility Improvements**	CAMTRAN	800,000				800,000
118267	**Bus Replacement – Ebensburg**	CAMTRAN			393,000		393,000
118270	**Bus Replacement – Ebensburg**	CAMTRAN			655,000		655,000
118271	**Replace Service Vehicle**	CAMTRAN			50,000		50,000
118272	**Replace Service Vehicles**	CAMTRAN			180,000		180,000
119573	**Bus Replacement – Ebensburg**	CAMTRAN		752,000	564,000		1,316,000
121432	**Bus Replacement – Ebensburg**	CAMTRAN		330,000	655,000		985,000
121433	**Replace Service Vehicles**	CAMTRAN			100,000		100,000
121434	**Bus Replacement – Ebensburg**	CAMTRAN			600,000		600,000
121435	**Solar Power – Johnstown**	CAMTRAN			1,000,000		1,000,000
	Totals for: Cambria County Transit Authority/CAMTRAN		**$16,539,000**	**$18,584,000**	**$17,387,000**	**$13,847,000**	**$66,357,000**

Appendix D: Disposition of Comments Received on the LRTP

Section	Comment Received	Response/How Addressed
Transportation Timeline	14266 enplanements, 2023	Content updated to reflect new values.
Transportation Timeline	John Murtha Johnstown-Cambria County Airport	Complete airport name included.
Transportation by the Numbers	Plan should use updated population estimates.	Updated data was included in the "Transportation by the Numbers" section.
Transportation by the Numbers	Is 2022 the most recent Amtrak ridership data available?	Yes, no additional data beyond 2022 has been issued.
Transportation by the Numbers	Any known EV charging infrastructure data?	Yes, values have been incorporated to the "Transportation by the Numbers" section and a map of charging stations was added to the EV section.
Transportation by the Numbers	CamTran bus service covers 688 square miles	Revised the graphic "1 Transit Agency" to "688 Square Miles Served by CamTran"
Geographic Position	What's the difference of blue v pink roadway?	Added legend to map prior to public comment period.
Geographic Position	Route 56 should be added to the map on pg9	Updated map to include PA 56.
LRTP Purpose	Can there be some reference to how the LRTP was developed? Coordination between MPO, StateDOT, transportation agencies, incorporating public input?	A new subheading was added describing the the Plan Methodology.
LRTP Purpose	Was there additional consultation with State and local agencies responsible for land use management, natural resources, environmental protection? 23 CFR 450.324(g). Future coordination is mentioned, but not in relation to the development of the LRTP	Yes, was addressed in the new methodology section.

Section	Comment Received	Response/How Addressed
LRTP Purpose	There should be discussion in the plan about how environmental justice is considered in the project selection process and/or MTP development.	EJ considerations are documented in a new section highlighting the LRTP's methodology. The Environmetal Justice Assessment itself is included in this plan as Appendix G.
Demographics	Which dataset is this value from? (Referencing the 2020 county population)	Updated data from 2022 was included in this section.
Socioeconomics	How will employment numbers go up as population goes down (pg13)	The data comes from Woods & Poole and is forecasted.
Socioeconomics	Add 56 to the map pg17	Updated map to include PA 56.
Roadway Network	Double check Macridge Ave, not sure where that is or if that is a real name (pg18)	Macridge Ave is a real avenue, the sentence needs no adjustment.
Roadway Functional Classification	Shouldn't PA 56 be considered a major collector	PA 56 is an "Principal Arterial" and an "Other Freeway / Expressway." No change was made to the sentence.
Roadway Safety	Has Cambria County MPO and/or municipalities in Cambria County signed off on a Vision Zero or Toward Zero Deaths?	The MPO has not signed off on a Vision Zero or Toward Zero Deaths.
Public Transportation	One Countywide Transit System 21 Fixed Routes, 72 Buses. Outline of people on the bus image. Service Area covers 688 square miles	Number of fixed routes was updated and service area of 688 square miles added.
Public Transportation	Change the word to "rehabilitation" project.	Revised "renovation" to "rehabilitation" project in reference to Inclined Plane.
Public Transportation	Is it $12 million or $15 million (renovation project for the incline), I've seen references to both values.	The current estimate is $16 million. The text was revised.
Public Transportation	$16 million. (Note $12 m was an estimate from many years ago prior to adding additional scope to the project.)	Revised to $16 million
Public Transportation	Include when renovations are to be completed for the incline plane.	The Incline does not have an expected completion date.
Public Transportation	All references to Amtrak profile should be under a different section/ subsection.	Created separate Passenger Rail section.
Public Transportation	The below should be a bullet point before PwD paragraph. Complementary ADA provides service to people with disabilities who cannot use the fixed route bus service because of a disability.	Description of services was revised.
Public Transportation	CamTran+ operates paratransit services /Shared Ride)-and Complementary ADA in the urbanization area of Greater Johnstown and in the rural areas of the County where riders can't get to the fixed route bus.	Description of services and service area was revised.
Public Transportation	surrounding areas, including, portions of Windber Borough.	Description of service area was revised.

Section	Comment Received	Response/How Addressed
Public Transportation	Persons with Disabilities (PwD) is a discount program option. Qualified participants receive an 85% discount on all rides. PwD is the payer of last resort.	Description of services was revised.
Public Transportation	to Altoona.	Revised description of park-and-ride bus service.
Public Transportation	Urban Bus Service	Description of services was revised.
Public Transportation	14 fixed routes service throughout the Greater Johnstown area and includes Windber Borough.	Description of services and service area was revised.
Public Transportation	CamTran is the leading agencyfor the LCP. Is the MPO involved the development of the Coordinated Plan, as well?	Statement was revised to include: "CamTran, with the support of the MPO, intends to revise the plan in 2024."
Public Transportation	Good. Since the plan is overdue for an update (should follow LRTP update cycle). 23 CFR 450.306(h)	No revision needed
Public Transportation	has rebounded about 72% of pre-covid number. FYE 2022-23 total ridership was 804,968 = 5% increase. year on year.	Revised text for relevant bullets under Overview and Planning Implications.
Public Transportation	Nelson Nygaard was engaged by PennDOT to conduct a Service Enhancement Study in 2020 and the project was completed in March of 2021. Due to COVID and staffing challenges it has not been implemented. However, staff are currently reviewing the report and adding Up to Date ridership data.	Added bullet.
Public Transportation	The Transit Center Planning Project should be mentioned in the LRP. The planning project started last Fall and it will conclude with recommendations this July after a final public outreach event. CamTran will seek federal and state funding to do engineering and design and construction of a new transit center. In addition, CamTran's RAISE grant funding will be used to add a dedicated bus lane and a pedestrian crosswalk with bus signal prioritization on main street in front of the transit center.	Expanded description in Strategic Directions section.
Public Transportation	Add timeframe of ridership on fixed route chart. Year: 2022? 2023?	Month and year for values shown on X axis. Also added span of years to the figure title.
Public Transportation	Add timeline when ridership was taken. E.G. 2022 or 2023? (referring to ridership charts)	Month and year for values shown on X axis. Also added span of years to the figure title.
Performance Measures	The MPO's transit asset management and safety targets should be included in this section (PM). Note CamTran part of the state TAM plan.	Three tables and a corresponding bullet were added providing CamTran's asset management and safety targets. CamTran's Transit Asset Management Plan was added as Appendix H.
Performance Measures	Do you want CamTran TAM targets?	See above.

Section	Comment Received	Response/How Addressed
Revenue Forecast	23 CFR 450.324 (11)(iii) - the financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the MTP.	Additional information was included on pursuing grant funding.
Revenue Forecast	(The Federal Highway Administration)-Revise to say: 23 CFR 450.324 as this is a federal regulatory requirement and not solely a FHWA requirement.	Revised to: "Federal regulations (23 CFR 450.324) require long-range transportation plans to include..."
Revenue Forecast	Although not a part of the forecast, be sure to include/mention any projects that are currently funded with any federal, state, local, or private funds that is above and beyond fiscal constraint. This can be part of the appendix.	Revised existing bullet to: "Projects shown in Appendix A as part of the 2025 TYP are considered funded projects, or within the MPO's financial constraint. Note that two projects (MPMS #115615 and #118336) are currently funded from programs that are "over and above" the county's original financial guidance documentation, as issued by PennDOT."
Revenue Forecast	This should be explained more... Does this mean "out years" of the TYP, LRTP or the TIP? This is not clear.	Revised to: "in the "out years" of the LRTP (2037-2050)."
Revenue Forecast	Ensure the revenues and cost estimates in the TYP and LRTP periods reflect the year of expenditure due to inflation.	Additional information was included explaining cost estimates in the plan and inflation rates imposed on values.
Revenue Forecast	The region also receives RBR program funds. These funds should be accounted for as they are not apart of the state highway or state bridge regional distributions.	Added a bullet referencing numbers from the 2025 Transportation Program Financial Guidance: "The MPO region has approximately 3,702 square feet of bridge deck area within the Rapid Bridge Replacement Project (RBR) and is slated to receive $532,480 in funding over the life of the TIP, and $1,619,420 over the TYP period. This is over and above the region's "fair share" allocation in formula funding."
Revenue Forecast	Carryovers from which year(s)? (figure 60)	Included clarification of where the carryovers were taken from, TIP 2023 (now Figure 64).
Revenue Forecast	Carryovers from which year(s)? How does this relate to Figure 60?	Figure 61 was removed.
Project Selection and Prioritization	How are regional/local needs accounted for in project selection and prioritization? There was good discussion on federal and state.	Added sentence: Regional/local needs were identified through a public survey and scored using MPO-approved criteria.
Project Selection and Prioritization	How does the public's input impact the LRTP?	Content added as a second bullet to the overview section.
Public Engagement	Is there any value here? if not, it seems the bar should be removed.	Yes, there is a value of 1 for responses under 18. Added data label (now Figure 74).

Section	Comment Received	Response/How Addressed
Strategic Directions	Add the words for decades to the start of the second paragraph. separate the second paragraph by a few spaces. Bold the second paragraph. if possible move the second paragraph to the first paragraph.	Changed sentence to include "decades." Additionally swapped bullets.
Strategic Directions	Is security of the transportation system mentioned/expanded on more within the document? (Federal Planning Factor #3)	The section heading was renamed "Safety and Security." Additional strategies were added.
Strategic Directions	How were these initiatives prioritized? regional prioritization?	Initiatives were not/are not prioritized, but reflect nominal statements of action.
Strategic Directions	72% recovery from Pre-COVID ridership levels.	Paragraph was revised.
Strategic Directions	I believe this may be in the United States.	Sentence was revised (see following item).
Strategic Directions	I think we should delete this last statement per the smallest city with bus and rail since people may be confused with AMTRAK rail and not think of the vehicular incline rail. Replace with: CamTran is one of only a handful of transit agencies across the commonwealth that operates fixed route, shared ride and ADA bus services under one transit agency.	Paragraph was revised.
Strategic Directions	What does it mean for CCMPO to support the Inclined Plane? service and repairs? get funding for repairs? service as in ridership? The info below is description of the IP, not the efforts CCMPO will take to support the IP?	Additional content was added to clarify.
Strategic Directions	it connects to the CamTran bus network at the top and the bottom of the Incline. Plus, more recently mountain bikers use the inclined plane to go from the bottom trail to the top after biking down the hillside.	Description of Incline in the Public Transportation section was expanded.
Strategic Directions	What does the action item "maintain the vitality of Johnstowns Amtrak station building" mean? Isn't this in the works? is this related to long-term planning efforts post the rehabilitation? ---- reference what this work would be. Amtrak commitment to make the train platform ADA accessible, + RAISE funds to rehabilitate the train station. Coordinate with JAHA to get project description on the train station upgrades.	Additional content was added to clarify.
Strategic Directions	Does this grant seek funding for a bus stop/bus shelter? If not, it should.	Comment has been referred to the Johnstown-Cambria County Airport Authority.
Strategic Directions	Action Item: "Assist in the City's vision of renovating the Intermodal Transit Center and parking garage in downtown Johnstown". What does this look like? What actions?	Additional content was added to clarify.

Section	Comment Received	Response/How Addressed
Strategic Directions	CamTran's vision partnering with the City per the garage solution	The action statement was revised and additional content was added to clarify.
Strategic Directions	"second train" how might this impact transportation needs in Johnstown? CamTran involved in this/ impact to their offered service?	Additional content was added to clarify.
Strategic Directions	"Assess potential harms ..." - only mention of mitigation ----- Agreed that mitigation strategies should be expanded and how consultation with other agencies will be established: 23 CFR 450.324 (f)(10)	Additional content was added to clarify.
Strategic Directions	Comment on bus shelters and bus stops -we meet all ADA requirements. However as of September 7, 2023 new ADA requirements on state route ROW need business and transit agencies need to comply with new PROWAG ADA rules if the bus stop or shelter is located in a state ROW, and if that stop or shelter is removed, or a new one built.	Content was added as a second bullet to the "Meet ADA requirements for bus shelters and bus stops" action strategy.
Strategic Directions	Definition of Transportation hubs?	Revised sentence to "Improve multimodal connectivity to the county's airports and other highly traveled locations."
Strategic Directions	New comment under Transit. Multimodal accessibility buffer. Municipalities review transit related impact on expansion and/or new development per zoning reviews.	Added bullet on agency coordination related to development.
Appendix C: Transit TIP	We would like to clean up these tables. The transit Tip project titles are shortened for the TIP but in this LRP the titles should be spelt out. Kim Morely, CFO will be in contact with you with these changes.	Project names revised for clarity.
General	Were any FTA MPP funds used to develop the LRTP update?	No.
General	Concerns related to speed limits on rural roads. Specifically Magee Rd. from "Baker's Crossroads" to Patton, and Beaver St. in Patton. The speed limit signs have disappeared and people are speeding down the road and pedestrians may get hit by a car.	Comment has been forwarded to PennDOT District 9 for review.

Section	Comment Received	Response/How Addressed
General	A late small snow squall in April a few years ago caused a wreck on Route west of Duncansville. Traffic was stopped and re-routed to Rt 764 to Duncansville to old Route 22. That road was also slick. It took 2 1/2 to get from Altoona to Ebensburg-I heard that PennDot had taken the plows off the trucks. My thought-Rails to Trails did not help anybody in this scenario and is not in any way a viable transportation route for commerce or "normal" job commuting. How about a Commuter Train Stop in Ebensburg or Cresson ? Rails to Rails ?	The Cambria County LRTP is multimodal in scope and differentiates between transportation assets for transportation versus recreation purposes. Amtrak's *Pennsylvanian* service presently serves Cambria County with a stop in Johnstown but bypasses Cresson. No rail service exists in Ebensburg for either passenger or freight. Comment has been referred to PennDOT Multimodal.
General	Any NEW route created should have a 3rd lane (think the new section being planned for Route 219 to Maryland). That 3rd lane should be a rail line of some sort or a highspeed rail line.	Amtrak's *Acela* service is the only high-speed rail service in the nation, serving major metropolitan areas of New York, Philadelphia, and Washington along the Northeast Corridor. Additional service is planned for other major metro area pairs, such as Las Vegas/ Los Angeles and Dallas/Houston. Comment has been referred to PennDOT Multimodal.
General	Penndot seems to wait for the snow to "stop" before plowing.	Comment has been referred to PennDOT District 9-0. Maintenance activities are not within the scope of a 20-year long-range transportation plan.
General	On a bad snow day - 3 or 4 off the road cars on Route 22 between Ebensburg and Altoona, or a slip and wreck on Route 36 between Chest Springs and Altoona	PennDOT can only control engineering using the best criteria and materials available.
General	In Europe they build roads to last 20 years, whereas ours need resurfaced because of ruts every 7 or so-- we seem to be a disposable economy. Use better materials that are non-skid or that last for a long time.	PennDOT's Bureau of Operations and the State Transportation Innovation Council (STIC) continually look at ways of improving pavements and receiving recommended innovations for deployment and promotion. Material suppliers, manufacturers, and others with an interest in Pennsylvania's roads and bridges are working diligently to improve the network, statewide.
General	I have seen PennDot employees do the process that they assess and look for problem areas or missing signs-they should do the first run through at night in the winter, then again in daylight on the same route. That way they will see the true hazards.	Comment has been referred to PennDOT District 9-0.

Appendix E: Performance Reports

2022 Performance Measures Annual Report -- Pavements

Johnstown

2022 MAP-21 Pavement Performance by Business Plan Network (Based on Total PA Lane Miles*)

MAP-21 Pavement Performance Measures	Good		Fair		Poor		Missing (Max 5%)	
	Lane Miles	%	Lane Miles	%	Lane Miles	%	Lane Miles	%
Interstate	-	-	-	-	-	-	-	-
NHS, Non-Interstate	90.6	26.12%	252.8	72.87%	3.5	1.01%	5.1	1.46%

MAP-21 Pavement Performance Measure Targets	Good				Poor			
	2023 Target	2024 Target	2025 Target	2026 Target	2023 Target	2024 Target	2025 Target	2026 Target
Interstate	-	-	-	-	-	-	-	-
NHS, Non-Interstate	34%	32%	37%	35%	2%	2%	2%	2%

· MAP-21 pavement performance measures required for FHWA reporting include four distress components which translate to good, fair, or poor condition scores. See table on reverse of this page for distress and thresholds. Three conditions apply to each pavement type.

· A pavement 10th mile section is considered in good condition if all three distress components are rated as good. A pavement 10th mile section is considered in poor condition if two or more of its three distress components are rated as poor.

· FHWA requires that no more than 5 percent of a state's NHS Interstate lane-miles be in poor condition. Additionally, state DOTs are required to establish targets.

· FHWA has not established a minimum condition for NHS non-Interstate roadways, but requires the state DOT to establish targets.

· FHWA requires that no more than 5 percent of a state's mileage be unreported or missing.

· Conditions are assessed and analyzed for pavement "sections" that cannot exceed 0.10 miles in length, which differs from PennDOT's historic segment level data.

· MAP-21 performance measures apply to all Interstate and NHS Non-Interstate miles in PA, regardless of ownership. Therefore, PA Turnpike and local-owned miles are in Statewide totals, but not in each District's totals. Local-owned miles are included in MPO/RPO totals as appropriate.

· MAP-21 rulemaking requires that states develop and implement a risk-based asset management plan to achieve and sustain a state of good repair over the life cycle of transportation assets and to improve or preserve the condition of the NHS. Asset Management encompasses two related means of doing so: making infrastructure last as long as reasonably possible, and keeping up on preservation activities to minimize costlier major repairs. Together, these practices extend the life of assets and reduce the cost of maintaining them in the desired state of good repair. This is known as operating the network at the lowest life-cycle cost (LLCC).

· MAP-21 performance measures are not to drive planning and programming, but rather be an indication of performance achieved by states operating at the LLCC.

2022 Pavement Smoothness (IRI) Summary by Business Plan Network (Based on PennDOT Segment Miles)

Business Plan Network	Excellent		Good		Fair		Poor		Median IRI	Tested Seg-Mi
	Seg-Mi	%	Seg-Mi	%	Seg-Mi	%	Seg-Mi	%		
Interstate	-	-	-	-	-	-	-	-	-	-
NHS, Non-Interstate	61.0	35.28%	78.0	45.12%	24.9	14.41%	9.0	5.19%	86	172.9
Non-NHS, ≥ 2000 ADT	54.9	31.18%	82.7	46.96%	24.9	14.15%	13.6	7.71%	114	176.0
Non-NHS, < 2000 ADT	76.5	19.70%	118.2	30.45%	109.0	28.06%	84.7	21.80%	169	388.4
Total - Roadway	192.4	26.09%	278.9	37.83%	158.8	21.54%	107.2	14.54%	131	737.3

2022 Overall Pavement Index (OPI) Summary by Business Plan Network (Based on PennDOT Segment Miles)

Business Plan Network	Excellent		Good		Fair		Poor		Median OPI
	Seg-Mi	%	Seg-Mi	%	Seg-Mi	%	Seg-Mi	%	
Interstate	-	-	-	-	-	-	-	-	-
NHS, Non-Interstate	2.2	1.28%	115.5	67.44%	45.7	26.66%	7.9	4.61%	83
Non-NHS, ≥ 2000 ADT	33.4	19.05%	82.9	47.37%	55.4	31.64%	3.4	1.94%	84
Non-NHS, < 2000 ADT	99.1	25.52%	183.9	47.38%	89.4	23.04%	15.8	4.06%	77
Total - Roadway	134.6	18.33%	382.3	52.06%	190.5	25.93%	27.0	3.68%	81

Total Miles

PennDOT Seg-Mi	PA Lane Miles
-	-
174.0	352.1
177.0	
389.2	
740.2	

- The IRI and OPI data presented herein is segment level.
- For the Interstate and NHS, Non-Interstate Business Plan Networks, the IRI and OPI data is for 2022. For the Non-NHS Business Plan Networks, the IRI and OPI data for most recent year captured, either 2021 or 2022.
- PennDOT has historically classified Good Interstate IRI as ≤100, and Poor Interstate IRI as >150; for NHS Non-Interstate, Good is ≤120 and Poor is >170. This practice is maintained in the IRI data presented herein, but differs from the MAP-21 definitions defined in the table on the reverse of this page.

2022 Out-Of-Cycle (OOC) Assessment by Business Plan Network (Based on PennDOT Segment Miles)

Business Plan Network	High Level Bituminous		Low Level Bituminous				Concrete			
	Seg-Mi	OOC Mi[1]	Seg-Mi	OOC Mi[2]	OOC Mi[3]	Total	Seg-Mi	OOC Mi[4]	OOC Mi[5]	Total
Interstate	-	-	-	-	-	-	-	-	-	-
NHS, Non-Interstate	171.19	102.95	0.00	0.00	0.00	0.00	19.26	17.30	4.27	21.57
Non-NHS, ≥ 2000 ADT	109.67	76.68	66.43	33.21	8.42	41.63	2.41	1.93	1.42	3.34
Non-NHS, < 2000 ADT	33.50	20.39	350.83	55.78	63.29	119.07	0.56	0.29	0.36	0.64
Total - Roadway	314.37	200.02	417.26	88.99	71.71	160.70	22.23	19.51	6.04	25.56

- Out-Of-Cycle Categories:
  - 1 - High Level Bituminous Pavement with Age > 12 Years or > 17 Years with Interim Surface Seal
  - 2 - Low Level Bituminous Surface with Age > 7 Years
  - 3 - Low Level Bituminous Pavement with Age > 20 Years or no Structural Layers
  - 4 - Concrete Pavements with Age > 30 Years
  - 5 - Concrete Pavements with Age > 20 Years and No Concrete Pavement Restoration (CPR)
- Total Low Level OOC represents the miles that are OOC for either Category 2 or 3. Segments that are OOC for both categories are not double counted. Total Concrete OOC represents the miles that are OOC for either Category 4 or 5. Segments that are OOC for both categories are not double counted.

· The IRI miles and Total PennDOT miles include bridge lengths.
The Total PA miles, used for MAP-21, do not include bridge lengths.
The Treatment Network miles do not include bridge lengths.

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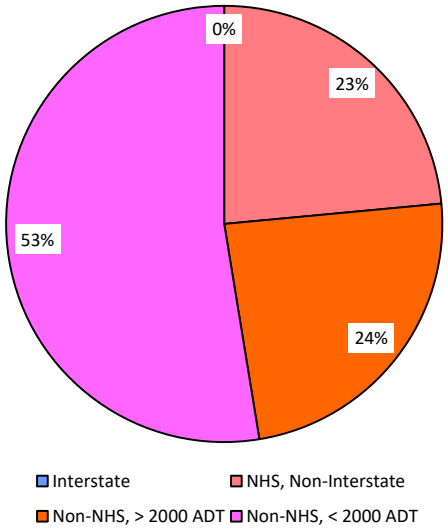
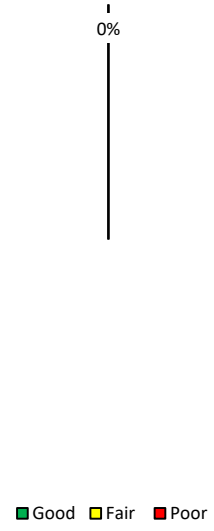
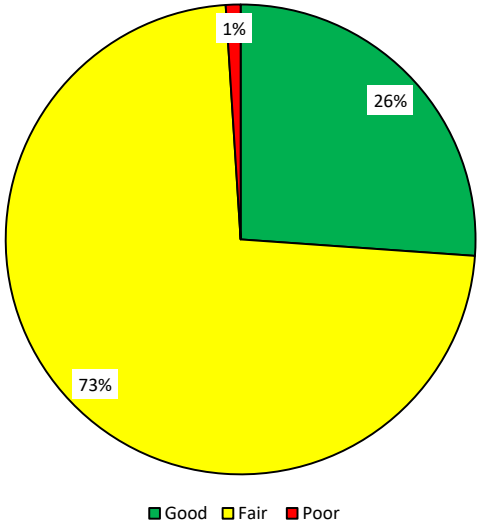
Percent Total PennDOT Segment Miles by Business Plan Network



MAP-21 Interstate Performance All PA Miles



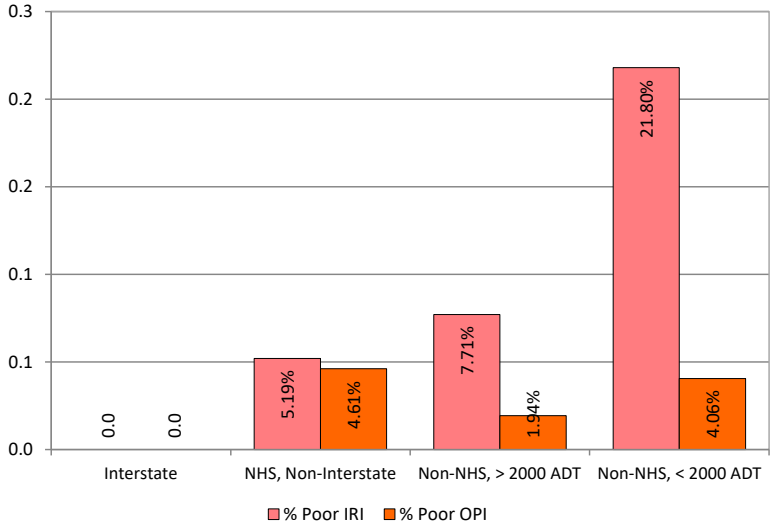
MAP-21 NHS Non-Interstate Performance All PA Miles



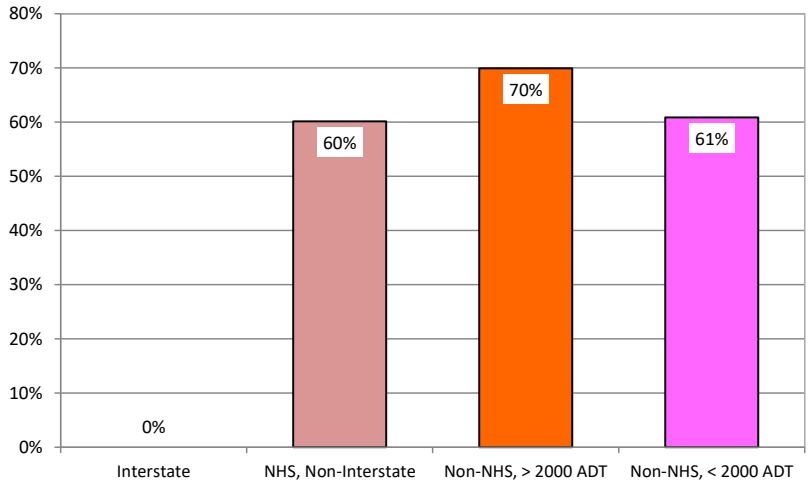
MAP-21 Pavement Conditions and Thresholds

Rating	Good	Fair	Poor
IRI (inches/mile)	<95	95–170	>170
Cracking Percentage	<5	CRCP: 5–10 Jointed: 5–15 Asphalt: 5–20	CRCP: >10 Jointed: >15 Asphalt: >20
Rutting (inches)	<0.20	0.20–0.40	>0.40
Faulting (inches)	<0.10	0.10–0.15	>0.15

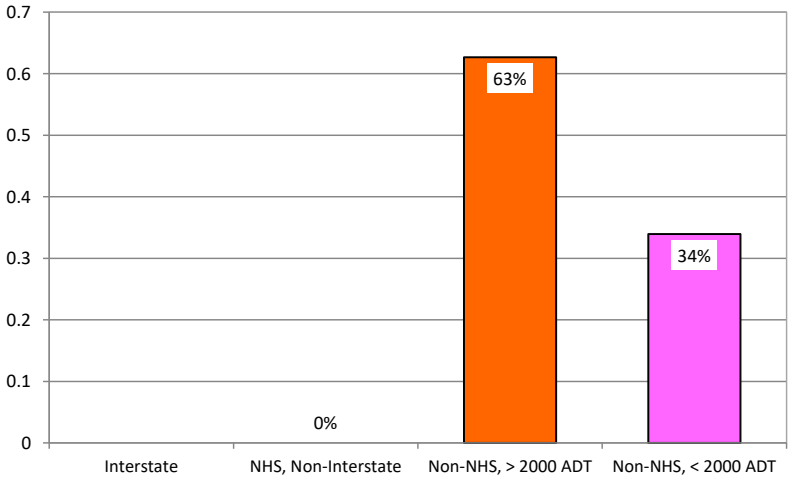
Percent of Poor IRI and Poor OPI by Business Plan Network



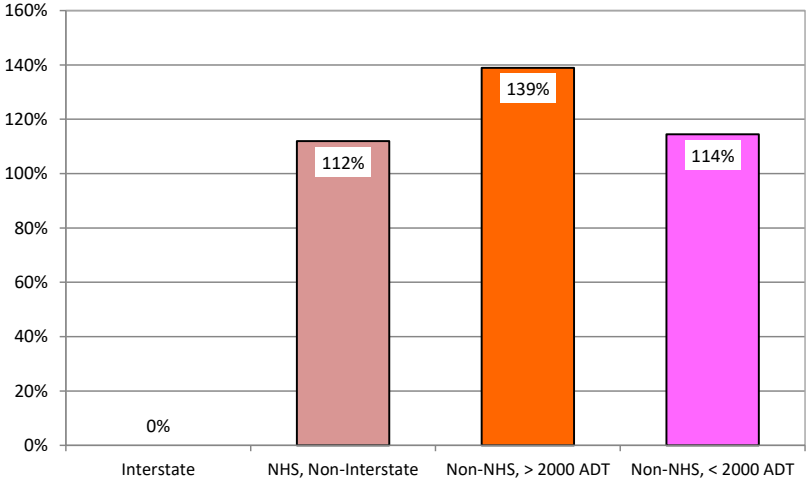
Percent of High Level Bituminous Miles Out-Of-Cycle by Business Plan Network



Percent of Low Level Bituminous Miles Out-Of-Cycle by Business Plan Network



Percent of Concrete Miles Out-Of-Cycle by Business Plan Network



2018-MPO/RPO, 6/16/2023

End of Calendar Year 2022 Performance Measures Annual Report -- Bridges

Johnstown

MAP-21 Bridge Performance (Based on all NHS Bridge Owners Greater than or Equal to 20' in Length)

MAP-21 Bridge Performance Measure												
	Good				Fair				Poor			
	Count	Count %	Deck Area (Msf)	Deck Area %	Count	Count %	Deck Area (Msf)	Deck Area %	Count	Count %	Deck Area (Msf)	Deck Area %
Interstate (Including Ramps)	0	0.00%	0.000	0.00%	0	0.00%	0.000	0.00%	0	0.00%	0.000	0.00%
NHS, Non-Interstate	21	34.43%	0.157	20.84%	39	63.93%	0.571	75.63%	1	1.64%	0.027	3.53%
Total NHS	21	34.43%	0.157	20.84%	39	63.93%	0.571	75.63%	1	1.64%	0.027	3.53%

	Map-21 Goal	End of Year 2022 Value	2021 Target	2023 Target	2025 Target
Total NHS Deck Area Poor %	10.00%	3.53%	4.25%	5.00%	5.00%

	Count	Deck Area (Msf)
Interstate (Including Ramps)	0	0.000
NHS, Non-Interstate	61	0.756
Total NHS	61	0.756

- MAP-21 bridge data is assessed and analyzed by National Bridge Inventory Standards (Bridges 20' and greater), which differs from PennDOT's 8' and greater reporting.
- MAP-21 performance measures apply to all Interstate and NHS Non-Interstate bridges in PA, regardless of ownership. Therefore, PA Turnpike and local-owned bridges are included in totals.

- MAP-21 bridge performance measures required for FHWA reporting include good, fair, or poor condition scores for each bridge.
  End of Calendar Year 2022 Status of Bridges in Region (Based on 8' and greater)
  fair if the minimum condition rating is 6 or 5, and poor if the minimum condition rating is 4 or less.
- FHWA requires that no more than 10 percent of a state's total NHS Bridge Deck Area be in poor condition. Additionally, state DOTs are required to establish biennial targets for poor deck area.
- FHWA has not established a minimum condition for Interstate only bridges or NHS non-Interstate bridges, but requires the state DOT to establish targets.
- FHWA requires that no more than 5 percent of a state's bridge data be unreported or missing.
- MAP-21 rulemaking requires that states develop and implement a risk-based asset management plan to achieve and sustain a state of good repair over the life cycle of the asset to improve or preserve the condition of the NHS. Asset Management encompasses two related means of doing so: making infrastructure last as long as reasonably possible through keeping up on preservation activities to minimize costlier major repairs, and utilizing a structure for its entire service life. These practices allow the department to operate to lowest life cycle cost (LLCC) on the network level.

· MAP-21 performance measures are not to explicitly drive planning and programming, but rather be an indication of performance achieved by states operating at the LLCC.

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)	93	0.7742	8,324	0	0	2	2.15%	0.0272	3.51%	16
State ≥8'; non-NHS > 2000 ADT	84	0.3192	3,800	0	0	4	4.76%	0.0417	13.06%	10
State ≥8'; non-NHS < 2000 ADT	156	0.3131	2,007	0	3	5	3.21%	0.0064	2.04%	30
Total - State Bridges (≥8')	**333**	**1.4065**	**4,224**	**0**	**3**	**11**	**3.30%**	**0.0753**	**5.35%**	**56**
Local≥20'	87	0.1847	2,123	1	9	15	17.24%	0.0174	9.43%	31

Reducing Rate of Deterioration through Investment (Non-Replacement) (Based on 8' and greater)

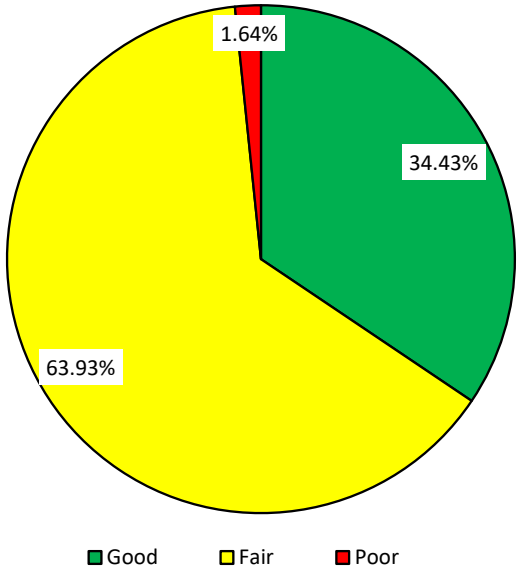
Business Plan Network	Annual New Poor Count (Poor "on")	Annual New Poor Count (Poor "off")	Annual New Poor DA (Poor "on")	Annual New Poor DA (Poor "off")	Preservation (million$)	Preservation (#bridges)
State ≥8'; Interstate/Ramps	0	0	0.00%	0.00%	$0.00	0
State ≥8'; NHS (non-Interstate)	0	0	0.00%	0.00%	$0.00	0
State ≥8'; non-NHS > 2000 ADT	2	0	0.16%	0.00%	$1.35	3
State ≥8'; non-NHS < 2000 ADT	1	0	0.16%	0.00%	$6.06	4
Total - State Bridges (≥8')	**3**	**0**	**0.07%**	**0.00%**	**$7.41**	**7**
Local≥20'	0	2	0.00%	2.56%	$0.00	0

2022 Performance Measures Annual Report -- Bridges

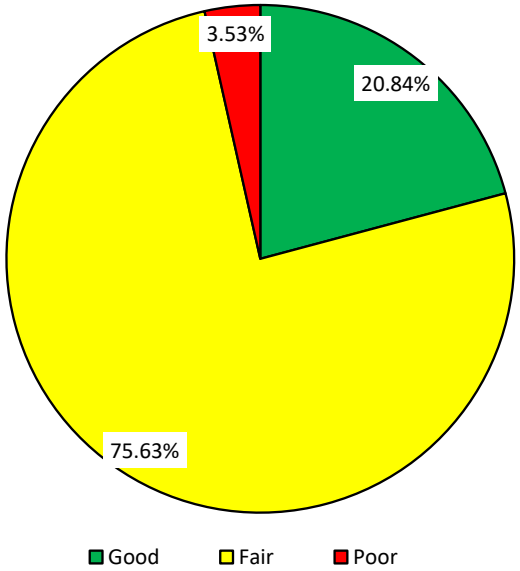
Johnstown

MAP-21 Bridge Performance (Based on all NHS Bridge Owners Greater than or Equal to 20' in Length)

By Count



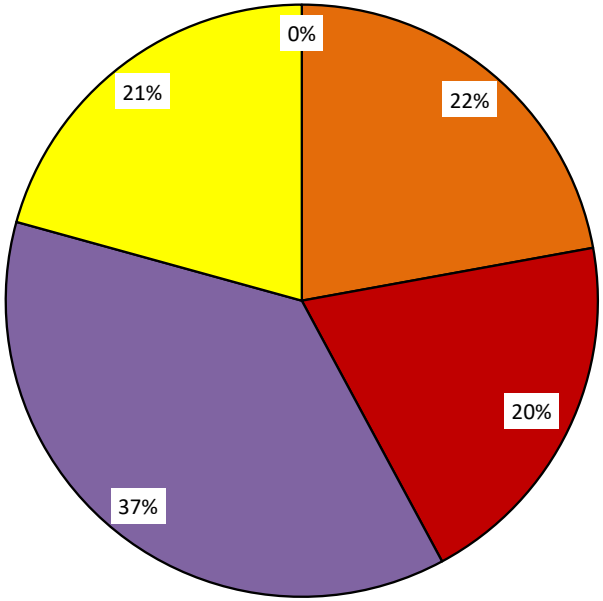
By Deck Area



End of Calendar Year 2022 Status of Bridges in Region (Based on 8' and greater)

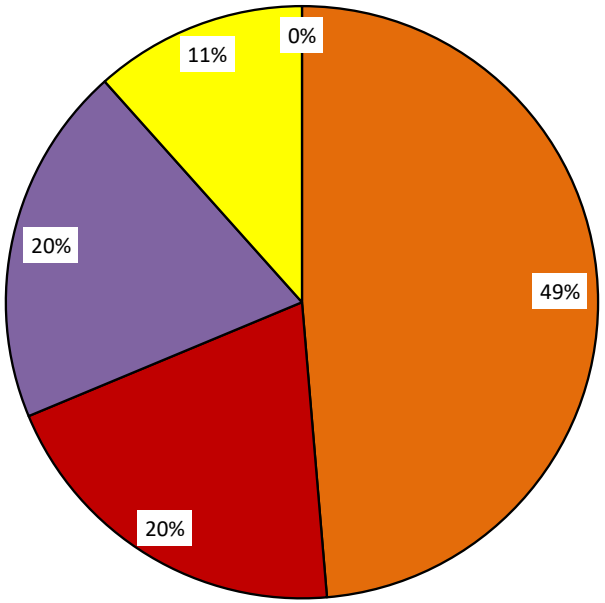
PennDOT Data 8' and Greater By Business Plan Network

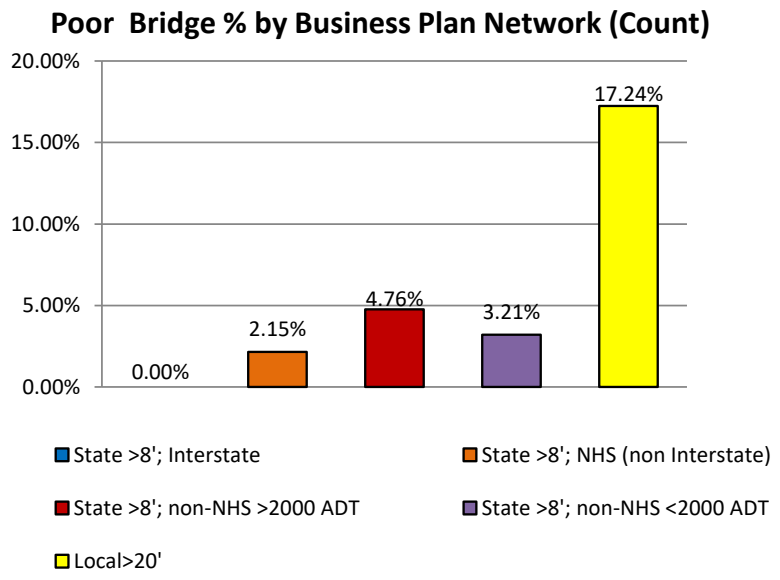
% Bridges by BPN (Count)

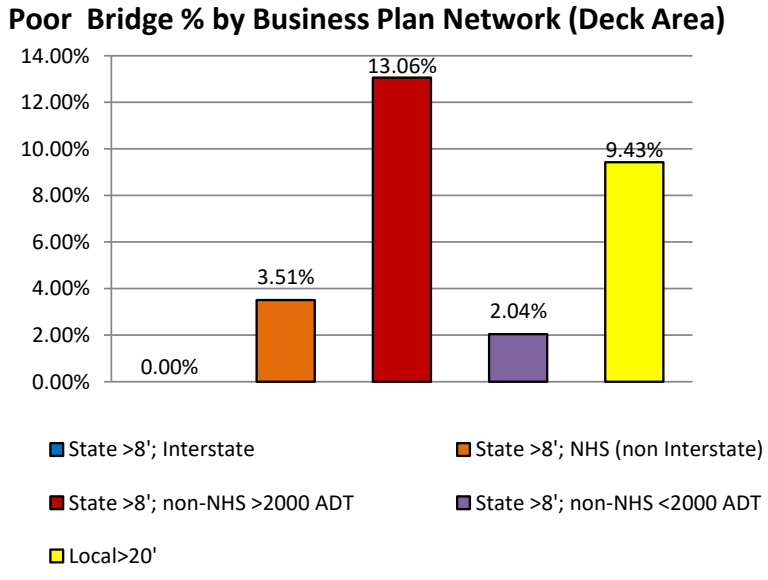


PennDOT Data 8' and Greater By Business Plan Network

% Bridges by BPN (Deck Area)




Poor Bridge % by Business Plan Network (Count)
20.00%
15.00%
10.00%
5.00%
0.00%
0.00%
2.15%
4.76%
3.21%
17.24%
State >8'; Interstate
State >8'; NHS (non Interstate)
State >8'; non-NHS >2000 ADT
State >8'; non-NHS <2000 ADT
Local>20'


Poor Bridge % by Business Plan Network (Deck Area)
14.00%
12.00%
10.00%
8.00%
6.00%
4.00%
2.00%
0.00%
0.00%
3.51%
13.06%
2.04%
9.43%
State >8'; Interstate
State >8'; NHS (non Interstate)
State >8'; non-NHS >2000 ADT
State >8'; non-NHS <2000 ADT
Local>20'

Appendix F: Air Quality Conformity Analyses and Adopting Resolution

Air Quality Conformity Analysis Report

Johnstown Area Transportation Study (JATS) 2025-2028 Transportation Improvement Program (TIP) and 2050 Long Range Transportation Plan (LRTP)

National Ambient Air Quality Standards (NAAQS) Addressed:

- **1997 8-Hour Ozone Maintenance Area**
- **2006 24-Hour $PM_{2.5}$ Maintenance Area**

Prepared by:

Johnstown Area Transportation Study
and Pennsylvania Department of Transportation

April 2024

Table of Contents

Table of Exhibits

Summary of Attachments

Attachment A: Project List
Attachment B: Detailed Emission Results
Attachment C: Sample MOVES Input Files

Overview

This report provides an analysis of the air quality implications of the current Johnstown Area Transportation Study (JATS) Metropolitan Planning Organization (MPO) 2025-2028 Transportation Improvement Program (TIP) and 2050 Long Range Transportation Plan (LRTP). The analysis demonstrates transportation conformity under the 1997 8-hour ozone National Ambient Air Quality Standard (NAAQS) and the 2006 24-hour fine particulate ($PM_{2.5}$) NAAQS. The air quality conformity determination reflects an assessment of the regionally significant, non-exempt transportation projects included in both the current TIP and recently updated LRTP.

This document replaces the previously approved conformity demonstration of the TIP and LRTP, and ensures that the findings meet all current criteria established by the U.S. Environmental Protection Agency (EPA) for the applicable NAAQS.

Background on Transportation Conformity

Transportation conformity is a way to ensure that federal funding and approval are awarded to transportation activities that are consistent with air quality goals. Under the Clean Air Act (CAA), transportation and air quality modeling procedures must be coordinated to ensure that the TIP and the LRTP are consistent with the area's applicable State Implementation Plan (SIP). The SIP is a federally approved and enforceable plan by which each area identifies how it will attain and/or maintain the health-related primary and welfare-related secondary NAAQS.

In order to receive transportation funding and approvals from the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA), state and local transportation agencies must demonstrate that the plans, programs, or projects meet the transportation conformity requirements of the CAA as set forth in the transportation conformity rule. Under the transportation conformity rule, transportation plans are expected to conform to the applicable SIP in nonattainment or maintenance areas. The integration of transportation and air quality planning is intended to ensure that transportation plans, programs, and projects will not:

- Cause or contribute to any new violation of any applicable NAAQS.
- Increase the frequency or severity of any existing violation of any applicable NAAQS.
- Delay timely attainment of any applicable NAAQS, any required interim emissions reductions, or other NAAQS milestones.

The transportation conformity determination includes an assessment of future highway emissions for defined analysis years, including the end year of the LRTP. Emissions are estimated using the latest available planning assumptions and available analytical tools, including EPA's latest approved on-highway mobile sources emissions model, the Motor Vehicle Emission Simulator (MOVES). The conformity determination provides a tabulation of the analysis results for applicable precursor pollutants, showing that the required conformity test was met for each analysis year.

Report Contents

This document includes a summary of the methodology and data assumptions used for the conformity analysis. As shown in **Exhibit 1**, attachments containing additional detail have been provided with the document. In addition, modeling input and output files have been reviewed by the Environmental Protection Agency (EPA) Region III and the Pennsylvania Department of Environmental Protection (DEP).

EXHIBIT 1: SUMMARY OF ATTACHMENTS

Attachment	Title	Description
A	Project List	Provides a list of regionally significant highway projects that have been updated or added to the TIP and LRTP.
B	Detailed Emission Results	Provides a detailed summary of emissions by roadway type.
C	MOVES Sample Run Specification	Provides example MOVES data importer (XML) and run specification (MRS) files.

National Ambient Air Quality Standard Designations

The CAA requires the EPA to set NAAQS for pollutants considered harmful to public health and the environment. A nonattainment area is any area that does not meet the primary or secondary NAAQS. Once a nonattainment area meets the standards and additional redesignation requirements in the CAA [Section 107(d)(3)(E)], EPA will designate the area as a maintenance area.

Cambria County is currently included in the *Johnstown, PA* maintenance area under both the 1997 8-hour ozone NAAQS and the 2006 24-hour $PM_{2.5}$ NAAQS. Cambria County is in attainment for all other current NAAQS. Transportation conformity requires nonattainment and maintenance areas to demonstrate that all future transportation projects will not prevent an area from reaching its air quality attainment goals.

Final Particulate Matter

Fine particulate matter ($PM_{2.5}$) can be emitted directly into the atmosphere (sources include exhaust and dust from brake and tire wear) or formed in the atmosphere by combinations of precursor pollutants (secondary formation). Sulfates and nitrates are two types of pollutants that contribute to secondary formation. Sulfate emissions are a result of power plant and industry emissions, while nitrate emissions result from automobiles, power plants, and other combustion sources. Scientific studies have shown a significant correlation between exposure to fine particulates and severe health issues such as heart disease, lung disease, and premature death.

The pollutants that could be analyzed in the conformity analysis are: [1] direct $PM_{2.5}$ emissions (tail pipe emissions, brake and tire wear), [2] re-entrained road dust, and [3] precursors nitrogen oxides (NO_X), volatile organic compounds (VOC), sulfur oxides (SO_X) and ammonia (NH_3). The EPA has ruled that until the EPA or DEP find that other precursor pollutants are significant contributors, and a SIP revision is

approved stating such findings, direct $PM_{2.5}$ emissions and NOx are the only pollutants that must be analyzed for transportation conformity (40 CFR 93.119(f)(8)–(10)).

1997 Annual $PM_{2.5}$ and 2006 24-hour $PM_{2.5}$ Standards

The EPA published the 1997 annual $PM_{2.5}$ NAAQS on July 18, 1997, (62 FR 38652), with an effective date of September 16, 1997. An area is in nonattainment of this standard if the 3-year average of the annual mean $PM_{2.5}$ concentrations (for designated monitoring sites within an area) exceed 15.0 micrograms per cubic meter ($\mu g/m^3$). Cambria County was designated as part of the Johnstown nonattainment area under the 1997 annual $PM_{2.5}$ NAAQS, effective April 5, 2005 (70 FR 944).

The EPA published the 2006 24-hour $PM_{2.5}$ NAAQS on October 17, 2006, (71 FR 61144), with an effective date of December 18, 2006. The rulemaking strengthened the 1997 24-hour standard of 65 $\mu g/m^3$ (62 FR 38652) to 35 $\mu g/m^3$ and retained the 1997 annual $PM_{2.5}$ NAAQS of 15 $\mu g/m^3$. An area is in nonattainment of the 2006 24-hour $PM_{2.5}$ NAAQS if the 98^{th} percentile of the annual 24-hour concentrations, averaged over three years, is greater than 35 $\mu g/m^3$. Cambria County was designated as a nonattainment area as part of the Johnstown nonattainment area under the 2006 24-hour $PM_{2.5}$ NAAQS, effective December 14, 2009 (74 FR 58688).

A redesignation request and maintenance plan applicable to both the 1997 annual and 2006 24-hour $PM_{2.5}$ NAAQS was approved by EPA and effective July 16, 2015 (80 FR 42046). The maintenance plan includes 2017 and 2025 $PM_{2.5}$ and NOx mobile vehicle emission budgets (MVEBs) for transportation conformity purposes.

EPA took final action on the "*Fine Particulate Matter National Ambient Air Quality Standards: State Implementation Plan Requirements*" rule on August 24, 2016 (81 FR 58010 effective on October 24, 2016). In that rulemaking, EPA finalized the option that revokes the 1997 primary annual $PM_{2.5}$ NAAQS in areas that are designated as attainment or maintenance of that NAAQS. After revocation, areas no longer have to expend resources on CAA air quality planning and conformity determination requirements associated with the 1997 annual $PM_{2.5}$ NAAQS.

2012 Annual $PM_{2.5}$ Standard

The EPA published the 2012 annual $PM_{2.5}$ NAAQS on January 15, 2013, (78 FR 3086), with an effective date of March 18, 2013. The EPA revised the annual $PM_{2.5}$ NAAQS by strengthening the standard from 15 $\mu g/m^3$ to 12 $\mu g/m^3$. An area is in nonattainment of this standard if the 3-year average of the annual mean $PM_{2.5}$ concentrations for designated monitoring sites in an area is greater than 12.0 $\mu g/m^3$. On December 18, 2014, EPA issued final designations for the standard that were revised on April 7, 2015 (80 FR 18535). Cambria County was designated in attainment of this standard.

2024 Annual $PM_{2.5}$ Standard

On February 7, 2024, EPA strengthened the annual PM2.5 standard at 9.0 µg/m^3 to provide increased public health protection, consistent with the available health science. The nonattainment areas have not been designated yet for this new standard.

Ozone

Ozone is formed by chemical reactions occurring under specific atmospheric conditions. Precursor pollutants that contribute to the formation of ozone include VOC and NO_X, both of which are components of vehicle exhaust. VOCs may also be produced through the evaporation of vehicle fuel, as well as by displacement of vapors in the gas tank during refueling. By controlling VOC and NO_X emissions, ozone formation can be mitigated.

1997 and 2008 8-hour Ozone NAAQS

The EPA published the 1997 8-hour ozone NAAQS on July 18, 1997, (62 FR 38856), with an effective date of September 16, 1997. An area was in nonattainment of the 1997 8-hour ozone NAAQS if the 3-year average of the individual fourth highest air quality monitor readings, averaged over 8 hours throughout the day, exceeded the NAAQS of 0.08 parts per million (ppm). On May 21, 2013, the EPA published a rule revoking the 1997 8-hour ozone NAAQS, for the purposes of transportation conformity, effective one year after the effective date of the 2008 8-hour ozone NAAQS area designations (77 FR 30160).

The EPA published the 2008 8-hour Ozone NAAQS on March 27, 2008, (73 FR 16436), with an effective date of May 27, 2008. EPA revised the ozone NAAQS by strengthening the standard to 0.075 ppm. Thus, an area is in nonattainment of the 2008 8-hour ozone NAAQS if the 3-year average of the individual fourth highest air quality monitor readings, averaged over 8 hours throughout the day, exceeds the NAAQS of 0.075 ppm. Cambria County was designated as an attainment area under the 2008 8-hour ozone NAAQS, effective July 20, 2012 (77 FR 30088). As a result, transportation conformity is not required for the standard.

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* ("*South Coast II*," 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. Cambria County was maintenance at the time of the 1997 ozone NAAQS revocation on April 6, 2015 and was also designated attainment for the 2008 ozone NAAQS on May 21, 2012. Therefore, per the *South Coast II* decision, this conformity determination is also being made for the 1997 ozone NAAQS.

2015 8-hour Ozone NAAQS

In October 2015, based on its review of the air quality criteria for ozone and related photochemical oxidants, the EPA revised the primary and secondary NAAQS for ozone to provide requisite protection of public health and welfare, respectively (80 FR 65292). The EPA revised the levels of both standards to 0.070 ppm, and retained their indicators, forms (fourth-highest daily maximum, averaged across three consecutive years) and averaging times (eight hours). On April 30, 2018, EPA completed area designations, and Cambria County was designated as an attainment area for the standard.

Interagency Consultation

As required by the federal transportation conformity rule, the conformity process includes a significant level of cooperative interaction among federal, state, and local agencies. For this air quality conformity analysis, interagency consultation was conducted as required by the Pennsylvania Conformity SIP. This included conference call(s) or meeting(s) of the Pennsylvania Transportation-Air Quality Work Group (including the Pennsylvania Department of Transportation (PennDOT), DEP, EPA, FHWA, FTA and representatives from larger MPOs within the state). Meetings and conference calls are conducted quarterly. The meeting on February 7, 2024 included the review all planning assumptions, methodologies and analysis years for the conformity determination.

Analysis Methodology and Data

This transportation conformity analysis was conducted using EPA's MOVES model, which is the official model for estimating emissions from highway vehicles for SIP emission inventories and transportation conformity (75 FR 9411. MOVES3 has been used for this conformity determination and is (in addition to MOVES4) currently considered one of the latest approved model versions for SIP and transportation conformity purposes (88 FR 32167). After September 12, 2025, MOVES4 must be used for conformity determinations.

Planning assumptions are updated following EPA and FHWA joint guidance (EPA420-B-08-901) that clarifies the implementation of the latest planning assumption requirements in 40 CFR 93.110. This analysis utilizes the latest available traffic, vehicle fleet and environmental data to estimate regional highway emissions.

PennDOT updates many of the key planning assumptions on a triennial basis to support EPA's National Emissions Inventory (NEI) and FHWA's latest planning assumption requirements for transportation conformity. The PennDOT triennial data update is typically used to inform the planning assumptions for the future analysis years used for transportation conformity.

Due to the impacts that COVID has had on the vehicle fleet turnover, PennDOT, in coordination with the Pennsylvania Air Quality Workgroup, has determined that the estimates of the vehicle fleet age for the most recent available data (2020-2022) may not be reflective of future conditions or longer term trends.

Thus, the vehicle age assumption relied on previous planning assumptions used for past conformity analyses.

All other data assumptions for the conformity analysis relied on the latest available planning assumptions or national/local defaults consistent with methods used for past conformity analyses and EPA's technical guidance. This includes information and characteristics related to fuels, inspection maintenance (I/M) program parameters, heavy-truck long duration idling, and environmental data (e.g. temperatures and humidity).

The analysis methodology and data inputs for this analysis were developed through interagency consultation and used available EPA guidance documents that included:

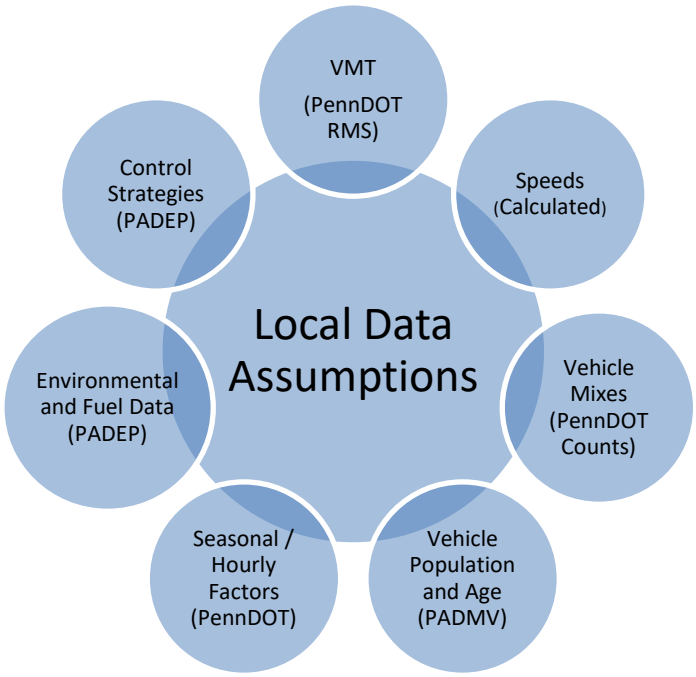
- *Policy Guidance on the Use of MOVES3 for State Implementation Plan Development, Transportation Conformity, General Conformity, and Other Purposes,* US EPA Office of Transportation and Air Quality, EPA-420-B-20-044, November 2020.
- *MOVES3 Technical Guidance: Using MOVES to Prepare Emission Inventories for State Implementation Plans and Transportation Conformity,* US EPA Office of Transportation and Air Quality, EPA-420-B-20-052, November 2020.

A mix of local and national default (internal to MOVES) data are used in the analysis. As illustrated in **Exhibit 2**, local data has been used for data items that have a significant impact on emissions, including: vehicle miles of travel (VMT), vehicle population, congested speeds, and vehicle type mix, as well as environmental and fuel assumptions. Local data inputs to the analysis process reflect the latest available planning assumptions using information obtained from PennDOT, DEP and other local/national sources.

The methodology used for this analysis is consistent with the methodology used to develop SIP inventories. This includes the use of custom post-processing software (PPSUITE) to calculate hourly speeds and prepare key traffic input files to the MOVES emission model. PPSUITE consists of a set of programs that perform the following functions:

- Analyzes highway operating conditions.
- Calculates highway speeds.
- Compiles VMT and vehicle type mix data.
- Prepares MOVES runs and processes MOVES outputs.

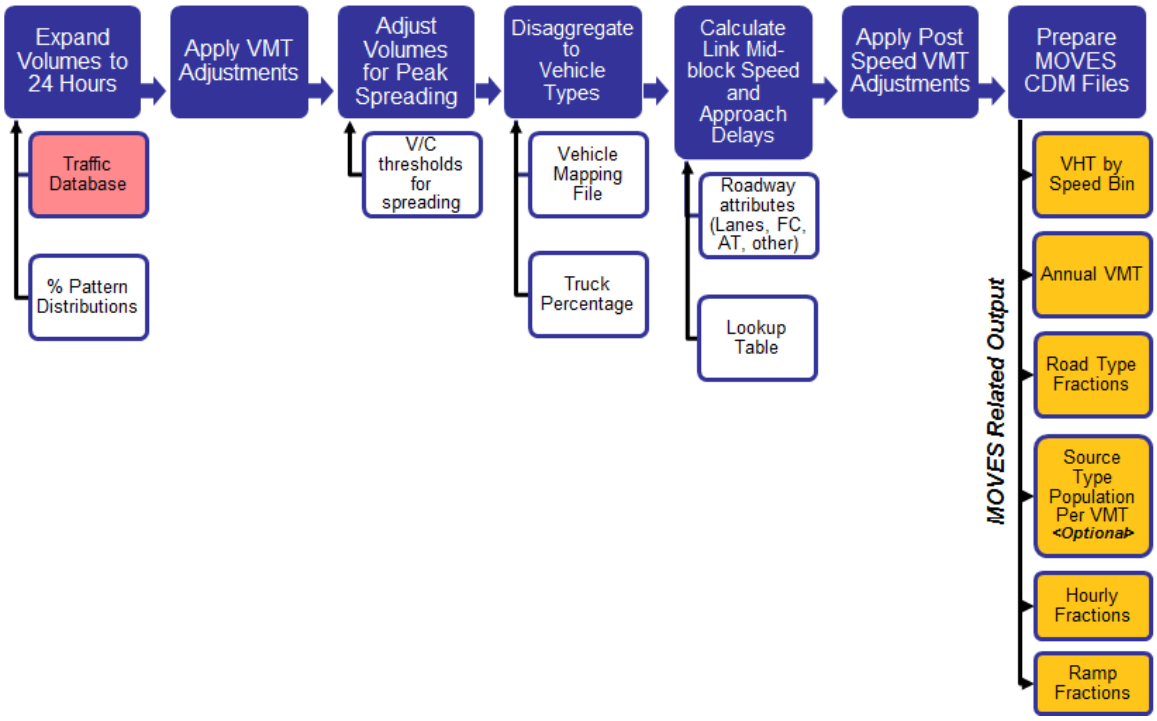
EXHIBIT 2: LOCAL DATA INPUTS USED FOR CONFORMITY RUNS



PPSUITE is a widely used and accepted tool for estimating speeds and processing emissions rates. The PPSUITE tool has been used for developing on-highway mobile source inventories in SIP revisions, control strategy analyses, and conformity analyses in other states. The software was developed to utilize accepted transportation engineering methodologies. The PPSUITE process is integral to producing traffic-related input files to the MOVES emission model. **Exhibit 3** summarizes the key functions of PPSUITE within the emission calculation process. Other MOVES input files are prepared externally to the PPSUITE software, including vehicle population, vehicle age, environmental and fuel input files.

The CENTRAL software is also used in this analysis. CENTRAL is a menu-driven software platform that executes the PPSUITE and MOVES processes in batch mode. The CENTRAL software allows users to execute runs for a variety of input options and integrates custom MySQL steps into the process. CENTRAL provides important quality control and assurance steps, including file naming and storage automation.

EXHIBIT 3: EMISSION CALCULATION PROCESS



Key MOVES Input Data

A large number of inputs to MOVES are needed to fully account for the numerous vehicle and environmental parameters that affect emissions. These inputs include traffic flow characteristics, vehicle descriptions, fuel parameters, I/M program parameters and environmental variables. MOVES includes a default national database of meteorology, vehicle fleet, vehicle activity, fuel and emission control program data for every county; EPA, however, cannot certify that the default data is the most current or best available information for any specific area. As a result, local data, where available, is recommended for use when conducting a regional conformity analysis. A mix of local and default data is used for this analysis. These data items are discussed in the following sections.

Roadway Data

The roadway data inputs to emissions calculations for this conformity analysis are based on information from the RMS database maintained by PennDOT's Bureau of Planning and Research (BPR). PennDOT obtains this information from periodic visual and electronic traffic counts. RMS data is dynamic, since it is continually reviewed and updated from new traffic counts and field visits conducted by PennDOT. Information on roadways included in the USDOT National Highway System is reviewed, at minimum, on an annual basis, while information on other roadways is reviewed at least biennially. On a triennial basis, a current "snapshot" of the RMS database is taken and downloaded to provide an updated record of the Commonwealth's highway system for estimating emissions. The RMS database contains all state highways, including the Pennsylvania Turnpike, divided into segments approximately 0.5 miles in length.

These segments are usually divided at important intersections or locations where there is a change in the physical characteristics of the roadway (e.g. the number of lanes changes). There are approximately 82,000 state highway segments across all 67 Pennsylvania counties. The following information is extracted from RMS for emission calculations:

- Lanes.
- Distances.
- Volumes representing Average Annual Daily Traffic (AADT).
- Truck percentages.
- PennDOT urban/rural classifications.
- PennDOT functional class codes.
- Number of signals (based on linkage to PennDOT's Geographic Information System (GIS) signal location data).

RMS volumes and distances are used in calculating highway VMT totals for each county. As discussed in the next section, adjustments are needed to convert the volumes to an average summer weekday, winter weekday, and monthly day (including weekends and weekdays), as applicable to the pollutant/precursor being analyzed. In addition, the traffic volumes must be forecast to support future years. Lane values and traffic signals are important inputs for determining the congestion and speeds for individual highway segments. Truck percentages are used in the speed determination process in order to split volumes to individual vehicle types used by MOVES software. Road segments are classified not only by function, but also by whether it is located in an urban, small urban or rural area. The PennDOT urban/rural (UR) and functional classes (FC) designations are important indicators of the type and function of each roadway segment. These variables provide valuable insights into other characteristics not contained in the RMS data, which are used for speed and emission calculations.

VMT forecast growth rates are based on PennDOT's VMT forecasting system, as documented in the report "*Statistical Evaluation of Projected Traffic Growth, Traffic Growth Forecasting System: Final Report, March 14, 2005*". The PennDOT forecasting system includes the development of VMT forecasts and growth rates for four functional classifications in each Pennsylvania county: urban interstate, urban non-interstate, rural interstate, and rural non-interstate. The forecasts use statistical relationships based on historic HPMS VMT trends and future county socioeconomic projections based on the Woods and Poole Economics, Inc. State Profile (http://www.woodsandpoole.com/). The statistical models incorporate historical VMT trends, socioeconomic data (households, mean household income), and a relative measure of transportation capacity (lane miles per capita). PennDOT's BPR maintains and updates these growth rates on a periodic basis based on new demographic projections and updated information on HPMS VMT. The results of the updated VMT forecasts have been shared with the participants in the Pennsylvania Air Quality Working Group.

Other Supporting Traffic Data

Other traffic data is used to adjust and disaggregate traffic volumes. Key sources used in these processes include the following:

- *Highway Performance Monitoring System (HPMS VMT)*: According to EPA guidance, baseline inventory VMT computed from the RMS highway segment volumes must be adjusted to be consistent with HPMS VMT totals. The VMT contained in the HPMS reports are considered to represent average annual daily traffic (AADT), an average of all days in the year, including weekends and holidays. Adjustment factors are calculated for the 2022 analysis year. These factors are used to adjust locally modeled roadway data VMT to be consistent with the reported HPMS totals and are applied to all county and facility group combinations within the region. These adjustments are important to account for local roadway VMT not represented within the regional travel demand model.
- *Seasonal Factors*: The traffic volumes estimated from the RMS are adjusted to summer or average monthly conditions (as needed for annual processing), using seasonal adjustment factors prepared by PennDOT's BPR in their annual traffic data report published on the BPR website (http://www.dot.state.pa.us/ Search: Research and Planning). The seasonal factors are also used to develop MOVES daily and monthly VMT fraction files, allowing MOVES to determine the portion of annual VMT that occurs in each month of the year.
- *Hourly Patterns*: Speeds and emissions vary considerably depending on the time of day. In order to produce accurate emission estimates, it is important to estimate the pattern by which roadway volume varies by breaking the data down into hourly increments. Pattern data is in the form of a percentage of the daily volumes for each hour. Distributions are provided for all the counties within the region and by each facility type grouping. The hourly pattern data has been developed from 24-hour vehicle count data compiled by PennDOT's BPR, using the process identified in PennDOT's annual traffic data report. The same factors are also used to develop the MOVES hourly fraction file.

Vehicle Class

Emission rates within MOVES also vary significantly by vehicle type. MOVES produces emission rates for thirteen MOVES vehicle source input types. VMT, however, is input to MOVES by six HPMS vehicle groups (note that passenger cars and light trucks are grouped for input to MOVES3). **Exhibit 4** summarizes the distinction between each classification scheme.

EXHIBIT 4: MOVES SOURCE TYPES AND HPMS VEHICLE GROUPS

SOURCE TYPES		HPMS Class Groups	
11	Motorcycle	10	Motorcycle
21	Passenger Car	25	Passenger Car
31	Passenger Truck	25	Passenger/Light Truck
32	Light Commercial Truck	40	Buses
41	Intercity Bus	50	Single Unit Trucks
42	Transit Bus	60	Combination Trucks
43	School bus		
51	Refuse Truck		
52	Single Unit Short-haul Truck		
53	Single Unit Long-haul Truck		
54	Motor Home		
61	Combination Short-haul Truck		
62	Combination Long-haul Truck		

The emissions estimation process includes a method to disaggregate the traffic volumes to the thirteen source types and then to recombine the estimates to the six HPMS vehicle classes. Vehicle type pattern data is used by PPSUITE to distribute the hourly roadway segment volumes among the thirteen MOVES source types. Similar to the 24-hour pattern data, this data contains percentage splits to each source type for every hour of the day. The vehicle type pattern data is developed from several sources of information:

- PennDOT truck percentages from the RMS database.
- Hourly distributions for trucks and total traffic compiled by PennDOT's BPR.
- School bus registration data from PennDOT's Bureau of Motor Vehicles Registration Database.

Vehicle type percentages are also input into the capacity analysis section of PPSUITE to adjust the speeds in response to truck volume. Larger trucks take up more roadway space compared to an equal number of cars and light trucks, which is accounted for in the speed estimation process by adjusting capacity using information from the Transportation Research Board's fifth edition of the *Highway Capacity Manual*. (http://hcm.trb.org/).

Vehicle Ages

Vehicle age distributions are input to MOVES for each of the thirteen source types. These distributions reflect the percentage of the vehicle fleet falling under each vehicle model year (MY), to a maximum age of 31 years. The vehicle age distributions were prepared from the most recently available registration download from PennDOT's Bureau of Motor Vehicles Registration Database. Due to data limitations, information for light duty vehicles (including source types 11, 21, 31 and 32) was used as local data for MOVES inputs, while heavy-duty vehicles (including source types 41, 42, 43, 51, 52, 53, 54, 61, and 62) used the MOVES3 national default data. The registration data download is based on MOBILE6.2 vehicle

categories. The data was converted to source types using the EPA convertor spreadsheets provided with the MOVES emission model.

Vehicle Population

The vehicle population information, including the number and age of vehicles, impacts forecasted start and evaporative emissions within MOVES. Similar to vehicle ages, MOVES requires vehicle populations for each of the thirteen source type categories. County vehicle registration data was used to estimate vehicle population for light-duty vehicles, transit buses, and school buses. Other heavy-duty vehicle population values were based on VMT for each source type using the vehicle mix and pattern data discussed previously. PPSUITE automatically applies MOVES default ratios of VMT and source type population (e.g. the number of miles per vehicle by source type) to the local VMT estimates to produce vehicle population. For the preparation of source type population for other required conformity analysis years, base values were adjusted using forecast population and household data for the area. Growth rates were limited so as to not exceed the VMT growth assumptions.

Meteorology Data

Average monthly minimum temperatures, maximum temperatures, and humidity values are consistent with the regional State Implementation Plan (SIP) modeling conducted by DEP. The data was obtained from AccuWeather, Inc. (www.accuweather.com). The 10-year (2010-2020) average minimum and maximum monthly temperature and relative humidity values were obtained for each of the 10 airport locations in Pennsylvania.

Fuel Parameters

The MOVES3 default data assumptions have been reviewed and determined adequate to be used as inputs to the MOVES emissions modeling. Key assumptions include:

- 10.0 RVP used for summer months.
- 100% market share of 10% ethanol throughout the year for analysis years 2025, 2035 and 2045 (based on MOVES3 defaults).

I/M Program Parameters

The inspection maintenance (I/M) program inputs to the MOVES model are based on current programs within each county (all PA I/M programs are based on county boundaries). All analysis years include Pennsylvania's statewide I/M program. The default I/M program parameters included in MOVES were examined for each county and necessary changes were made to the default parameters to match the 2021 I/M program performance.

In order to assure that emission controls are working properly, vehicle inspection and maintenance (I/M) programs have been adopted in some nonattainment areas. These programs have the added benefit of improving the fuel efficiency of vehicles. The Pennsylvania inspection and maintenance (I/M) program

was upgraded and expanded throughout the state with a phase-in period starting in September 2003 and fully implemented by June 2004.

The I/M program requirements vary by region (five regions) and include on-board diagnostics (OBD) technology that uses the vehicle's computer for model years 1996 and newer to identify potential engine and exhaust system problems that could affect emissions. The program, named PAOBDII, is implemented by region as follows:

- *Philadelphia Region* - Bucks, Chester, Delaware, Montgomery and Philadelphia Counties
  [Includes tailpipe exhaust testing using ASM2015 or equipment for pre-1996 vehicles up to 25 years old]
- *Pittsburgh Region* - Allegheny, Beaver, Washington and Westmoreland Counties.
  [Includes tailpipe exhaust testing using PA 97 equipment for pre-1996 vehicles up to 25 years old]
- *South Central and Lehigh Valley Region* - Berks, Cumberland, Dauphin, Lancaster, Lebanon, Lehigh, Northampton and York Counties.
  [Includes gas cap and visual inspection only for 1975 through 1995 model years]
- *North Region* - Blair, Cambria, Centre, Erie, Lackawanna, Luzerne, Lycoming, and Mercer Counties.
  [Gas cap and visual inspection only – No OBD]
- *Other 42 Counties* – Includes the remaining 42 counties not included above.
  [Visual inspection only – No OBD]

Other Vehicle Technology and Control Strategy Data

Federal Programs

Current federal vehicle emissions control and fuel programs are incorporated into the MOVES3 software. The MOVES3 model includes the National Program standards covering light duty vehicles through model year 2026, heavy duty greenhouse gas standards for model year 2014-2018 vehicles, and the Tier 3 vehicle standards. Modifications of default emission rates are required to reflect the early implementation of the National Low Emission Vehicle (NLEV) program in Pennsylvania. To reflect these impacts, EPA has released instructions and input files that can be used to model these impacts. The NLEV input database was created for Pennsylvania per EPA's instructions and was used for this inventory.

MOVES3 also incorporates the following new federal emission standard rules:

- *Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles – Phase 2 (HD GHG2) Rule*: MOVES3 accounts for the HD GHG2 rule published in 2016. The rule set stricter fuel economy standards for HD vehicles which reduce CO2 emissions, but also impact other pollutants through changes in glider sales, hoteling activity, vehicle mass and road load coefficients.
- *Safe Affordable Fuel Efficient (SAFE) Vehicles Rule*: MOVES3 also accounts for the March 2020 SAFE standards for light-duty vehicles. These standards were less stringent than the preceding fuel economy standards, and thus increased fuel consumption and CO2 emissions.

State Programs

The Pennsylvania Clean Vehicles (PCV) Program, adopted in 1998, incorporated the California Low Emission Vehicle Regulations (CA LEV) by reference. The PCV Program allowed automakers to comply with the NLEV program as an alternative to this Pennsylvania program until MY2006. Beginning with MY2008, all "new" passenger cars and light-duty trucks with a gross vehicle weight rating (GVWR) of 8,500 pounds or less sold/leased and titled in Pennsylvania must be certified by the California Air Resources Board (CARB) or be certified for sale in all 50 states. For this program, a "new" vehicle is a qualified vehicle with an odometer reading less than 7,500 miles. DEP and PennDOT both work with the public, including manufacturers, vehicle dealers and consumers, to ensure that vehicles sold and purchased in Pennsylvania or vehicles purchased from other states by Pennsylvania residents comply with the requirements of the PCV Program, in order to be titled in Pennsylvania. Additionally, PennDOT ensures that paperwork for title and registration includes proof of CARB- or 50-state emission certification or that the vehicle owner qualifies for an exemption to the requirements, as listed on PennDOT's MV-9 form and in the PCV Program regulation. When necessary, information from PennDOT's title and registration process may be used to audit vehicle title transactions to determine program compliance.

The impacts of this program are modeled for all analysis years beyond 2008 using the same instructions and tools downloaded for the early NLEV analysis. EPA provided input files to reflect state programs similar to the CAL LEV program. Modifications to those files were made to reflect a 2008 program start date for Pennsylvania.

Analysis Process Details

The previous sections have summarized the input data used for computing speeds and emission rates for this conformity analysis. This section explains how PPSUITE and MOVES use that input data to produce emission estimates. **Exhibit 5** provides a more detailed overview of the PPSUITE analysis procedure using the available traffic data information described in the previous sections.

VMT Preparation

Producing an emissions inventory with PPSUITE requires a process of disaggregation and aggregation. Data is available and used on a very detailed scale – individual roadway segments for each of the 24 hours of the day. This data needs to be processed individually to determine the distribution of vehicle hours of travel (VHT) by speed and then aggregated by vehicle class to determine the input VMT to the MOVES emission model. Key steps in the preparation of VMT include:

- *Assemble VMT* - The RMS database contains the roadway segments, distances and travel volumes needed to estimate VMT. PPSUITE processes each segment by simply multiplying the assigned travel volume by the distance to obtain VMT.
- *Apply Seasonal Adjustments* – PPSUITE adjusts the traffic volumes to the appropriate analysis season using an average monthly day to support annual $PM_{2.5}$ analyses. These traffic volumes are assembled

by PPSUITE and extrapolated over the course of a year to produce the annual VMT file input to MOVES.

- *Disaggregate to Hours* - After seasonal adjustments are applied, the traffic volumes are distributed to each hour of the day. This allows for more accurate speed calculations (effects of congested hours) and allows PPSUITE to prepare the hourly VMT and speeds for input to MOVES.
- *Peak Spreading* - After distributing the daily volumes to each hour of the day, PPSUITE identifies hours that are unreasonably congested. For those hours, PPSUITE then spreads a portion of the volume to other hours within the same peak period, thereby approximating the "peak spreading" that normally occurs in such over-capacity conditions. This process also helps prevent hours with unreasonably congested speeds from disproportionately impacting emission calculations.
- *Disaggregation to Vehicle Types* - EPA requires VMT estimates to be prepared by the five HPMS vehicle groups, reflecting specific local characteristics. As described in the previous section, the hourly volumes are disaggregated into thirteen MOVES source types based on data from PennDOT, in combination with MOVES defaults. The thirteen MOVES source types are then recombined into five HPMS vehicle classes.
- *Apply HPMS VMT Adjustments* - Volumes must also be adjusted to account for differences with the HPMS VMT totals, as described in previous sections. VMT adjustment factors are provided as inputs to PPSUITE and are applied to each of the roadway segment volumes. VMT adjustment factors are also applied to runs for future years.
- *Apply VMT Growth Adjustments* Volumes must also be adjusted to estimate future year VMT. VMT growth factors are provided as inputs to PPSUITE, and are applied to each of the roadway segment volumes. The VMT growth factors were developed from the PennDOT BPR Growth Rate forecasting system.

Speed Estimation

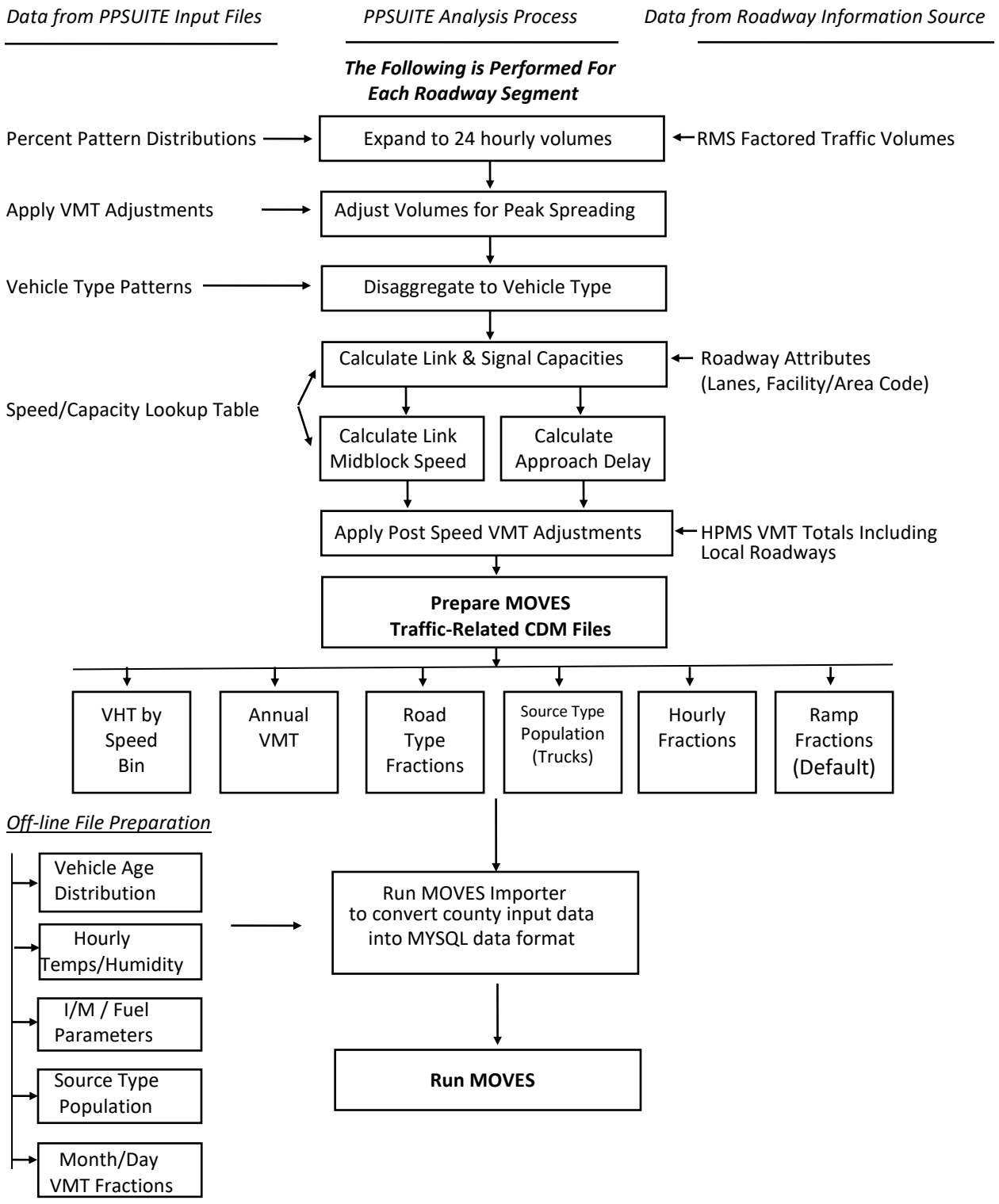
Emissions for many pollutants (including VOC and NOx) vary significantly with travel speed. VOC emissions generally decrease as speed increases, while NO_X emissions decrease at low speeds and increases at higher speeds. Because emissions are so sensitive to speed changes, EPA recommends special attention be given to developing reasonable and consistent speed estimates. EPA also recommends that VMT be disaggregated into subsets that have roughly equal speeds, with separate emission factors for each subset. At a minimum, speeds should be estimated separately by road type.

The computational framework used for this analysis meets and exceeds the recommendation above relating to speed estimates. Speeds are individually calculated for each roadway segment and hour. Rather than accumulating the roadway segments into a particular road type and calculating an average speed, each individual link hourly speed is represented in the MOVES vehicle hours of travel (VHT) by a speed bin file. This MOVES input file allows the specification of a distribution of hourly speeds. For example, if 5% of a county's arterial VHT operates at 5 mph during the AM peak hour and the remaining 95% operates at 65 mph, this can be represented in the MOVES speed input file. For the roadway vehicle

emissions calculations, speed distributions are input to MOVES by road type and source type for each hour of the day.

To calculate speeds, PPSUITE first obtains initial capacities (i.e., how much volume the roadway can serve before heavy congestion) and free-flow speeds (speeds assuming no congestion) from a speed/capacity lookup table. As described previously, this data contains default roadway information indexed by the area and facility type codes. For areas with known characteristics, values can be directly coded to the database and the speed/capacity default values can be overridden. For most areas where known information is unavailable, the speed/capacity lookup tables provide valuable default information regarding speeds, capacities, signal characteristics, and other capacity adjustment information used for calculating congested delays and speeds. The result of this process is an estimated average travel time for each hour of the day for each highway segment. The average travel time multiplied by traffic volume produces vehicle hours of travel (VHT).

EXHIBIT 5: PPSUITE SPEED/EMISSION ESTIMATION PROCEDURE



Developing the MOVES Traffic Input Files

The PPSUITE software is responsible for producing the following MOVES input files during any analysis run:

- VMT by HPMS vehicle class.
- VHT by speed bin.
- Road type distributions.
- Hourly VMT fractions.

These files are text formatted files with a *.csv extension. The files are provided as inputs within the MOVES County Data Manager (CDM) and are described below:

- *VMT Input File*: VMT is the primary traffic input affecting emission results. The roadway segment distances and traffic volumes are used to prepare estimates of VMT. PPSUITE performs these calculations and outputs the MOVES annual VMT input file to the County Data Manager (CDM). The annual VMT is computed by multiplying the RMS roadway adjusted VMT by 365 days (366 days in a leap year).
- *VHT by Speed Bin File*: As described in the previous section, the PPSUITE software prepares the MOVES VHT by speed bin file, which summarizes the distribution of speeds across all links into each of the 16 MOVES speed bins for each hour of the day by road type. This robust process is consistent with the methods and recommendations provided in EPA's technical guidance for the MOVES3 model (http://www.epa.gov/otaq/models/moves/) and ensures that MOVES emission rates are used to the fullest extent.
- *Road Type Distributions*: Within MOVES, typical drive cycles and associated operating conditions vary by roadway type. MOVES defines five different roadway types as follows:

  1 Off-Network.
  2 Rural Restricted Access.
  3 Rural Unrestricted Access.
  4 Urban Restricted Access.
  5 Urban Unrestricted Access.

  For this analysis, the MOVES road type distribution file is automatically generated by PPSUITE using defined equivalencies. The off-network road type includes emissions from vehicle starts, extended idling, and evaporative emissions. Off-network activity in MOVES is primarily determined by the Source Type Population input.

MOVES Runs

After computing speeds and aggregating VMT and VHT, PPSUITE prepares traffic-related inputs needed to run EPA's MOVES software. Additional required MOVES inputs are prepared externally from the

processing software and include temperatures, I/M program parameters, fuel characteristics, vehicle fleet age distributions, and source type population. The MOVES county importer is run in batch mode. This program converts all data files into the SQL format used by the MOVES model. At that point, a MOVES run specification file (*.mrs) is created which specifies options and key data locations for the run. The MOVES run is then executed in batch mode. A summary of key MOVES run specification settings is shown in **Exhibit 6**. MOVES can be executed using either an inventory or rate-based approach. For this analysis, MOVES is applied using the inventory-based approach. Using this approach, actual VMT and population are provided as inputs to the model; MOVES is responsible for producing the total emissions for the region.

EXHIBIT 6: MOVES RUN SPECIFICATION FILE PARAMETER SETTINGS

Parameter	Setting
MOVES Version	MOVES3.1
MOVES Default Database Version	MOVESDB20221007
Scale	COUNTY
Analysis Mode	Inventory
Time Span	**Annual Runs:** Single MOVES run with 12-month inputs including all days and hours
Input Time Aggregation	Hour
Geographic Selection	County [FIPS]
Vehicle Selection	All source types Gasoline, Diesel, CNG, E85, Electricity
Road Type	All road types including off-network
Pollutants and Processes	All $PM_{2.5}$ categories, NO_X, VOC
Database selection	Early NLEV database PA-Specific CA LEV program database
General Output	Units: Emission = grams; Distance = miles; Time = hours; Energy = Million BTU
Output Emissions	Time = Hour or Month, Emissions by Process ID, Source Type and Road Type

Conformity Analysis Results (Fine Particulate Matter)

Transportation conformity analyses of the current TIP and LRTP have been completed for Cambria County. The analyses were performed according to the requirements of the Federal transportation conformity rule at 40 CFR Part 93, Subpart A. The analyses utilized the methodologies, assumptions and data as presented in previous sections. Interagency consultation has been used to determine applicable emission models, analysis years and emission tests.

Emission Tests

On July 16, 2015, EPA approved the Commonwealth of Pennsylvania's request to redesignate the *Johnstown, PA* area to attainment for the 1997 annual and 2006 24-hour $PM_{2.5}$ NAAQS (80 FR 42046). The maintenance plan includes Cambria County 2017 and 2025 $PM_{2.5}$ and NOx MVEBs for transportation conformity purposes. All MVEBs are summarized in **Exhibit 7**.

EXHIBIT 7: ANNUAL $PM_{2.5}$ MOTOR VEHICLE EMISSION BUDGETS

Pollutant	2017 Budget (tons/year)	2025 Budget (tons/year)
$PM_{2.5}$	62.79	46.71
NOx	1,707.03	1,077.46

Analysis Years

Section 93.119(g) of the Federal Transportation Conformity Regulations requires that emissions analyses be conducted for specific analysis years as follows:

- A near-term year, one to five years in the future.
- The last year of the LRTP's forecast period.
- All established MVEB years.
- Attainment year of the standard if within timeframe of TIP and LRTP.
- An intermediate year or years such that if there are two years in which analysis is performed, the two analysis years are no more than ten years apart.

All analysis years were determined through the interagency consultation process. **Exhibit 8** provides the analysis years used for this conformity analysis.

EXHIBIT 8: TRANSPORTATION CONFORMITY ANALYSIS YEARS

Analysis Year	Description
2025	Budget Year
2035	Interim Year
2045	Interim Year
2050	LRTP Horizon Year

Components of the $PM_{2.5}$ Regional Emissions Analysis

$PM_{2.5}$ can be the result of either direct or indirect emissions. Direct transportation emissions can be the result of brake or tire-wear, particulates in exhaust emissions, or dust raised by on-road vehicles or construction equipment. Possible indirect transportation related emissions of $PM_{2.5}$ include: NH_3, NO_X, SO_X, and VOC. The EPA has ruled that regional analysis of direct $PM_{2.5}$ emissions must include both exhaust and brake/tire-wear emissions. EPA's current regulations specify that road dust should be included in the regional analysis of direct $PM_{2.5}$ emissions only if the EPA or the state air agency have found it to be a significant contributor to the region's nonattainment. Neither the EPA nor the state air agency has determined road dust to be a significant contributor in the nonattainment area for this conformity determination.

Until a SIP revision is approved proving that NO_X is insignificant, EPA's current regulations state that indirect $PM_{2.5}$ emissions must be analyzed for NO_X. Conversely, VOC, SO_X and NH_3 must be analyzed only if the state(s) or the EPA determines one or more of these pollutants significant. Therefore, NO_X is the only indirect $PM_{2.5}$ component analyzed for the nonattainment area in this conformity determination.

Regionally Significant Highway Projects

For the purposes of conformity analysis, model highway networks are created for each analysis year. The analyses only include new projects which may have a significant effect on emissions in accordance with 40 CFR Parts 51 and 93. These projects typically include those that increase roadway capacity or significantly impact vehicular speeds. Projects such as bridge replacements and roadway restoration projects, which constitute the majority of the TIP and LRTP list, have been excluded from consideration since they are considered exempt under 40 CFR 93.126-127. A list of highway projects is shown in **Attachment A**.

Analysis Results

An emissions analysis has been completed for the 2006 24-hour $PM_{2.5}$ NAAQS. Forecast years have been estimated using the procedures and assumptions provide in this conformity report. A detailed emission summary is also provided in **Attachment B**. Example MOVES importer (XML) and run specification (MRS) files are provided in **Attachment C**.

Exhibit 9 summarizes the annual $PM_{2.5}$ and NO_X emissions. Emissions are compared against the available 2017 and 2025 SIP MVEBs listed in **Exhibit 7**. The results illustrate that projected emissions are below the applicable MVEBs.

EXHIBIT 9: ANNUAL PM2.5 EMISSION ANALYSIS RESULTS AND CONFORMITY TEST
(Annual)

Pollutant		2025 (tons/year)	2035 (tons/year)	2045 (tons/year)	2050 (tons/year)
$PM_{2.5}$		15.95	10.80	9.18	8.87
NO_X		447.24	235.16	219.52	218.66
MVEBs 2006 $PM_{2.5}$ NAAQS	$PM_{2.5}$	**46.71**	**46.71**	**46.71**	**46.71**
	NO_X	**1,077.46**	**1,077.46**	**1,077.46**	**1,077.46**
Conformity Result		**Pass**	**Pass**	**Pass**	**Pass**

Conformity Analysis Results (Ozone)

On November 29, 2018, EPA issued *Transportation Conformity Guidance for the South Coast II Court Decision*[1](EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked, but were designated attainment for the 2008 ozone NAAQS in EPA's original designations for this NAAQS (May 21, 2012).

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for TIPs and LRTPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c), and emissions budget and/or interim emissions (93.118 and/or 93.119).

For the 1997 ozone NAAQS areas, transportation conformity for TIPs and LRTPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

[1] Available from https://www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal constraint (93.108)

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally applies to a regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP. However, the Johnstown SIP maintenance plan does not include any TCMs. All remaining requirements are addressed in the previous interagency consultation section and the following conformity determination section of this document.

Conformity Determination

Financial Constraint

The planning regulations, Sections 450.324(f)(11) and 450.326(j), requires the transportation plan and TIP to be financially constrained while the existing transportation system is being adequately operated and maintained. Only projects for which construction and operating funds are reasonably expected to be available are included. JATS, in conjunction with PennDOT, FHWA and FTA, has developed an estimate of the cost to maintain and operate existing roads, bridges and transit systems in Cambria County and have compared the cost with the estimated revenues and maintenance needs of the new roads over the same period. The TIP and LRTP have been determined to be financially constrained.

Public Participation

The TIP and LRTP have undergone the public participation requirements as well as the comment and response requirements according to the procedures established in compliance with 23 CFR part 450, the JATS Public Participation Plan, and Pennsylvania's Conformity SIP. The draft document was made available for a 30-day public review and a public meeting.

Conformity Statement

The conformity rule requires that the TIP and LRTP conform to the applicable SIP(s) and be adopted by the MPO/RPO before any federal agency may approve, accept, or fund projects. Conformity is determined by applying criteria outlined in the transportation conformity regulations to the analysis.

The TIP and LRTP for Cambria County are found to conform to the applicable air quality SIP(s) or EPA conformity requirements. This finding of conformity positively reflects on the efforts of the JATS and its partners in meeting the regional air quality goals, while maintaining and building an effective transportation system.

Resources

MOVES Model

Modeling Page within EPA's Office of Mobile Sources Website contains a downloadable model, MOVES users guide and other information. See (http://www.epa.gov/omswww/models.htm)

Policy Guidance on the Use of MOVES3 for State Implementation Plan Development, Transportation Conformity, and Other Purposes, US EPA Office of Air and Radiation, *EPA-420-B-20-044, November 2020*

MOVES3 Technical Guidance: Using MOVES to Prepare Emission Inventories for State Implementation Plans and Transportation Conformity. US EPA Assessment and Standard Division, Office of Transportation and Air Quality, EPA-420-B-20-052, November 2020.

Traffic Engineering

Highway Capacity Manual, fifth edition (HCM2010), Transportation Research Board, presents current knowledge and techniques for analyzing the transportation system.

Traffic Data Collection and Factor Development Report, 2022 Data, Pennsylvania Department of Transportation, Bureau of Planning and Research.

Highway Vehicle Emissions Analysis Glossary

AADT: Average Annual Daily Traffic, average of ALL days

CAA: Clean Air Act as amended

CARB: California Air Resources Board

CFR: Code of Federal Regulations

County Data Manager (CDM): User interface developed to simplify importing specific local data for a single county or a user-defined custom domain without requiring direct interaction with the underlying SQL database in the MOVES emission model

DEP: Department of Environmental Protection.

Emission rate or factor: Expresses the amount of pollution emitted per unit of activity. For highway vehicles, this is usually expressed in grams of pollutant emitted per mile driven

EPA: Environmental Protection Agency.

FC: Functional code. Applied to road segments to identify their type (freeway, local, etc.)

FHWA: Federal Highway Administration

FR: Federal Register

FTA: Federal Transit Administration

Growth factor: Factor used to convert volumes to future years

HPMS: Highway Performance Monitoring System

I/M: Vehicle emissions inspection/maintenance programs are required in certain areas of the country. The programs ensure that vehicle emission controls are in good working order throughout the life of the vehicle. The programs require vehicles to be tested for emissions. Most vehicles that do not pass must be repaired.

LRTP: Long Range Transportation Plan

MOVES: Motor Vehicle Emission Simulator. The latest model EPA has developed to estimate emissions from highway vehicles

MVEB: motor vehicle emissions budget

NAAQS: National Ambient Air Quality Standard

NTD: National Transit Database

Pattern data: Extrapolations of traffic patterns (such as how traffic volume on road segment types varies by time of day, or what kinds of vehicles tend to use a road segment type) from segments with observed data to similar segments

PPSUITE: Post-Processor for Air Quality. A set of programs that estimate speeds and prepares MOVES inputs and processes MOVES outputs

Road Type: Functional code, applied in data management to road segments to identify their type (rural/urban highways, rural/urban arterials, etc.)

RMS: Roadway Management System

SIP: State Implementation Plan

Source Type: One of thirteen vehicle types used in MOVES modeling

TAZ: Traffic Analysis Zone System

TIP: Transportation Improvement Program

VHT: Vehicle hours traveled

VMT: Vehicle miles traveled. In modeling terms, it is the simulated traffic volumes multiplied by link length

VOC: volatile organic compound emissions

ATTACHMENT A

Project List

The following Cambria County FY2025-2028 TIP and 2050 LRTP air quality significant highway projects are included in the conformity analysis:

MPMS #	Project Name	Description
Air Quality Significant Projects on FY2025-2028 TIP and 2050 LRTP		
114001	PA 756 – Alvin Ave to Industrial Park Rd	This project involves roadway improvements on PA 756 (Elton Road) from T-464 (Alvin Street) to T-737 (Industrial Park Road) in Richland Township, Cambria County. It will improve intersection safety by improving sight distance, adding left turn lanes, improving driver awareness and updating traffic signals throughout corridor to help support a reduction in congestion.
115615	Johnstown Urban Ind. Park Connector St	Construct a new access road from Iron Street to Johnstown Urban Industrial Park in the City of Johnstown, Cambria County

ATTACHMENT B

Detailed Emission Results*

Annual $PM_{2.5}$ Analysis

**All table values and totals have been estimated from the MOVES detailed output and rounded to 1-2 decimal points. Due to rounding, individual table entries may not add exactly to the total*

Detailed Emission Results for Annual $PM_{2.5}$ Analysis

Cambria County PM2.5 Annual Emission Summary

2025 FFY25 TIP Conformity (By Road Type)

County	Road Type	Annual VMT	Speed (mph)	Emissions (Tons/Year)	
				NOx	$PM_{2.5}$
Cambria	Off-Network	N/A	N/A	103.91	4.54
	Rural Restricted	0	N/A	0.00	0.00
	Rural UnRestricted	461,655,376	48.2	156.67	5.63
	Urban Restricted	278,256,354	55.4	91.52	2.92
	Urban UnRestricted	273,722,675	35.5	79.93	3.82
	Subtotal	*1,013,634,406*		*432.02*	*16.91*
Off-Model Project Emission Benefits				15.22	-0.96
Region Total		**1,013,634,406**		**447.24**	**15.95**
			(Kg/Year)	**405,733**	**14,473**

Cambria County PM2.5 Annual Emission Summary

2025 FFY25 TIP Conformity (By Emission Process)

County	Emission Process	Emissions (Tons/Year)	
		NOx	$PM_{2.5}$
Cambria	Running Exhaust	351.51	7.56
	Start Exhaust	73.92	3.84
	Brakewear	0.00	2.79
	Tirewear	0.00	1.65
	Evap Permeation	0.00	0.00
	Evap Fuel Vapor Venting	0.00	0.00
	Evap Fuel Leaks	0.00	0.00
	Crankcase Running Exhaust	2.46	0.96
	Crankcase Start Exhaust	0.00	0.03
	Crankcase Extended Idle Exhaust	0.03	0.02
	Extended Idle Exhaust	3.84	0.05
	Auxiliary Power Exhaust	0.26	0.00
	Subtotal	*432.02*	*16.91*
Off-Model Project Emission Benefits		15.22	-0.96
Region Total		**447.24**	**15.95**
	(Kg/Year)	**405,733**	**14,473**

Cambria County PM2.5 Annual Emission Summary

2025 FFY25 TIP Conformity (By Source Type)

County	Source Type	Annual VMT	Emissions (Tons/Year)	
			NOx	$PM_{2.5}$
Cambria	Motorcycle	6,461,088	5.30	0.15
	Passenger Car	508,879,430	41.83	4.13
	Passenger Truck	330,586,060	87.68	4.53
	Light Commercial Truck	84,797,950	36.56	1.55
	Intercity Bus	40,500	0.15	0.00
	Transit Bus	4,114,256	16.96	0.31
	School Bus	1,004,600	2.94	0.11
	Refuse Truck	1,164,832	3.71	0.07
	Single Unit Short-haul Truck	26,119,440	32.52	0.82
	Single Unit Long-haul Truck	1,593,390	1.69	0.04
	Motor Home	2,412,083	7.07	0.26
	Combination Short-haul Truck	11,382,757	40.79	0.86
	Combination Long-haul Truck	35,078,019	154.82	4.06
	Subtotal	*1,013,634,406*	*432.02*	*16.91*
Off-Model Project Emission Benefits			15.22	-0.96
Region Total		**1,013,634,406 (Kg/Year)**	**447.24** **405,733**	**15.95** **14,473**

Cambria County PM2.5 Annual Emission Summary

2035 FFY25 TIP Conformity (By Road Type)

County	Road Type	Annual VMT	Speed (mph)	Emissions (Tons/Year)	
				NOx	$PM_{2.5}$
Cambria	Off-Network	N/A	N/A	77.88	4.26
	Rural Restricted	0	N/A	0.00	0.00
	Rural UnRestricted	469,791,144	48.2	80.99	3.23
	Urban Restricted	291,604,915	55.1	44.87	1.63
	Urban UnRestricted	269,031,411	35.6	42.08	2.47
	Subtotal	*1,030,427,470*		*245.82*	*11.59*
Off-Model Project Emission Benefits				-10.66	-0.79
Region Total		**1,030,427,470 (Kg/Year)**		**235.16** **213,332**	**10.80** **9,802**

Cambria County PM2.5 Annual Emission Summary

2035 FFY25 TIP Conformity (By Source Type)

County	Source Type	Annual VMT	Emissions (Tons/Year)	
			NOx	$PM_{2.5}$
Cambria	Motorcycle	6,568,298	5.31	0.15
	Passenger Car	517,323,540	23.49	3.87
	Passenger Truck	336,074,160	31.02	3.73
	Light Commercial Truck	86,202,160	9.91	1.02
	Intercity Bus	36,523	0.09	0.00
	Transit Bus	4,187,905	9.42	0.10
	School Bus	1,024,621	1.78	0.02
	Refuse Truck	1,186,228	2.82	0.02
	Single Unit Short-haul Truck	26,559,467	24.52	0.43
	Single Unit Long-haul Truck	1,605,381	1.25	0.02
	Motor Home	2,445,616	3.64	0.15
	Combination Short-haul Truck	11,465,076	31.75	0.49
	Combination Long-haul Truck	35,748,494	100.81	1.59
	Subtotal	*1,030,427,470*	*245.82*	*11.59*
Off-Model Project Emission Benefits			-10.66	-0.79
Region Total		**1,030,427,470 (Kg/Year)**	**235.16 213,332**	**10.80 9,802**

Cambria County PM2.5 Annual Emission Summary

2035 FFY25 TIP Conformity (By Emission Process)

County	Emission Process	Emissions (Tons/Year)	
		NOx	$PM_{2.5}$
Cambria	Running Exhaust	186.94	2.70
	Start Exhaust	53.85	4.06
	Brakewear	0.00	2.83
	Tirewear	0.00	1.67
	Evap Permeation	0.00	0.00
	Evap Fuel Vapor Venting	0.00	0.00
	Evap Fuel Leaks	0.00	0.00
	Crankcase Running Exhaust	2.43	0.28
	Crankcase Start Exhaust	0.00	0.03
	Crankcase Extended Idle Exhaust	0.02	0.01
	Extended Idle Exhaust	2.08	0.01
	Auxiliary Power Exhaust	0.49	0.00
	Subtotal	*245.82*	*11.59*
Off-Model Project Emission Benefits		-10.66	-0.79
Region Total	**(Kg/Year)**	**235.16 213,332**	**10.80 9,802**

Cambria County PM2.5 Annual Emission Summary

2045 FFY25 TIP Conformity (By Road Type)

County	Road Type	Annual VMT	Speed (mph)	Emissions (Tons/Year)	
				NOx	$PM_{2.5}$
Cambria	Off-Network	N/A	N/A	77.18	3.20
	Rural Restricted	0	N/A	0.00	0.00
	Rural UnRestricted	478,327,608	48.2	73.02	2.88
	Urban Restricted	300,631,589	55.1	39.75	1.44
	Urban UnRestricted	269,030,284	35.6	37.76	2.26
	Subtotal	*1,047,989,481*		*227.71*	*9.79*
Off-Model Project Emission Benefits				-8.19	-0.61
Region Total		**1,047,989,481**	**(Kg/Year)**	**219.52** **199,143**	**9.18** **8,326**

Cambria County PM2.5 Annual Emission Summary

2045 FFY25 TIP Conformity (By Source Type)

County	Source Type	Annual VMT	Emissions (Tons/Year)	
			NOx	$PM_{2.5}$
Cambria	Motorcycle	6,677,604	5.40	0.16
	Passenger Car	525,932,740	21.27	3.34
	Passenger Truck	341,669,060	24.73	2.98
	Light Commercial Truck	87,634,150	7.57	0.82
	Intercity Bus	34,109	0.08	0.00
	Transit Bus	4,274,373	9.21	0.09
	School Bus	1,046,997	1.75	0.02
	Refuse Truck	1,218,816	2.84	0.02
	Single Unit Short-haul Truck	27,111,868	24.63	0.43
	Single Unit Long-haul Truck	1,657,864	1.27	0.02
	Motor Home	2,496,398	2.09	0.06
	Combination Short-haul Truck	11,723,911	31.11	0.45
	Combination Long-haul Truck	36,511,591	95.75	1.39
	Subtotal	*1,047,989,481*	*227.71*	*9.79*
Off-Model Project Emission Benefits			-8.19	-0.61
Region Total		**1,047,989,481** **(Kg/Year)**	**219.52** **199,143**	**9.18** **8,326**

Cambria County PM2.5 Annual Emission Summary

2045 FFY25 TIP Conformity (By Emission Process)

County	Emission Process	Emissions (Tons/Year)	
		NOx	$PM_{2.5}$
Cambria	Running Exhaust	169.68	1.90
	Start Exhaust	53.23	3.06
	Brakewear	0.00	2.87
	Tirewear	0.00	1.70
	Evap Permeation	0.00	0.00
	Evap Fuel Vapor Venting	0.00	0.00
	Evap Fuel Leaks	0.00	0.00
	Crankcase Running Exhaust	2.41	0.21
	Crankcase Start Exhaust	0.00	0.02
	Crankcase Extended Idle Exhaust	0.02	0.01
	Extended Idle Exhaust	1.82	0.01
	Auxiliary Power Exhaust	0.55	0.00
	Subtotal	*227.71*	*9.79*
Off-Model Project Emission Benefits		-8.19	-0.61
Region Total		**219.52**	**9.18**
	(Kg/Year)	**199,143**	**8,326**

Cambria County PM2.5 Annual Emission Summary

2050 FFY25 TIP Conformity (By Road Type)

County	Road Type	Annual VMT	Speed (mph)	Emissions (Tons/Year)	
				NOx	$PM_{2.5}$
Cambria	Off-Network	N/A	N/A	78.44	3.00
	Rural Restricted	0	N/A	0.00	0.00
	Rural UnRestricted	482,571,428	48.2	72.51	2.85
	Urban Restricted	293,304,693	55.0	38.60	1.39
	Urban UnRestricted	268,107,932	35.6	37.00	2.22
	Subtotal	*1,043,984,053*		*226.55*	*9.46*
Off-Model Project Emission Benefits				-7.89	-0.59
Region Total		**1,043,984,053**		**218.66**	**8.87**
			(Kg/Year)	**198,362**	**8,046**

Cambria County PM2.5 Annual Emission Summary

2050 FFY25 TIP Conformity (By Source Type)

County	Source Type	Annual VMT	Emissions (Tons/Year)	
			NOx	$PM_{2.5}$
Cambria	Motorcycle	6,650,548	5.38	0.16
	Passenger Car	523,801,980	21.86	3.30
	Passenger Truck	340,282,290	24.45	2.79
	Light Commercial Truck	87,281,440	7.53	0.78
	Intercity Bus	32,805	0.08	0.00
	Transit Bus	4,275,460	9.29	0.09
	School Bus	1,046,632	1.77	0.02
	Refuse Truck	1,215,909	2.84	0.02
	Single Unit Short-haul Truck	27,077,261	24.64	0.43
	Single Unit Long-haul Truck	1,653,899	1.27	0.02
	Motor Home	2,494,591	2.06	0.06
	Combination Short-haul Truck	11,715,594	30.81	0.44
	Combination Long-haul Truck	36,455,644	94.58	1.35
	Subtotal	*1,043,984,053*	*226.55*	*9.46*
Off-Model Project Emission Benefits			-7.89	-0.59
Region Total		**1,043,984,053 (Kg/Year)**	**218.66 198,362**	**8.87 8,046**

Cambria County PM2.5 Annual Emission Summary

2050 FFY25 TIP Conformity (By Emission Process)

County	Emission Process	Emissions (Tons/Year)	
		NOx	$PM_{2.5}$
Cambria	Running Exhaust	167.20	1.79
	Start Exhaust	54.62	2.87
	Brakewear	0.00	2.87
	Tirewear	0.00	1.69
	Evap Permeation	0.00	0.00
	Evap Fuel Vapor Venting	0.00	0.00
	Evap Fuel Leaks	0.00	0.00
	Crankcase Running Exhaust	2.38	0.20
	Crankcase Start Exhaust	0.00	0.02
	Crankcase Extended Idle Exhaust	0.02	0.01
	Extended Idle Exhaust	1.77	0.01
	Auxiliary Power Exhaust	0.55	0.00
	Subtotal	*226.55*	*9.46*
Off-Model Project Emission Benefits		-7.89	-0.59
Region Total	**(Kg/Year)**	**218.66 198,362**	**8.87 8,046**

ATTACHMENT C

Sample MOVES Data Importer (XML) Input File
and
Run Specification (MRS) Input File

(Sample for 2025 Annual Runs)

MOVES County Data Manager Importer File – Annual Run (MOVESIMPORTER.XML)

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    <timespan>
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        <month id="00"/>
        <day id="2"/>
        <day id="5"/>
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Truck"/>
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MOVES Run Specification File – Annual Run (MOVESRUN.MRS)

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Appendix G: Environmental Justice Benefits and Burdens Analysis

Presidential Executive Order 12898 states that "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations." Within the transportation field, environmental justice is guided by three core principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority or low-income populations.

Because the Cambria County MPO utilizes federal funds to plan and implement transportation projects the MPO is responsible for undertaking analysis of federally funded projects listed within the LRTP. In order to show that our plan meets these objectives, an Equity Analysis—also known as a "Benefits and Burdens Analysis"—was prepared.

In accordance with FHWA and FTA joint guidance issued to the MPOs and RPOs of Pennsylvania, equity analysis should perform the following four "core elements:"

- Identify environmental justice populations
- Assess conditions and identify needs
- Evaluate burdens and benefits
- Identify and address disproportionate and adverse impacts and inform future planning efforts

Identification of Traditionally Underserved and Under-Represented Populations

Executive Order 12898 specifies that minority and low-income populations must be considered in Environmental Justice analysis. These populations were identified using data from the 2020 U.S. Census and 2019 data releases from the American Community Survey (ACS). The following definitions are used for the purposes of this analysis:

- **Minority:** Any individual or group that self-identifies as a member(s) of the racial categories of Black/African American, Asian American, American Indian/Alaskan Native, Native Hawaiian/other Pacific Islander, and the ethnic category Hispanic/Latino.
- **Low-income:** Households at or below the federal poverty level. In the same spirit, the Cambria County MPO's environmental justice equity analysis also identifies people with disabilities and people with limited English proficiency (identified as individuals speaking English "not very well" or speaking English "not at all").

Minority and Low-Income Profile

The Cambria County MPO is a single-county MPO in Southcentral Pennsylvania. Cambria County demographic data was drawn from the U.S. Census Bureau 2018-2022 American Community Survey 5-Year Estimates. This was the most recent data available during TIP development.

Table G-1: Cambria County Demographics

Demographic Indicator	Cambria County Population	Cambria County Percentage
Total Population	133,263	100.00%
White alone, non-Hispanic	121,836	91.43%
Black or African American alone, non-Hispanic	4,540	3.41%
American Indian and Alaska Native alone, non-Hispanic	26	0.02%
Asian alone, non-Hispanic	660	0.50%
Native Hawaiian and Other Pacific Islander alone, non-Hispanic	21	0.02%
Some other race alone, non-Hispanic	283	0.21%
Two or more races	3,433	2.58%
Hispanic or Latino	2,464	2.15%
Minority	11,427	8.57%
Low-Income	18,240	14.36%
Other Potentially Disadvantaged Populations		
Limited English Proficiency Households	363	0.66%
Persons with a Disability	21,698	16.81%
Elderly (65 years or older)	30,817	23.12%
Carless Households	6,184	11.20%
Housing Units with No Internet	7,165	12.97%
Housing Units with No Computer	5,542	10.04%

Source: 2018-2022 American Community Survey 5-Year Estimates

Minority Intervals for Cambria County MPO

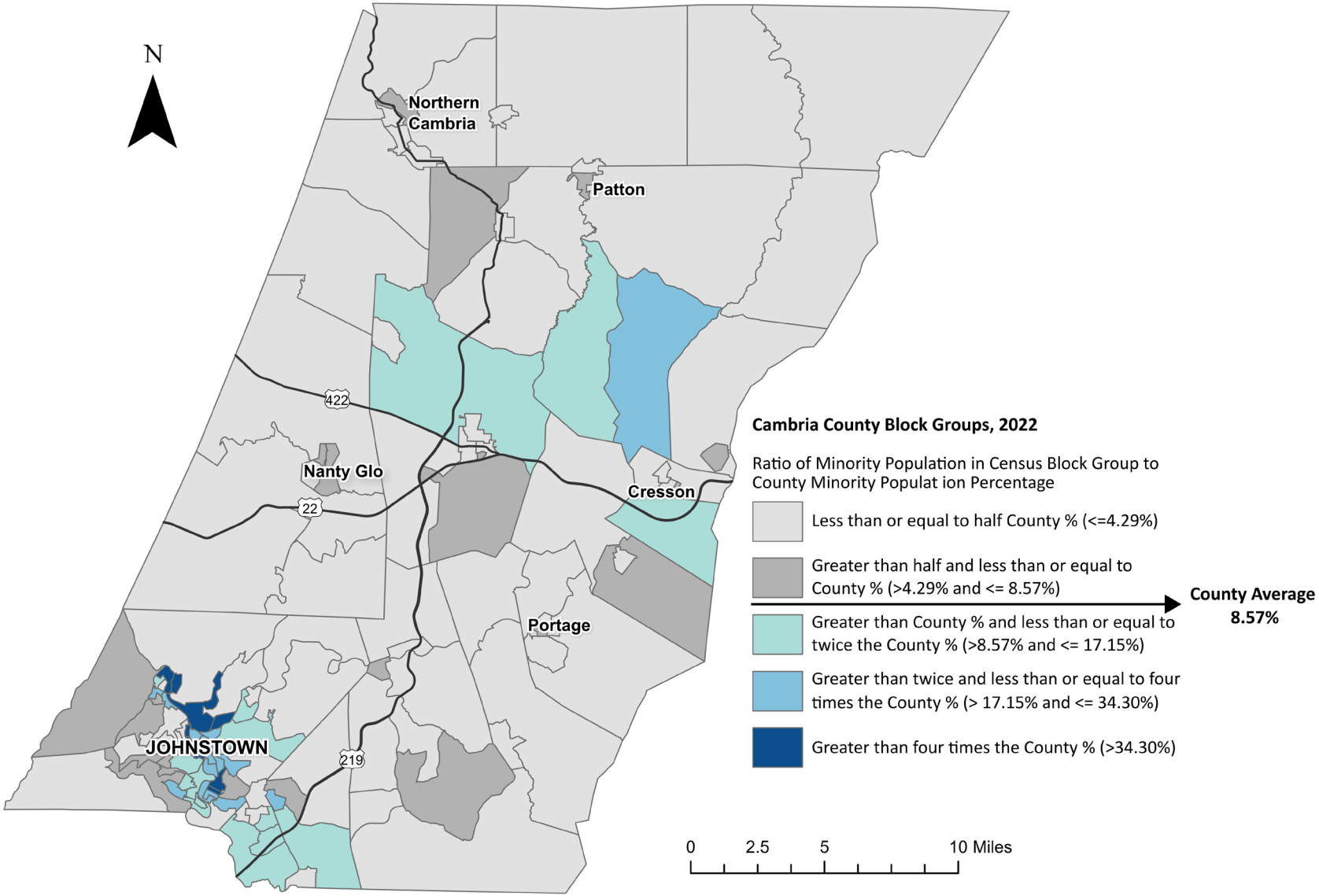
Data from the 2018-2022 American Community Survey 5-Year Estimates were used to evaluate the locations in Cambria County compared to the minority concentration in 128 census block groups. The total county population used for this analysis was 133,263 and the total minority population was 11,427. In Cambria County, 8.57 percent of the population is minority. Using that percentage, census blocks were divided into intervals described in Table G-2.

Table G-2: Minority Population Intervals

	Minority Interval		Total Population	Total Population (%)	Minority Population	Minority Population (%)
1	**Census Block Minority Population Percentage <= 4.29%** (census block group minority population percentage less than or equal to half of countywide population percentage)	1,268 people live in these census blocks. Of those, 1.89% are minority.	67,199	50.43%	1,268	11.10%
2	**Census Block Minority Population Percentage > 4.29% and <= 8.57%** (census block group minority population percentage greater than half and less than or equal to countywide or regional minority population percentage)	1,468 people live in these census blocks. Of those, 5.85% are minority.	25,085	18.82%	1,468	12.85%
3	**Census Block Minority Population Percentage > 8.57% and <= 17.15%** (census block group minority population percentage greater than county minority population percentage and less than or equal to twice the countywide or regional minority population percentage)	2,541 people live in these census blocks. Of those, 12.08% are minority.	21,028	15.78%	2,541	22.24%
4	**Census Block Minority Population Percentage > 17.15% and <= 34.30%** (census block group minority population percentage greater than twice and less than or equal to four times the countywide or regional minority population percentage)	3,317 people live in these census blocks. Of those, 25.11% are minority.	13,211	9.91%	3,317	29.03%
5	**Census Block Minority Population Percentage > 34.30%** (census block group minority population percentage greater than four times county minority population percentage)	2,833 people live in these census blocks. Of those, 42.03% are minority.	6,740	5.06%	2,833	24.79%

Figure G-1 shows the distribution of census block groups with low and high concentrations of minority populations. The densest concentrations are in and around the City of Johnstown.

Figure G-1: Minority Populations 2018 -2022



Low-Income Intervals for Cambria County MPO

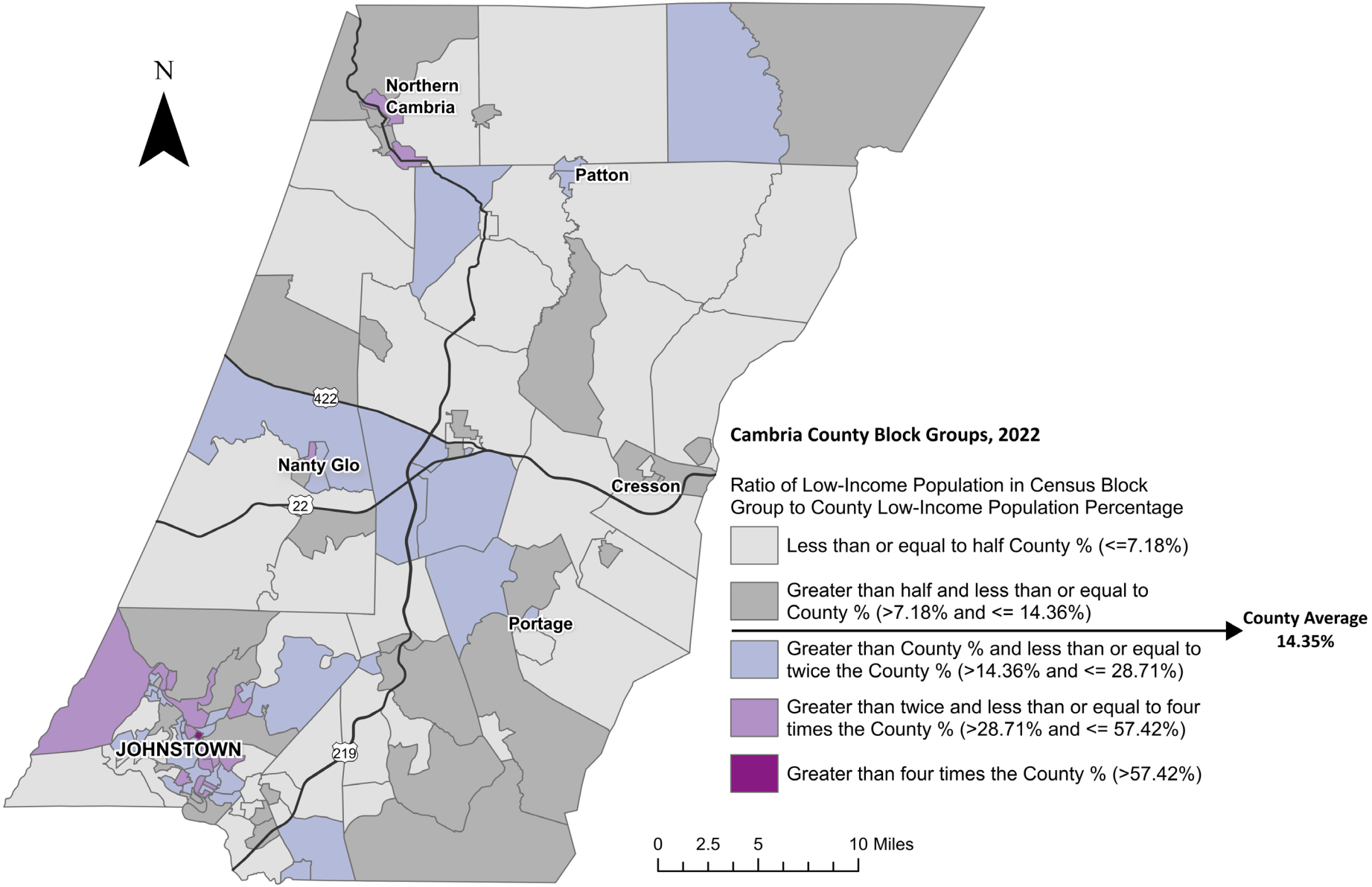
Data from 2018-2022 American Community Survey 5-Year Estimates were used to evaluate the locations in Cambria County compared to the low-income concentration in the 128 census block groups. The total county population used for this analysis was 133,263 and the total low-income population was 18,240. In Cambria County, 14.36 percent of the population is low-income. Using that percentage, census blocks were divided into intervals described in Table G-3.

Table G-3: Low-Income Population Intervals

	Low-Income Interval		Total Population	Total Population (%)	Low-Income Population	Low-Income Population (%)
1	**Census Block Low-Income Population Percentage <= 7.18%** (census block group low-income population percentage less than or equal to half of countywide or regional low-income population percentage)	1,911 people live in these census blocks. Of those, 4.24% people are low-income.	45,114	35.51%	1,911	10.48%
2	**Census Block Low-Income Population Percentage > 7.18% and <= 14.36%** (census block group low-income population percentage greater than half and less than or equal to countywide or regional low-income population percentage)	3,683 people live in these census blocks. Of those, 10.37% are low-income.	35,528	27.96%	3,683	20.19%
3	**Census Block Low-Income Population Percentage > 14.36% and <= 28.71%** (census block group low-income population percentage greater than county low-income population percentage and less than or equal to twice the countywide or regional minority population percentage)	6,486 people live in these census blocks. Of those, 21.31% are low-income.	30,430	23.95%	6,486	35.56%
4	**Census Block Low-Income Population Percentage > 28.71% and <= 57.42%** (census block group low-income population percentage greater than twice and less than or equal to four times the countywide or regional low-income population percentage)	5,853 people live in these census blocks. Of those, 37.72% are low-income.	15,519	12.21%	5,853	32.09%
5	**Census Block Low-Income Population Percentage > 57.42%** (census block group low-income population percentage greater than four times county low-income population percentage)	307 people live in these census blocks. Of those, 66.02% of those people are low-income.	465	0.37%	307	1.68%

Figure G-2 shows the distribution of census block groups with low and high concentrations of low-income populations. The densest concentrations are in and around the City of Johnstown.

Figure G-2: Low-Income Populations 2018 -2022



Assessment of Current Conditions

Pavement Condition

Condition data for pavement assets are compiled by PennDOT's Bureau of Maintenance and Operations (BOMO) and made available through the Roadway Management System (RMS) annually. The primary pavement condition and performance measures are the International Roughness Index (IRI) and the Overall Pavement Index (OPI). IRI is based on the smoothness of the pavement, while OPI combines a number of pavement factors including IRI to provide a more holistic measure of pavement performance. Condition data is collected on Interstate and NHS roads every year and on all non-NHS roads every two years. For this evaluation, both the IRI and OPI were evaluated for all State Road segments in Cambria County.

Table G-4: Distribution of IRI by Minority Population Interval – Based on 8.57% County Average

Minority Interval ID	IRI Quality Range										
	Excellent		Good		Fair		Poor		Other		Total Miles
	Miles	Percent	Miles	Percent	Miles	Percent	Miles	Percent	Miles	Percent	
Interval 1	162.0	78%	178.1	67%	109.3	73%	83.4	74%	23.0	47%	555.9
Interval 2	12.1	6%	31.5	12%	13.0	9%	11.3	10%	6.9	14%	74.8
Interval 3	32.0	15%	41.1	15%	14.6	10%	10.9	10%	11.2	23%	109.9
Interval 4	2.8	1%	15.5	6%	6.7	5%	4.8	4%	6.7	14%	36.4
Interval 5	0.0	0%	1.5	1%	5.1	3%	3.0	3%	1.5	3%	11.1
Total Roadway Mileage	208.9	100%	267.6	100%	148.9	100%	113.4	100%	49.3	100%	788.0

Table G-5: Distribution of OPI by Minority Population Interval – Based on 8.57% County Average

Minority Interval ID	OPI Quality Range										
	Excellent		Good		Fair		Poor		Other		Total Miles
	Miles	Percent	Miles	Percent	Miles	Percent	Miles	Percent	Miles	Percent	
Interval 1	103.8	75%	252.1	70%	141.8	74%	49.9	72%	8.1	31%	555.9
Interval 2	12.0	9%	29.8	8%	22.26	12%	5.3	8%	5.4	20%	74.8
Interval 3	20.4	15%	57.2	16%	17.1	9%	8.8	13%	6.2	24%	109.9
Interval 4	2.5	2%	16.6	5%	7.8	4%	4.3	6%	5.1	19%	36.4
Interval 5	0.0	0%	4.6	1%	3.8	2%	1.1	2%	1.4	6%	11.1
Total Roadway Mileage	138.8	100%	360.3	100%	193.0	100%	69.6	100%	26.4	100%	788.0

Table G-6: Distribution of IRI by Low-Income Population Interval – Based on 14.36% County Average

Low-Income Interval ID	IRI Quality Range										
	Excellent		Good		Fair		Poor		Other		Total Miles
	Miles	Percent	Miles	Percent	Miles	Percent	Miles	Percent	Miles	Percent	
Interval 1	124.5	60%	141.1	53%	76.8	52%	58.4	52%	21.5	44%	422.3
Interval 2	48.2	23%	67.7	25%	41.0	28%	26.0	23%	7.6	15%	190.5
Interval 3	33.6	16%	49.7	19%	23.0	15%	23.6	21%	14.8	30%	144.7
Interval 4	2.5	1%	9.1	3%	8.1	5%	4.8	4%	5.2	11%	29.7
Interval 5		0%	0.0	0%	0.0	0%	0.6	0%	0.3	1%	0.9
Total Roadway Mileage	208.9	100%	267.6	100%	148.9	100%	113.4	100%	49.3	100%	788.0

Table G-7: Distribution of OPI by Low-Income Population Interval – Based on 14.36% County Average

Low-Income Interval ID	OPI Quality Range										
	Excellent		Good		Fair		Poor		Other		Total Miles
	Miles	Percent	Miles	Percent	Miles	Percent	Miles	Percent	Miles	Percent	
Interval 1	72.7	52%	201.2	56%	102.4	53%	36.6	53%	9.5	36%	422.3
Interval 2	38.0	27%	76.6	21%	54.4	28%	17.8	26%	3.7	14%	190.5
Interval 3	26.9	19%	67.9	19%	28.6	15%	11.9	17%	9.4	36%	144.7
Interval 4	1.2	1%	14.4	4%	7.5	4%	2.9	4%	3.6	14%	29.7
Interval 5	0.0	0%	0.2	0%	0.0	0%	0.4	1%	0.3	1%	0.9
Total Roadway Mileage	138.8	100%	360.3	100%	193.0	100%	69.6	100%	26.4	100%	788.0

Of the state road miles evaluated, Cambria County's overall pavement condition is very good. Only 8.83 percent of miles have poor OPI and only 14.39 percent have poor IRI. The remaining are in fair, good, or excellent condition. The overall good quality of the roads is a benefit to all countywide users. Looking more closely at each interval, of all the segment-miles in a high minority area (Interval 5), 9.96 percent of the miles have a poor OPI. To compare, the miles in areas with less diversity (Interval 1), are 8.98 percent poor OPI. However, the size in each interval makes comparisons difficult. Of the 70 miles of poor pavement, only 1 mile of poor OPI was located in high minority concentration areas (Interval 5), and about 15 miles were in minority interval areas 3 to 5 combined. Of all poor-condition roads by OPI, 71.77 percent were in Interval 1 areas.

The same interval size problem occurs when analyzing the pavement condition in low-income areas. There is approximately one mile located in the highest concentration census block of low-income residents (Interval 5). There is not enough data to draw a strong conclusion.

Intervals with poverty rates above the countywide average (Intervals 3, 4, and 5) contain only 22 percent of all roadway miles. Intervals 4 and 5 have just 3.9 percent of total county roadway milage combined. Although there are much fewer state roadway miles in intervals with higher poverty rates, 17.7 percent of pavement in Intervals 4 and 5 is rated poor for IRI. In Interval 5 (with just 0.9 miles), 54 percent is rated poor for IRI and 33 percent is rated other. There are no miles rated excellent or good in this interval. In comparison, Interval 1 contains 53.6 percent of the county's state roadway miles. Of those miles, 13.8 percent are rated poor and 62.9 percent are rated excellent or good.

Overall, of the state roadway miles, intervals with poverty rates above the countywide average contain 20.2 percent of the roadway mileage rated excellent for OPI in the county and 17.3 percent for IRI. In all, 25.6 percent of the county's poor IRI and 21.8 percent of poor OPI are found in these intervals, despite this interval containing only 22 percent of all roadway miles.

Although there are significantly fewer roadway miles in the block groups with high low-income and minority populations, efforts should be made to create a more equal percentage of ratings among OPI and IRI condition of state roadway miles within each interval. The consideration of resurfacing/repaving projects to poor-condition miles should be focused in areas with higher than the county average of minority and low-income populations.

Figure G-3: Concentration of Minority Population and Pavement Condition Segments

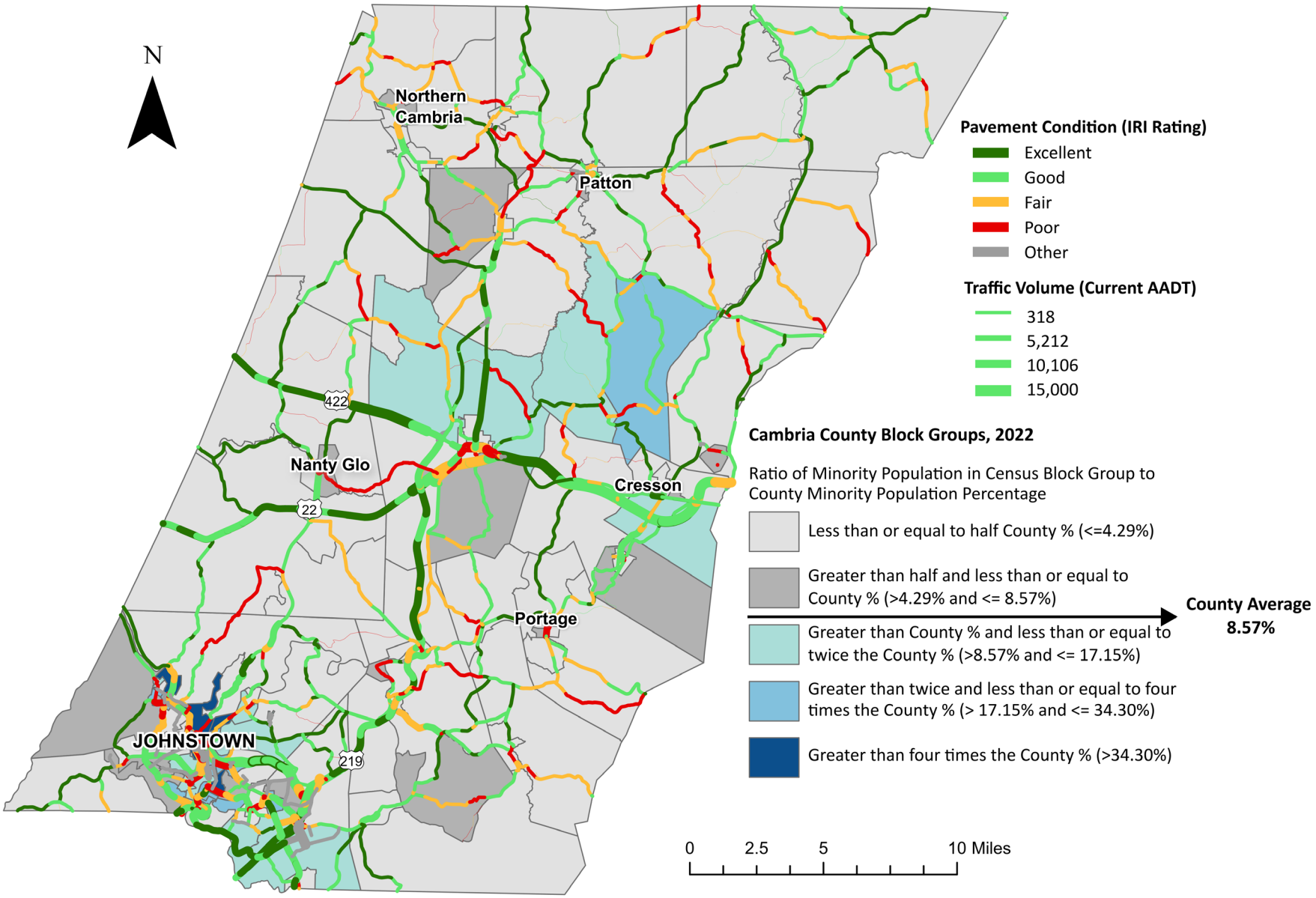
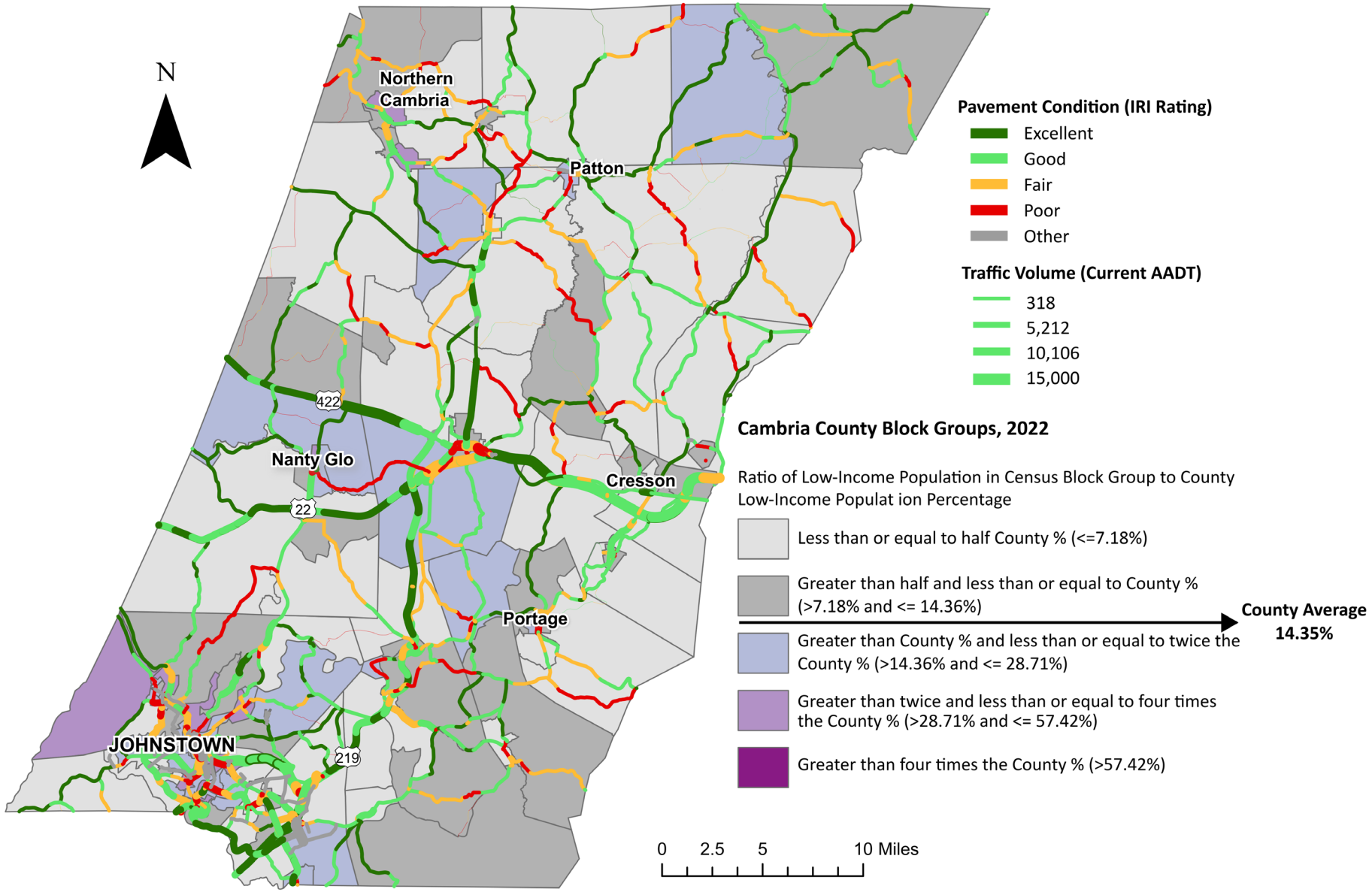


Figure G-4: Concentration of Low-Income Population and Pavement Condition Segments



Bridge Condition

Bridge condition data was collected from PennDOT's Bridge Management System 2 (BMS2). The portal contains inspection data for bridges over 20 feet in length using National Bridge Inspection Standards (NBIS). The inspection process rates the deck, superstructure, and substructure separately. If one of those elements is in poor condition, the entire bridge is rated in poor condition. The total number of bridges in Cambria County is 421. Of these, 25, or 5.9 percent, are in poor condition.

Table G-8: Distribution of Bridge Condition by Minority Population Interval – Based on 8.57% County Average

	Interval 1	Interval 2	Interval 3	Interval 4	Interval 5	TOTAL
Total Population	67,199	25,085	21,028	13,211	6,740	133,263
Total Population (in %)	50.43%	18.82%	15.78%	9.91%	5.06%	100%
Minority Population	1,268	1,468	2,541	3,317	2,833	11,427
Minority Population (in %)	11.10%	12.85%	22.24%	29.03%	24.79%	100%
All Bridges	279	50	38	37	17	421
All Bridges in (%)	66.3%	11.9%	9.0%	8.8%	4.0%	100.0%
All Poor Bridges	14	4	2	3	2	25
All Poor Bridges (%)	56.0%	16.0%	8.0%	12.0%	8.0%	100.0%
All Bridges Total Deck Area	774,105	111,598	297,695	103,510	422,295	1,709,204
All Bridges Total Deck Area (%)	45.3%	6.5%	17.4%	6.1%	24.7%	100.0%
All Poor Deck Area	17,199	4,977	20,907	3,468	28,707	75,258
All Poor Deck Area (%)	22.9%	6.6%	27.8%	4.6%	38.1%	100.0%
State Bridges	230	36	35	21	12	334
State Bridges (%)	68.9%	10.8%	10.5%	6.3%	3.6%	100.0%
Poor State Bridges	5	1	2	0	1	9
Poor State Bridges (%)	55.6%	11.1%	22.2%	0.0%	11.1%	100.0%
Local Bridges	49	14	3	16	5	87
Local Bridges (%)	56.3%	16.1%	3.4%	18.4%	5.7%	100.0%
Poor Local Bridges	9	3	0	3	1	16
Poor Local Bridges (%)	56.3%	18.8%	0.0%	18.8%	6.3%	100.0%

Table G-9: Distribution of Bridge Condition by Low-Income Population Interval – Based on 14.36% County Average

	Interval 1	Interval 2	Interval 3	Interval 4	Interval 5	TOTAL
Total Population	45,114	35,528	30,430	15,519	465	127,056
Total Population (in %)	35.51%	27.96%	23.95%	12.21%	0.37%	100%
Low-Income Population	1,911	3,683	6,486	5,853	307	18,240
Low Income Population (in %)	10.48%	20.19%	35.56%	32.09%	1.68%	100%
All Bridges	169	112	96	43	1	421
All Bridges in (%)	40.1%	26.6%	22.8%	10.2%	0.2%	100%
All Poor Bridges	7	8	4	6	0	25
All Poor Bridges (%)	28.0%	32.0%	16.0%	24.0%	0.0%	100%
All Bridges Total Deck Area	555,272	370,956	620,996	152,304	9,676	1,709,204
All Bridges Total Deck Area (%)	32.5%	21.7%	36.3%	8.9%	0.6%	100%
All Poor Deck Area	22,844	13,721	32,024	6,669	-	75,258
All Poor Deck Area (%)	30.4%	18.2%	42.6%	8.9%	0.0%	100%
State Bridges	143	87	77	26	1	334
State Bridges (%)	42.8%	26.0%	23.1%	7.8%	0.3%	100%
Poor State Bridges	5	2	2	0	0	9
Poor State Bridges (%)	55.6%	22.2%	22.2%	0.0%	0.0%	100%
Local Bridges	26	25	19	17	-	87
Local Bridges (%)	29.9%	28.7%	21.8%	19.5%	0.0%	100%
Poor Local Bridges	2	6	2	6	0	16
Poor Local Bridges (%)	12.5%	37.5%	12.5%	37.5%	0.0%	100%

Overall, Cambria County bridges are in good condition, which is a benefit to everyone in Cambria County. As with pavement, sample size poses a challenge in evaluating the environmental justice of bridge condition. Seventy-eight (78) percent of all bridges are located in areas with few minority concentrations (intervals 1 and 2) and 60 percent of all bridges are located in areas with few low-income concentrations (intervals 1 and 2).

In areas with higher-than-average minority population (intervals 3, 4, and 5) of the 92 bridges in the census blocks, only seven are in poor condition. In areas with higher-than-average low-income population (intervals 3, 4, and 5) of the 140 bridges, only 10 are in poor condition.

In census blocks where the minority population is higher than the average (intervals 3, 4, and 5), only three out of 68 state bridges are in poor condition. Similarly, in areas where the low-income population is higher than the average (intervals 3, 4, and 5), only two out of 104 state bridges are in poor condition.

No disproportionately high impacts to low-income and minority populations were found for bridge condition.

Figure G-5: Concentration of Minority Population and Bridges

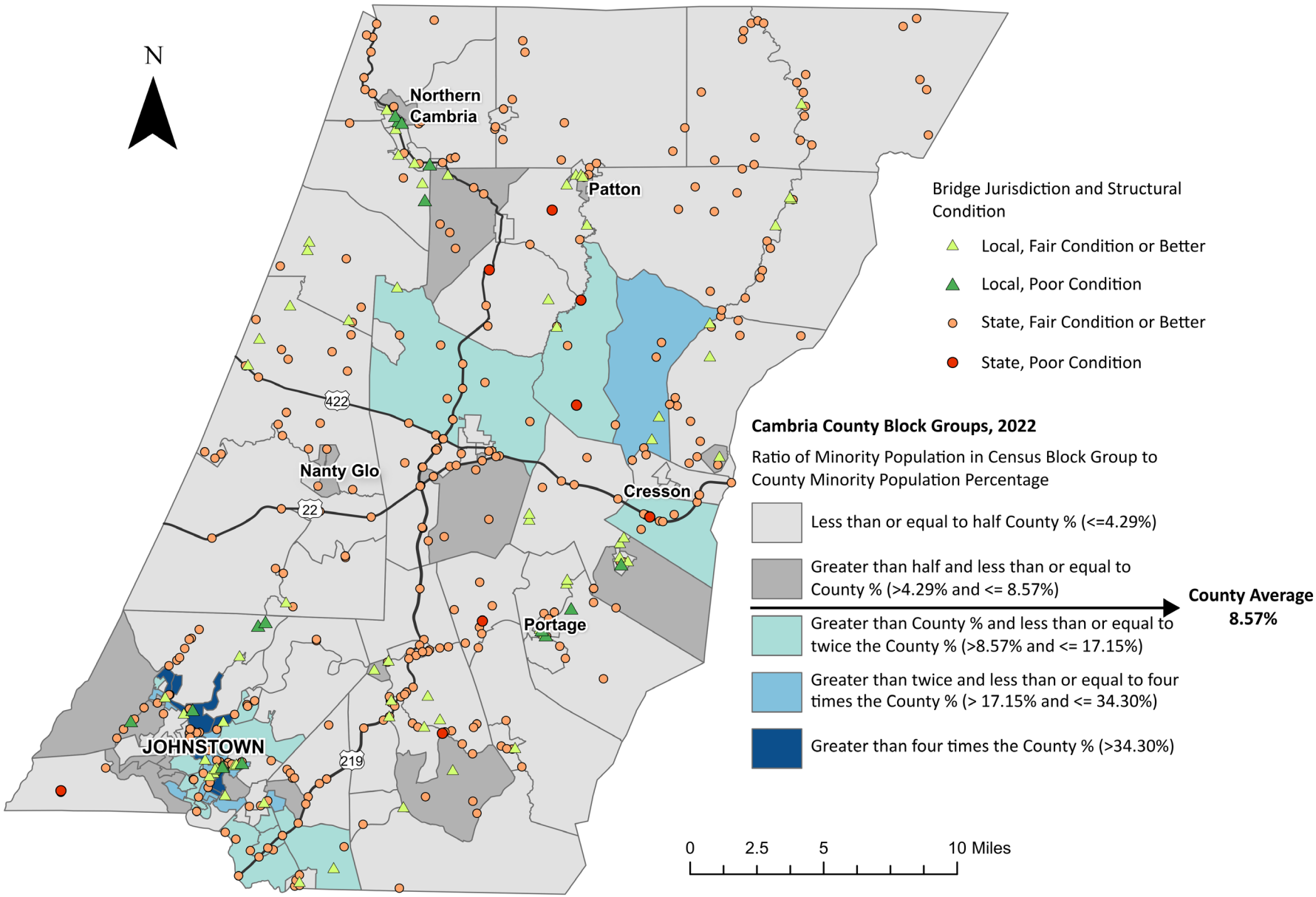
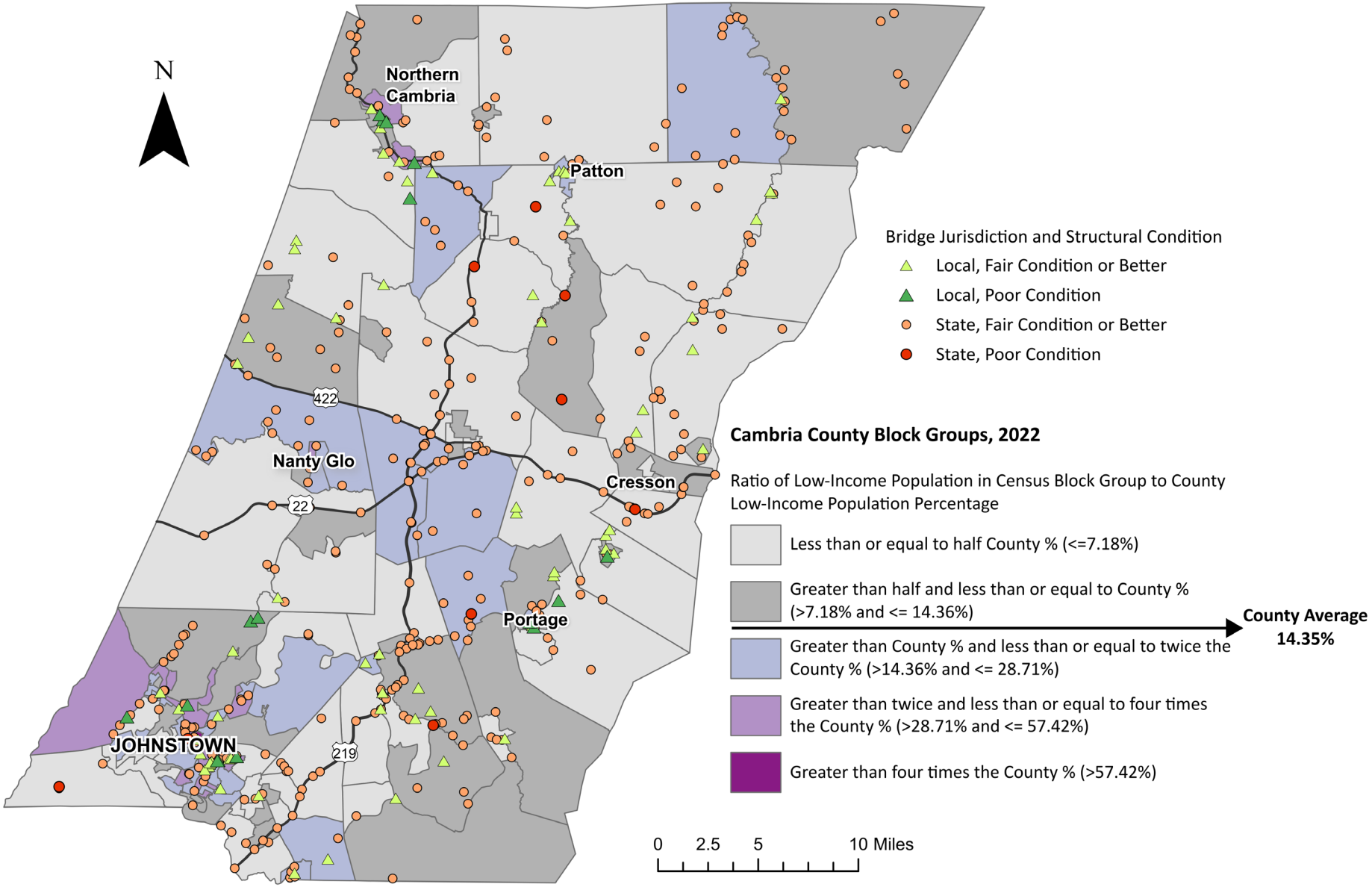


Figure G-6: Concentration of Low-Income Population and Bridges



Injury and Fatal Vehicular Crashes

Statewide crash data is collected by PennDOT and made publicly available through the Pennsylvania Crash Information Tool (PCIT). The most recent data available at the time of this analysis was from January 2018 to December 2022. The total number of reportable crashes in Cambria County for that period was 5,324. This includes vehicular crash fatalities and suspected serious injury crashes, crashes in which a person on a bicycle was involved, and crashes in which a pedestrian was involved.

Table G-10: Distribution of Crashes (2018-2022) by Minority Population Interval – Based on 8.57% County Average

Minority Population Interval	All Reportable Crashes	Fatal Crashes	Suspected Serious Injuries Crashes	Percent Reportable Crashes	Percent Fatality	Percent Serious Injury Crash
1	2,815	29	111	52.9%	59.6%	53.1%
2	647	7	28	12.2%	14.9%	13.4%
3	1,005	5	27	18.9%	10.6%	12.9%
4	526	5	31	9.9%	10.6%	14.8%
5	331	1	12	6.2%	2.1%	5.7%
Total	**5,324**	**47**	**208**	**100%**	**100%**	**100%**

Table G-11: Distribution of Crashes (2018-2022) by Low-Income Population Interval – Based on 14.36% County Average

Low-Income Population Interval	All Reportable Crashes	Fatal Crashes	Suspected Serious Injuries Crashes	Percent Reportable Crashes	Percent Fatality	Percent Serious Injury Crash
1	2,351	28	84	44.2%	59.6%	40.2%
2	1,115	9	45	20.9%	19.1%	21.5%
3	1,233	7	48	23.2%	14.9%	23.0%
4	597	3	28	11.2%	6.4%	13.4%
5	28	0	4	0.5%	0.0%	1.9%
Total	**5,324**	**47**	**209**	**100%**	**100%**	**100%**

Of the reported vehicular fatalities and serious injuries, 81 (31.6 percent) took place within census block groups with higher-than-average minority population, and 90 (35.2 percent) were located within block groups with higher-than-average low-income population. Unlike bridges or pavement, vehicular crashes are not necessarily tied to a specific location. A person with a low income could be in a crash in an area with a high-income population. However, safety for all is the highest priority of the Cambria County MPO's 2050 Long-Range Transportation Plan and it is clear that more can be done to improve safety in areas with low-income and minority populations.

Non-Motorized Crashes

Non-motorized crashes were evaluated. The data in the charts below show the number of people riding a bicycle or walking who were involved in crashes. The data also shows the number of fatalities and serious injuries that occurred.

Table G-12: Distribution of Crashes (2018-2022) by Minority Population Interval – Based on 8.57% County Average

Minority Population Interval	Bicycle			Pedestrian			Total Bicycle-Pedestrian Crashes	Percent Bicycle-Pedestrian Crashes
	Total Crashes	Fatalities	Suspected Serious Injuries	Total Crashes	Fatalities	Suspected Serious Injuries		
1	6	0	2	24	3	2	30	27.0%
2	3	0	0	11	1	2	14	12.6%
3	3	0	1	24	1	4	27	24.3%
4	4	0	2	21	0	7	25	22.5%
5	3	0	0	12	0	1	15	13.5%
Total	**19**	**0**	**5**	**92**	**5**	**16**	**111**	**100%**

Table G-13: Distribution of Crashes (2018-2022) by Low-Income Population Interval – Based on 14.36% County Average

Low-Income Population Interval	Bicycle			Pedestrian			Total Bicycle-Pedestrian Crashes	Percent Bicycle-Pedestrian Crashes
	Total Crashes	Fatalities	Suspected Serious Injuries	Total Crashes	Fatalities	Suspected Serious Injuries		
1	5	0	1	16	5	2	21	18.9%
2	3	0	1	15	0	2	18	16.2%
3	8	0	1	37	0	5	45	40.5%
4	3	0	2	20	0	4	23	20.7%
5	0	0	0	4	0	3	4	3.6%
Total	**19**	**0**	**5**	**92**	**5**	**16**	**111**	**100%**

Of the reported bicycle and pedestrian crashes, 67 (60.4 percent) took place within census block groups with higher-than-average minority population, and 72 (64.9 percent) were located within block groups with higher-than-average low-income population. These numbers indicate that the majority of bicycle and pedestrian crashes occur in the higher-than-average minority and low-income block groups. More needs to be done to improve no-motorized safety in these areas.

As noted above, safety is the top priority for this LRTP. The MPO will continue to address safety issues while collaborating with PennDOT and other organizations with a role in transportation safety. Safety initiatives for implementation across the county include:

- Plan for improved traffic incident management.
- Identify priority roadway corridors and intersections for safety improvements.
- Assist in updating the bike-ped plan, which was last updated in 2021.
- Incorporate Vulnerable Road User (VRU) data into planning decisions and project listings.

The Cambria County MPO will consider the disproportionate distribution of bicycle and pedestrian crashes while implementing these strategies.

Condition Summary

The physical asset maintenance in Cambria County is overall very good. This, in turn, lowers the amount of poor pavement miles and poor bridges that are located in higher-than-average (intervals 3, 4, and 5) low-income and minority census blocks. Motorized vehicle crashes, both fatal and injury-causing, are prevalent in all census block groups. While the causes of crashes are diverse, the 2023-2026 Highway/Bridge TIP contains many safety-focused projects discussed in the Performance Management section.

More than half of all non-motorized crashes involving people walking or riding a bicycle occurred in environmental justice population areas. While the county has been working on a number of initiatives including Connecting Cambria Bicycle and Pedestrian Plan, Connecting Cambria 2.0, and Bicycle Level of Service and Trail mapping products have been produced, it is clear from the numbers that more work needs to be done to address these problems. The expansion of HSIP funding with the IIJA/BIL legislation in 2021 expanded eligibility to "vulnerable road users" and will be able to be used to address non-motorized safety issues going forward.

Transit

The Cambria Transit Authority (CamTran) is especially focused on reaching environmental justice populations. Transit stops in each minority and low-income interval are shown in Tables G-14 and G-15. CamTran provides paratransit service throughout all of Cambria County, on a shared-ride basis, utilizing vehicles owned and operated by CamTran.

The public transportation projects on the 2023-2026 Transit TIP do not affect a specific geographic location. Thus, the transit projects are not included on the project maps.

Investing in public transit can provide more transportation options, expanding access to jobs, healthcare, and other essential destinations. CamTran's Local Coordinated Plan helps serve underserved populations through public transit.

Table G-14: Minority Transit Stops by Interval – Based on 8.57% County Average

	Interval 1	Interval 2	Interval 3	Interval 4	Interval 5	TOTAL
Transit Stops	174	80	108	114	89	565
Transit Stops (%)	31%	14%	19%	20%	16%	100%

Table G-15: Low-Income Transit Stops by Interval – Based on 14.36% County Average

	Interval 1	Interval 2	Interval 3	Interval 4	Interval 5	TOTAL
Transit Stops	119	93	202	144	7	565
Transit Stops (%)	21%	16%	36%	25%	1%	100%

Figure G-7: Concentration of Minority Population and Transit Stops

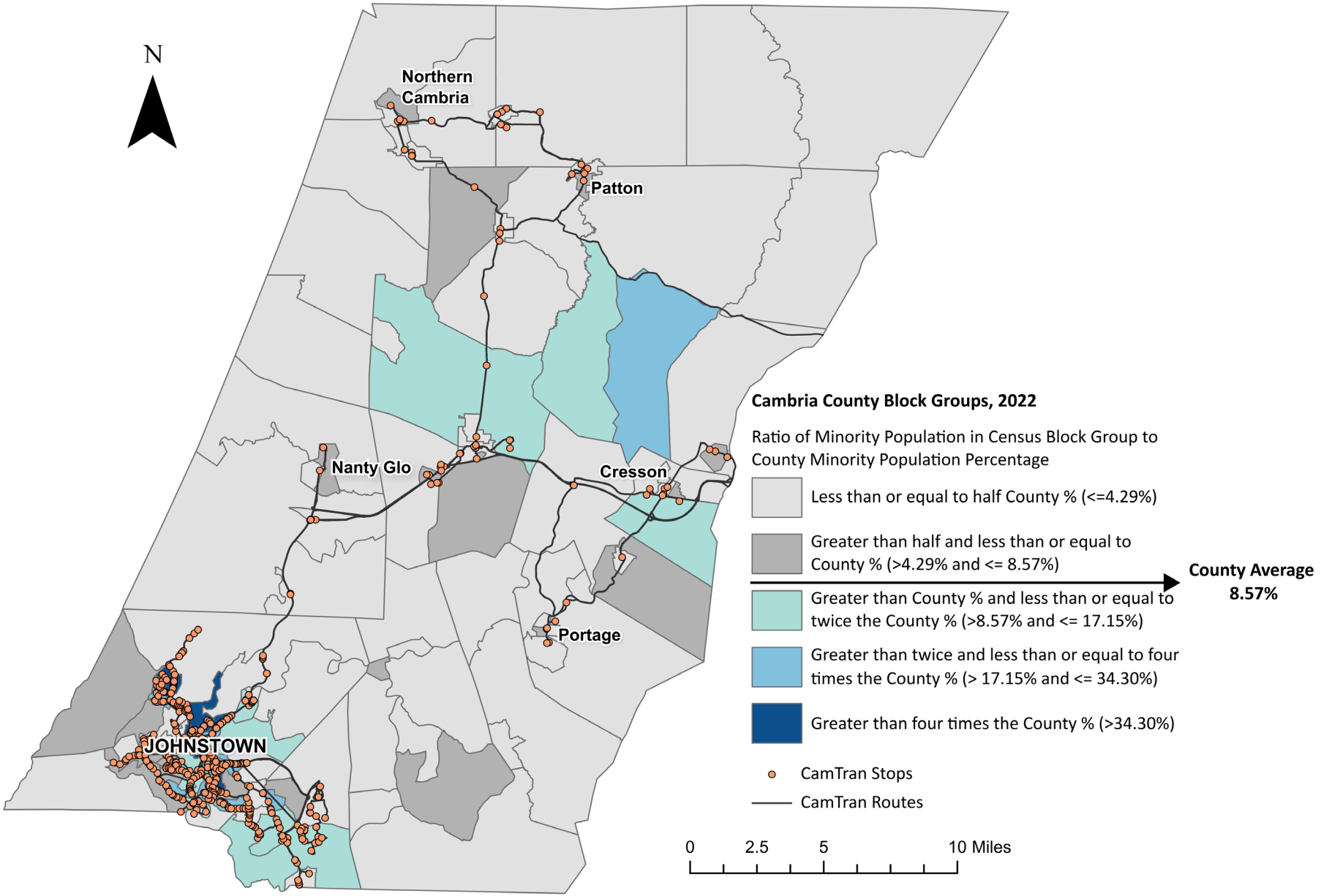
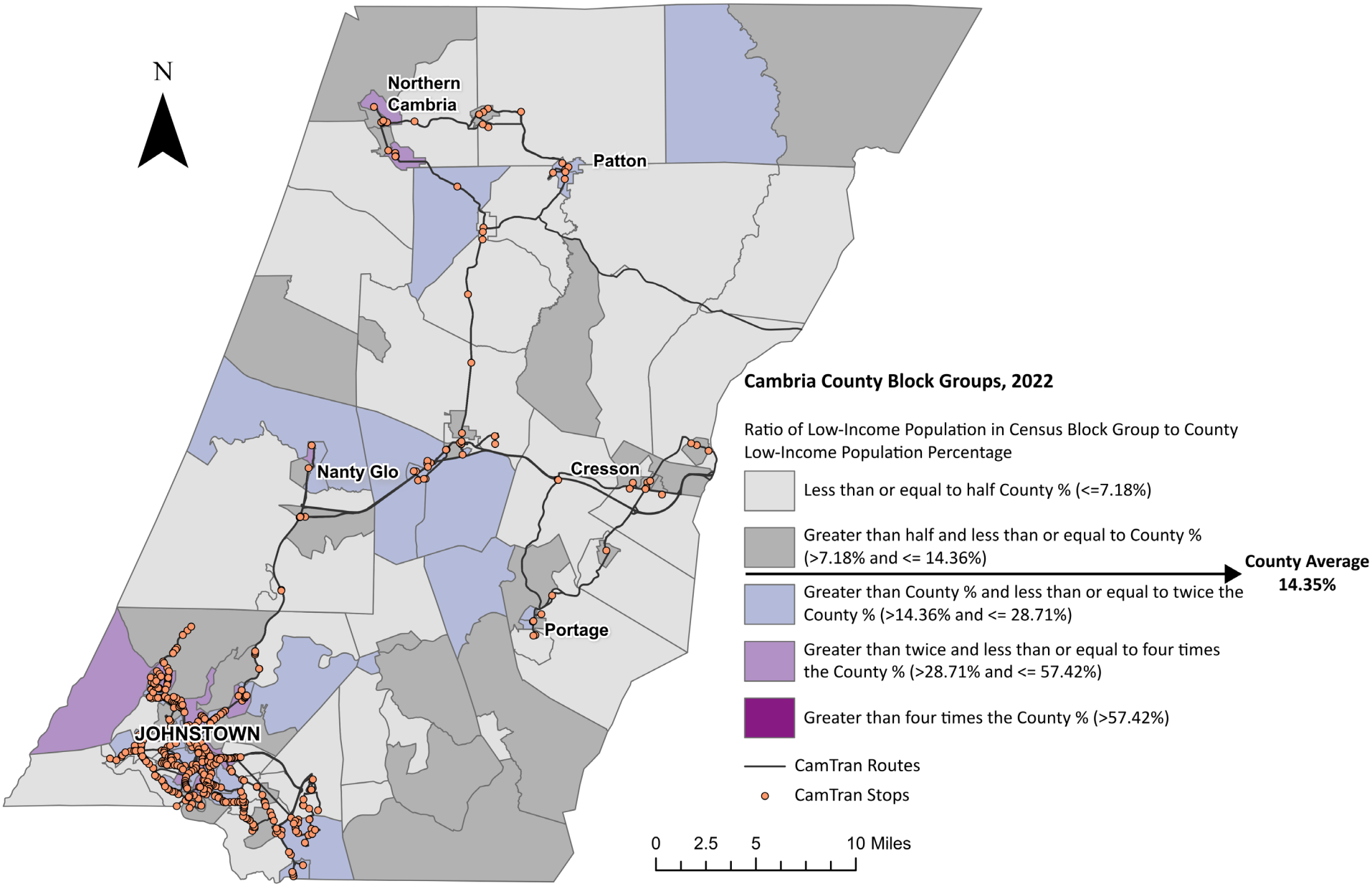


Figure G-8: Concentration of Low-Income Population and Transit Stops



Benefits and Burdens

The benefits that the Transportation Improvement Program (TIP) can provide to low-income and minority populations in Cambria County include improved access, mobility, safety, and environmental quality. The burdens of the program can be a reduction in any of those areas to a community. All conditions were overlaid onto low-income and minority concentration maps and tables.

To identify and address these benefits and burdens, a qualitative analysis of the 2025-2028 Highway/Bridge and Transit projects was undertaken.

While poor-condition bridges were fairly distributed in areas with low minority and low-income concentrations, the Cambria MPO continues to maintain all bridges safely. In addition to TIP base funds for bridge repair, the IIJA/BIL introduced a new bridge funding category—BRIP. Cambria County also administers programs for bridges owned by municipalities. These are the Cambria County At-Risk Bridge Program and the $5 Local Use Fee Program. These programs further enhance the condition of bridges throughout Cambria County.

For vehicular safety project selection, the MPO and PennDOT rely on the Network Screening Tool to evaluate locations where safety improvements are needed. These projects are selected to receive federal HSIP funds.

Injury or fatal crashes and pedestrian and bicycle crashes have a high concentration in low-income and minority population areas. This will be taken into consideration as projects in those areas move forward. Safety improvements such as accessible pedestrian signals, ADA curve ramps, widening shoulders, repairing sidewalks, and adding pedestrian refuge islands will be incorporated into projects wherever possible. The MPO will also work to advance the bike routes identified Cambria's Active Transportation Plan and the 2050 Long-Range Transportation Plan. Walking trails, bike lane recommendations, and sidewalk gaps are some of the issues the plans addressed.

2025-2028 Highway and Bridge Projects

All projects in the Draft 2025-2028 Highway/Bridge TIP (4 years) were overlaid onto the environmental justice maps, as discussed, following. Not all projects have a specific location.

Qualitative Evaluation of TIP Projects

A qualitative evaluation of the 2025-2028 Highway and Bridge Program was undertaken to evaluate the potential adverse effects of the program that disproportionately impact minority and low-income populations. A few of these adverse effects could include destruction or disruption of community cohesion or a community's economic vitality, increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community, destruction or disruption of the availability of public and private facilities and services, adverse employment effects, or destruction or disruption of human-made or natural resources.

The Cambria County MPO reviewed transportation projects located in areas that were determined to be "high minority" or "high in-poverty." "High minority," for the purpose of this analysis, refers to census block groups that have a concentration of minority persons that is greater than or equal to the county average of 8.57 percent. "High in-poverty" refers to census block groups that have a concentration of low-income persons that is greater than or equal to the county average of 14.35 percent.

The projects were categorized by their potential to impact minority and low-income populations. Knowing a project's impact type clarifies the implications of its location near these populations. Some projects may deliver countywide benefits in terms of improved mobility and accessibility but have localized adverse effects that may be borne by minority and low-income populations in proximity to the project.

Tables G-16 and G-17 detail the estimated total cost of each project type, the percentage of the total cost, and the total per-capita cost.

Table G-16: Minority Intervals and Estimated Cost by Project Type

Percent Minority by Block Group Interval		Interval 1	Interval 2	Interval 3	Interval 4	Interval 5	TOTAL
Population Share by Interval	Total Population	67,199	25,085	21,028	13,211	6,740	133,263
	Share of Total Population	50%	19%	16%	10%	5%	
	Minority Population	1,268	1,468	2,541	3,317	2,833	11,427
	Share of Minority Population	11%	13%	22%	29%	25%	
Bridge Projects (Bridge Preservation - Federal, Bridge Replacement, and Bridge Restoration)	Amount of Estimated Funding	$34,344,013	$2,658,237	$5,531,291	$1,477,000	$4,670,071	$48,680,612
	Percentage of Funding	70.5%	5.5%	11.4%	3.0%	9.6%	
Highway Projects (Highway Restoration)	Amount of Estimated Funding	$48,742,015	$4,858,914	$7,534,603	$1,071,101	$1,313,571	$63,520,204
	Percentage of Funding	76.7%	7.6%	11.9%	1.7%	2.1%	
Maintenance Projects (Preventative Maintenance)	Amount of Estimated Funding	$3,870,802		$310,863	$7,958	$31,180	$4,220,802
	Percentage of Funding	91.7%	0.0%	7.4%	0.2%	0.7%	
Safety Projects (Rail Highway Grade Crossing, Safety Improvement)	Amount of Estimated Funding	$1,925,183	$938,361	$3,006,456	$448,490	$51,510	$6,370,000
	Percentage of Funding	30.2%	14.7%	47.2%	7.0%	0.8%	
All Projects	Amount of Estimated Funding	$88,882,013	$8,455,512	$16,383,212	$3,004,549	$6,066,331	$122,791,617
	Percentage of Funding	72.4%	6.9%	13.3%	2.4%	4.9%	
	Per-Capita Funding	$1,323	$337	$779	$227	$900	$3,566

Table G-17: Low-Income Intervals and Estimated Cost by Project Type

Percent Low-Income by Block Group Interval		Interval 1	Interval 2	Interval 3	Interval 4	Interval 5	TOTAL
Population Share by Interval	Total Population	45,114	35,528	30,430	15,519	465	127,056
	Share of Total Population	36%	28%	24%	12%	0%	
	Minority Population	1,911	3,683	6,486	5,853	307	18,240
	Share of Minority Population	10%	20%	36%	32%	2%	
Bridge Projects (Bridge Preservation - Federal, Bridge Replacement, and Bridge Restoration)	Amount of Estimated Funding	$22,447,342	$8,334,485	$10,169,051	$7,729,734	$0	$48,680,612
	Percentage of Funding	46.1%	17.1%	20.9%	15.9%	0.0%	
Highway Projects (Highway Restoration)	Amount of Estimated Funding	$32,337,780	$13,079,110	$16,870,956	$1,232,357		$63,520,204
	Percentage of Funding	50.9%	20.6%	26.6%	1.9%	0.0%	
Maintenance Projects (Preventative Maintenance)	Amount of Estimated Funding	$826,000		$3,386,844	$7,958		$4,220,802
	Percentage of Funding	19.6%	0.0%	80.2%	0.2%	0.0%	
Safety Projects (Rail Highway Grade Crossing, Safety Improvement)	Amount of Estimated Funding	$3,824,244	$0	$2,480,582	$6,641	$58,533	$6,370,000
	Percentage of Funding	60.0%	0.0%	38.9%	0.1%	0.9%	
All Projects	Amount of Estimated Funding	$59,435,367	$21,413,595	$32,907,433	$8,976,689	$58,533	$122,791,617
	Percentage of Funding	48.4%	17.4%	26.8%	7.3%	0.0%	
	Per-Capita Funding	$1,317	$603	$ 1,081	$578	$126	$3,706

Table G-18: Types of Impacts on Low-Income and Minority Populations

High potential for adverse impacts	These may include major capital/capacity-adding or new right-of-way projects.
Medium potential for adverse impacts/potentially beneficial	These may include roadway and bridge maintenance projects.
Low potential for adverse impact/inherently beneficial	These may include transit, bike-ped, safety, or studies.

Table G-19: Impacts from the Draft 2025 TIP on Low-Income and Minority Populations – Based on Minority 8.57% and Low-Income 14.35% County Averages

MPMS #	Project Title	Minority Interval	Low-Income Interval	Project Type	Impact
107229	PA 53 - SR 3024 to PA 164	Interval 1	Interval 3	Highway Restoration	Medium
108162	PA 756 - PA 403 to SR 301	Interval 5	Interval 4	Highway Restoration	Medium
110119	PA 756 - Lamberd Ave to A	Interval 4	Interval 2	Highway Restoration	Medium
110424	US 22 - SR 4031 to PA 164	Interval 3	Interval 3	Highway Restoration	Medium
110437	US 219 - PA 53 to US 422	Interval 1	Interval 3	Highway Restoration	Medium
113997	US 22 - PA 164 to Blair C	Interval 3	Interval 2	Highway Restoration	Low
114001	PA 756 - Alvin St to Indu	Interval 3	Interval 3	Safety Improvement	Medium
114040	Sidman PA160 Super Repl 1	Interval 2	Interval 2	Bridge Restoration	Medium
114041	Sidman PA160 Super Repl 2	Interval 2	Interval 2	Bridge Restoration	Medium
114043	Mount Airy Drive over US	Interval 1	Interval 1	Bridge Restoration	Medium
116926	US 219 - PA 56 to PA 53	Interval 1	Interval 2	Highway Restoration	Medium
117007	US 22 Segment 351 Over No	Interval 3	Interval 1	Bridge Restoration	Medium
117008	US 22 Segment 350 Over No	Interval 3	Interval 1	Bridge Restoration	Medium
117012	PA 271 Over North Branch	Interval 1	Interval 1	Bridge Restoration	Medium
117016	US 219 Abandoned Railroad	Interval 1	Interval 1	Preventive Maintenance	Medium
117089	Iron Street over Hincksto	Interval 5	Interval 4	Bridge Restoration	Medium
117119	PA 56 - PA 403 to 2nd Av	Interval 5	Interval 4	Highway Restoration	Medium
117761	US 219 Bridge Preservatio	Interval 2	Interval 3	Bridge Preservation - Federal	Medium
119242	PA 160 Slide North of Wil	Interval 1	Interval 3	Preventive Maintenance	Medium
119278	PA 271 Menoher Boulevard	Interval 5	Interval 4	Preventive Maintenance	Medium
120394	8th Street Bridge over Fo	Interval 1	Interval 4	Bridge Restoration	Medium
120425	SR 4019 over Little Chest	Interval 1	Interval 1	Bridge Restoration	Medium

MPMS #	Project Title	Minority Interval	Low-Income Interval	Project Type	Impact
120428	SR 4002 over Little Elk C	Interval 1	Interval 2	Bridge Restoration	Medium
120430	SR 1025 over Burgoon Run	Interval 1	Interval 1	Bridge Restoration	Medium
120431	SR 3041 (BRKEY 8665) over	Interval 1	Interval 2	Bridge Restoration	Medium
120432	PA 271 over Little Conema	Interval 5	Interval 4	Bridge Restoration	Medium
120552	SR 3027 over PA 56	Interval 4	Interval 4	Bridge Restoration	Medium
121384	SR 271 Clinton Street Cro	Interval 5	Interval 5	Rail Highway Grade Crossing	Low
22338	SR 4007 over California R	Interval 1	Interval 1	Bridge Restoration	Medium
22380	Sonman Avenue over Trout	Interval 2	Interval 3	Bridge Restoration	Medium
22391	T-406 Jamestown Rd over N	Interval 1	Interval 1	Bridge Restoration	Medium
22491	Franklin Borough Clapboar	Interval 1	Interval 3	Bridge Restoration	Medium
22532	SR 3035 over Little Conem	Interval 1	Interval 3	Bridge Restoration	Medium
22570	N Br Conemaugh Rn Br	Interval 1	Interval 1	Bridge Restoration	Medium
22595	SR 2015 over Little Conem	Interval 2	Interval 1	Bridge Restoration	Medium
22622	PA 53 Pattys Run Bridge	Interval 1	Interval 1	Bridge Restoration	Medium
22633	SR 1027 over Burgoon Run	Interval 1	Interval 3	Bridge Restoration	Medium
67240	T-513 over West Branch of	Interval 2	Interval 3	Bridge Restoration	Medium
88597	Brubaker Run Bridge	Interval 1	Interval 1	Bridge Replacement	High
88696	PA160 Conemaugh Rvr Culv	Interval 1	Interval 3	Bridge Restoration	Medium
91675	PA271 Susquehanna Rvr Br	Interval 1	Interval 4	Bridge Restoration	Medium
92692	PA160 Laurel Run Brdg #3	Interval 1	Interval 2	Bridge Restoration	Medium
94468	PA 271 Elk Creek Bridge	Interval 1	Interval 2	Bridge Restoration	Medium
94469	PA 271 Browns Run Bridge	Interval 1	Interval 1	Bridge Restoration	Medium
94491	N Patton Chest Creek Brdg	Interval 1	Interval 3	Bridge Restoration	Medium
96489	Moss Crk Rd-Indiana Co Li	Interval 2	Interval 4	Highway Restoration	Medium
98750	Bradley Run Bridge	Interval 1	Interval 1	Bridge Restoration	Medium
98753	PA 53 Lost Creek Bridge	Interval 1	Interval 1	Bridge Restoration	Medium
98762	Lloydsville Run Bridge	Interval 1	Interval 2	Bridge Restoration	Medium
98764	PA865 Powell Run Bridge	Interval 1	Interval 2	Bridge Restoration	Medium

Figure G-9: Concentration of Minority and Draft 2025-2028 Transportation Improvement Program

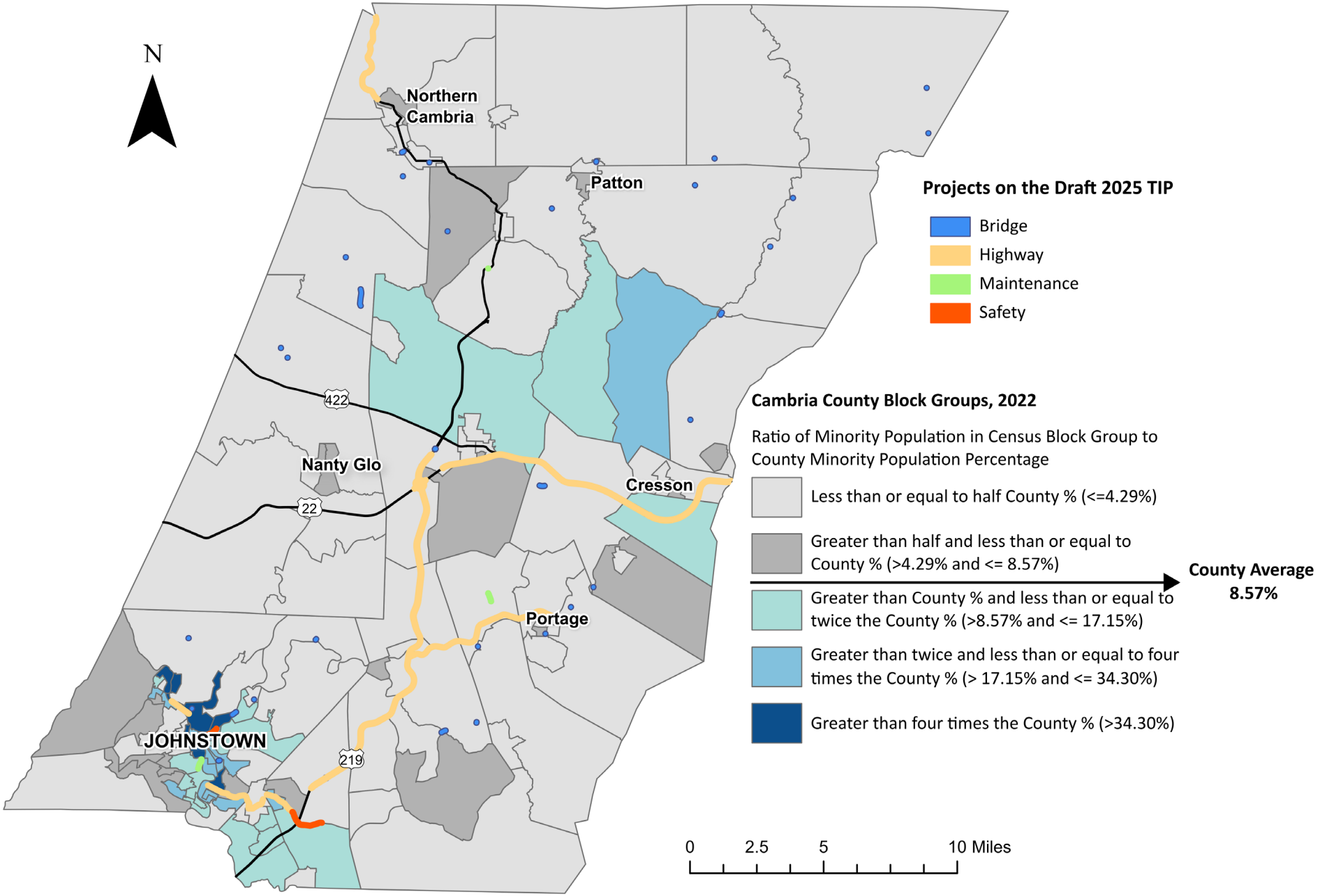
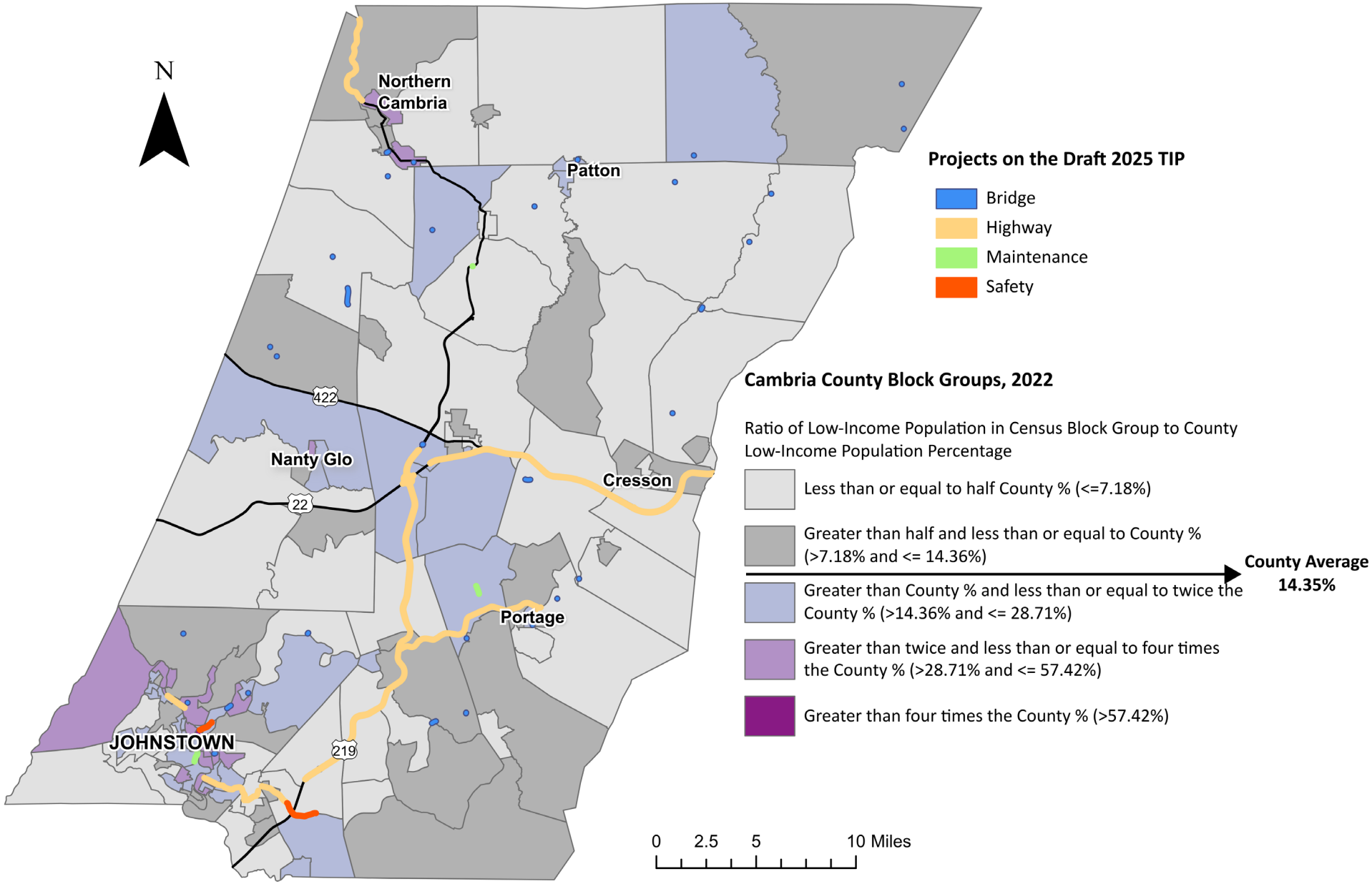


Figure G-10: Concentration of Low-Income and Draft 2025-2028 Transportation Improvement Program



Conclusions

Based on the qualitative analysis, most projects will not require significant right-of-way acquisition, require the displacement of people, or cause burdens on the mobility, access, or environmental health of any community or population group. This is because most of the Highway and Bridge TIP is programmed to maintain the existing transportation system.

Most of the projects in the bridge and pavement categories of are believed to have some potential adverse or beneficial impact (Medium impact) on minority or low-income populations. More evaluation is required at each project. This is being done through the PennDOT Connects process.

Finally, some projects were labeled low impact. Transit projects and small safety projects such as railroad warning signs and ITS devices have little potential to have adverse impacts. Those projects with a fixed location are not located in areas with more than average low-income and minority populations. Overall, the 2025-2028 Cambria MPO Transportation Improvement Program will not exacerbate any of the existing conditions or place undue burden on any population.

Appendix H: Transit Asset Management Plan

CamTran 2022

TRANSIT ASSET MANAGEMENT PLAN

Signature Page

Release Date:		September 23, 2022
Filename:		CamTran Transit Asset Management Plan
Reviewed/Approved:		CamTran Board of Directors
Approved by:	**Name:**	Rose M. Lucey-Noll
	Title:	Executive Director
	Signature:	

Table of Contents

Executive Summary

Cambria County Transportation Authority (CamTran) is implementing a Transit Asset Management Plan (TAM Plan) that will aid in the management and optimization of the performance of its assets to support public transit in Cambria County. This plan will provide CamTran with the direction needed to meet system performance goals in alignment with CamTran's agencywide needs, goals and objectives, while also meeting the federal requirement to update the TAM Plan once every four years.

CamTran and the Pennsylvania Department of Transportation's Bureau of Public Transit (PennDOT BPT) began the Transit Asset Management (TAM) process in 2018 with the development of its first TAM Plan. The five-step planning process entailed inventorying assets; defining measures, targets, and policies; analyzing assets; determining priorities, defining roles; and developing the TAM Plan. This process is reviewed annually and is repeated with every four-year federal update to the TAM Plan to ensure an ever evolving and maturing TAM program.

Cambria County Asset Overview

Inventory & Condition Assessment

An inventory of all vehicles, equipment, and facilities has been completed to ensure that the Capital Planning Tool (CPT) is up to date and contains all the information necessary for reporting Federal Transit Administration (FTA) requirements to the National Transit Database (NTD). Each asset is given a condition rating to determine if the asset is in a State of Good Repair (SOGR). Assets not in a SOGR require replacement prioritization to ensure that CamTran provides safe, clean, and reliable transportation. The condition ratings are used to further develop performance measures and targets for each asset.

Asset	Condition Rating	Performance Measure
Rolling Stock	Estimated service life (ESL)	% that have met or exceeded ESL
Non-Revenue Service Vehicles	Estimated service life (ESL)	% that have met or exceeded ESL
Facilities	TERM scale	% with rating below 3.0 on TERM scale
Infrastructure	Performance restriction	% of track with performance restriction

State of Good Repair

An asset is in a state of good repair (SOGR) if the asset is safe, sufficient to operate at a full performance level, and meets its manufactured design function.

The SOGR will be achieved and maintained by:

- ✓ Developing and maintaining a comprehensive list of capital assets and rolling stock
- ✓ Developing and maintaining an asset management plan integrated into CamTran's management processes and practices
- ✓ Developing and maintaining performance measures to ensure capital assets are functioning at an acceptable capacity and assets are rehabilitated, upgraded, and replaced consistent with life expectancy

Decision Support Tools & Investment Prioritization

A variety of decision support tools are used by CamTran to achieve and maintain a SOGR for all assets. Several of these tools are used by CamTran as part of its day-to-day operations and assist in achieving the TAM objectives. CamTran primarily uses asset condition, mileage, or age to determine capital investments and replacement prioritization; and has developed additional categories to determine prioritization of projects. These tools and prioritization categories are used to determine how funds are allocated based on the asset inventory assessment to achieve and maintain a SOGR.

Implementation Strategies

Implementation strategies and activities tie into CamTran's current framework of procedures. These strategies and activities ensure compliance with TAM requirements, maintain a SOGR, and enhance CamTran's operations by providing affordable, clean, safe, reliable, and convenient mobility services. These strategies and activities focus on the management of an asset's lifecycle including acquisition, monitoring and maintenance, rehabilitation, and replacement.

Four Year-Horizon

CamTran established a broader, long-term cycle that covers the four-year horizon period of the TAM Plan. These activities include components of the annual planning process in consideration with other requirements of the TAM Plan, such as the data and narrative reporting and performance measure targets. These yearly actions identified in the plan will ensure compliance with FTA's regulations.

1. Introduction & Background

Transit Asset Management (TAM) is a strategic approach to managing assets to optimize their performance, useful life, and minimize their lifecycle cost. CamTran is committed to developing a TAM Plan that will help meet federal requirements established under MAP-21 (49 U.S. Code § 5326) and the subsequent Federal Transit Administration (FTA) TAM Final Rule (49 CFR 625 and 630), and ensure the ability to meet system performance goals, aligned with CamTran's needs, goals, and objectives. This update addresses the federal requirement to update the TAM Plan every four years. Per FTA, the TAM plan cycle should align as much as possible with the State and metropolitan planning cycle for the development of the State Transportation Improvement Program (STIP) and Transportation Improvement Program (TIP). The FTA, annually, requires that all transit agencies report current condition of assets, SOGR targets for the upcoming year, and a narrative report describing changes in condition and progress made on meeting the previous year's targets to the National Transit Database.

As of 2022, Cambria County Transit Authority (CamTran) operates and maintains its assets to provide transportation services to 715,000 riders within its defined service area. CamTran maintains multiple modes that include Bus, The Johnstown Inclined Plane, and Shared Ride/Reserve-A-Ride service. CamTran operates across 19 bus routes within its urban division and extends its service to the rural parts of Cambria County through CamTran+, operating two bus lines, and serves the disabled and aging populations through a subsidized door-to-door service, Shared Ride/Reserve-A-Ride.

1.1 TAM Process

Cambria County Transportation Authority (CamTran) is a multi-modal transit agency operating fixed-route and Shared Ride/Reserve-A-Ride bus service, as well as The Inclined Plane in Cambria County.

CamTran makes updates to its inventory and condition assessment of assets using the PennDOT BPT Capital Planning Tool (CPT) as a baseline. For assets requiring a condition assessment, all condition scores were assessed using the Transit Economic Requirements Model (TERM) 1-5 condition scale. Additionally, meetings with asset owners to review maintenance records and the condition assessment for each asset is found in the CPT.

As part of CamTran's TAM process, CamTran and BPT officials review the initial asset inventory and condition assessment report. This data further leads to the development of updated performance measures and targets as well as capital asset inventory project prioritization.

CamTran uses a decision-making tool to assist in capital asset investment prioritization and estimation of capital needs. This results in the prioritization of projects to improve SOGR for capital assets and to communicate CamTran's updated TAM performance measures and targets to the Johnstown Metropolitan Planning Organization (MPO).

CamTran's Implementation Strategy is developed to execute the TAM Plan, outlining the annual activities required to maintain a SOGR, along with the resources required for each activity. Aligning with CamTran's annual operations schedule, an evaluation plan is utilized to monitor progress and achievement, and regularly update policies.

The final TAM Plan is developed and reviewed by PennDOT BPT and CamTran officials every four-years, per FTA requirement. The TAM Plan update is then submitted to the CamTran Board for final approval.

2. Asset Inventory & Condition Assessment

CamTran uses PennDOT's CPT and Fleet-Net to maintain the inventory of assets. The CPT holds data attributes for every asset type including age, condition, year purchased, etc. while maintaining a complete history of the asset as it ages. PennDOT requires all public transportation agencies to annually maintain and update the information in the CPT. Fleet-Net is the primary tool used by CamTran to maintain and track their assets. Fleet-Net provides CamTran with day-to-day work activity, including mileage, oil change, maintenance, and replacement schedules. Fleet-Net allows CamTran to know which vehicles are costing the most in maintenance and allows for CamTran to update the CPT to reflect current Fleet-Net records.

2.1 Rolling Stock (Revenue Vehicles)

Rolling Stock are the revenue vehicles owned and/or operated by CamTran to provide public transportation. CamTran's rolling stock consists of 73 vehicles. CamTran operates 35-foot and 30-foot Gillig Low Floors and Hybrid Low Floors, Gillig Standards, CMC and cutaways, Ford hi-top vans, and inclined plane railcars. Of these vehicles, all 73 are owned by CamTran.

In general, condition ratings for rolling stock are expressed in terms of the percentage of vehicles that have met or exceeded its Useful Life Benchmark (ULB) as determined by the FTA. However, CamTran will express the condition rating for their rolling stock as the percentage of vehicles that have met or exceeded its Estimated Useful Life Benchmark (ESL) as determined by PennDOT standards. The ESL recognizes and considers the local operating environment of assets within the service areas, historical maintenance records, manufacturers guidelines, and the default asset ULB derived from the FTA. Assets that have met or exceeded their ESL indicate that these assets are not in SOGR and may require prioritization by CamTran in order to provide clean, safe, and reliable transportation.

Asset Description	Total Number	Average Age	ESL	% MET ESL	Average Condition
Bus	47	7.7	12	29.79%	3.62
Cutaway	38	3.71	5	21.05%	4.05
Railcar	2	7	25	0%	2

A detailed assessment of CamTran's rolling stock can be found in Appendix A.

2.2 Facilities

CamTran owns two combined administrative and maintenance facilities. In addition, CamTran owns and operates three passenger facilities. These include the Johnstown Transit Center, The Inclined Plane Upper Station and Visitor Center, and The Inclined Plane Lower Station.

CamTran uses the FTA TERM Scale to express a facility's condition rating. The condition ratings range from a 5.0 meaning the facility or facility components are in excellent condition to a 1.0 meaning that the facility or its components are in poor condition. Assets with a condition rating of 3.0 or greater would be considered in a SOGR. Those with a rating below 3.0 would not be considered in a SOGR and may require prioritization by CamTran.

State	TERM Rating	Definition
Excellent	5.0	Brand new asset; no visible defects
Good	4.0	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s)
Adequate	3.0	Asset has reached its mid-life; some moderately defective or deteriorated component(s)
Marginal	2.0	Asset reaching or just past the end of its useful life; increasing number of defective or deteriorated component(s) and increasing maintenance needs
Poor	1.0	Asset is past its useful life and needs immediate repair or replacement; may have critically damaged component(s)

Each facility component and subcomponent were given a condition rating based on the above definitions. The overall facility condition was calculated using the Median Value Method.

The Ebensburg Facility contains multiple buildings. For this plan, each building was considered a separate facility and given its own TERM rating.

The Johnstown Transit Center is part of the Main Street Garage, which is owned by the City of Johnstown. However, CamTran owns its portion of the Transit Center and does not lease it from Johnstown. For this TAM Plan, an assessment was completed for the Main Street Garage parking structure but was not included in CamTran's performance measures or targets since it is not owned or operated by CamTran.

Asset Description	TERM Rating	Current %	Target %	Performance Measure
Administration & Maintenance	3	0%	40%	Percentage of assets with conditions rating 3.0 on FTA TERM Scale
Passenger & Parking	3	0%	33%	

2.3 Equipment

2.3.1 Non-Revenue Service Vehicles

Non-revenue service vehicles are vehicles that are used in daily operations for administrative, maintenance, or operations purposes. CamTran operates 13 non-revenue service vehicles. This includes pickup trucks, SUVs, vans, and sedans/station wagons.

Similar to rolling stock, CamTran uses the ESL to express the condition rating for non-revenue service vehicles.

Asset Description	Total Number	Average Age	ESL	% MET ESL	Average TERM Rating
Automobiles	10	10.9	10	70%	2.7
Trucks and other Rubber Tire Vehicles	3	6.3	4	66.67%	3.67

A detailed assessment of CamTran's non-revenue service vehicles can be found in Appendix B.

2.3.2 Equipment Greater Than $50,000

Per FTA requirements, equipment with an acquisition value greater than $50,000 used in the operations for providing transportation must have its own condition assessment. Condition ratings for equipment are expressed in the TERM scale condition rating.

Asset Description	ESL	TERM Condition	ESL Met	Performance Measure
IP HVAC Units - Johnstown	7	5	No	Percentage of vehicles that have met or exceeded ESL
Cable Replacement - Urban	10	3	No	
Red & White 4 Steril Koni Mobile Lifts - Urban	12	5	No	
Steril Koni Ski Lift (Includes Lift Concrete Pad & Wiring)-Rural	10	4	No	
The Inclined Plane Transformer Upgrades - Urban	15	5	No	
Odyssey Fare Boxes - Urban	12	3	Yes	
Solar Panels (Apps 1-9) - Urban	30	5	No	

2.4 Infrastructure

The FTA TAM rule's infrastructure performance measure requirement for fixed guideway is expressed as the percentage of track segments that have a performance restriction preventing operation at full-service speed. Track segments that have performance restrictions indicate that these segments are not in a SOGR and would require prioritization.

CamTran's inclined plane operates from April to December. During the winter months, The Inclined Plane is closed due to potential hazards from snow and ice. It is during this time that all major maintenance and repairs are performed. When in operation, The Inclined Plane does not have any performance restrictions.

Segment ID	Description	From	To	Track Miles (feet)	Full Service Speed (FPM)	Speed Restriction (FPM)	Performance Restrictions
A	Track 1	0.00	896.5	896.5	384	n/a	n
B	Track 2	0.00	896.5	896.5	384	n/a	n

While The Inclined Plane does not have any performance restrictions, a study completed in December 2017 assessed the condition of the several inclined plane components including the drive equipment, the rope, reeving layout, and the cars. Based on the findings, the study recommended both short-term and long-term repairs to improve the safety and performance of The Inclined Plane. A copy of this report can be found in Appendix C.

3. Policy

Federal Transit Administration TAM Plan Policy

Every agency must develop a transit asset management (TAM) plan if it owns, operates, or manages capital assets used to provide public transportation and receives federal financial assistance under 49 U.S.C. Chapter 53 as a recipient or subrecipient. Each transit provider must designate an Accountable Executive (49 CFR 625.5) to ensure appropriate resources for implementing the agency's TAM plan and the Transit Agency Safety Plan.

Each TAM plan should:

- ✓ Outline how people, processes, and tools come together to address asset management policy and goals
- ✓ Provide accountability and visibility for furthering understanding of leveraging asset management practices
- ✓ Support planning, budgeting, and communications to internal and external stakeholders

3.1 Transit Asset Management Policy

CamTran shall implement this transit asset management plan to maintain the agency's core values with the regulatory requirements of MAP-21.

Safety, reliability, affordability, convenience, and cleanliness will be enhanced through the analysis of:

- Lifecycle factors to determine capital prioritization
- Promotion of a management culture that prioritizes effective management business practices and tools
- Standardization of practices that improve expertise across the agency through collaboration and coordination
- Employment of quality assurance to ensure assets are maintained, operated and utilized consistent with applicable performance standards

The transit asset management plan will support the agencies mission of providing affordable, clean, safe, reliable, and convenient mobility services to the public by insuring CamTran capital assets function at the proper performance level and the lifecycle investment needs of the asset have been met or recovered through proper, adequate and timely maintenance, rehabilitation, and replacement.

3.2 Definition of State of Good Repair

CamTran's Executive Director, in the role of the Accountable Executive, is responsible for coordination with CamTran departments to ensure that CamTran's assets are functioning at a level of a state of good repair (SOGR). An asset is in a SOGR if the asset is safe, sufficient to operate at a full performance level, and meets its manufactured design function.

The SOGR will be achieved and maintained by:

- ✓ Developing and maintaining a comprehensive list of capital assets and rolling stock
- ✓ Developing and maintaining an asset management plan integrated into CamTran's management processes and practices
- ✓ Developing and maintaining performance measures to ensure capital assets are functioning at an acceptable capacity and assets are rehabilitated, upgraded, and replaced consistent with life expectancy

3.3 Performance Measures and Targets

To comply with FTA regulations, performance measures and targets are established for each of the assets. Performance measures for facilities and infrastructure are based on current FTA standards and guidelines while the performance measures for rolling stock and equipment are determined by the PennDOT ESL, which recognizes and considers the local operating environment of assets within the service areas, historical maintenance records, manufacturers guidelines, and the default asset ULB derived from the FTA.

Targets are based on the current number of assets and equipment not in a SOGR and CamTran's desired priority for replacing assets in the upcoming fiscal year. Targets will be reviewed and updated annually.

Transit Asset Management Performance Measure Targets (A-90)

	2018		2019		2020		2021		2022	
	Actual (%)	Target (%)	Actual (%)	Target (%)	Actual (%)	Target (%)	Actual (%)	Target (%)	Actual (%)	Target (%)
1) Rolling Stock – Percent of revenue vehicles that have met or exceeded their ESL										
Bus	22.22	39.50	21.62	39.50	16.22	21.62	32.50	16.22	29.79	32.50
Cutaway	6.45	67.50	6.67	67.50	4.44	6.67	1.89	9.09	21.05	1.89
Railcar	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00
Van	100.00	100.00	100.00	100.00	0.00	100.00	0.00	100.00	0.00	33.33
2) Equipment – Percent of service vehicles that have met or exceeded their ESL										
Automobiles	62.50	100.00	33.33	100.00	50.00	33.33	50.00	50.00	70.00	50.00
Trucks and other rubber tire vehicles	28.57	84.60	28.57	84.60	42.86	28.57	42.86	42.86	66.67	42.86
3) Facility – Percent of facilities rated below 3 on the TERM condition scale										
Passenger/ Parking Facilities	0.00	0.00	0.00	0.00	0.00	0.00	33.33	0.00	0.00	33.00
Administrative/ Maintenance Facilities	40.00	40.00	40.00	40.00	0.00	40.00	0.00	0.00	0.00	0.00
4) Infrastructure – Percent of track segments with performance restrictions										
The Inclined Plane Track	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

FY Current Fiscal Year Transit Asset Management Performance Measure Targets (A-90)

Rolling Stock – Revenue vehicles by mode				
Asset	**ESL**	**Current %**	**Target %**	**Performance Measure**
Bus	12	29.79%	32%	Percentage of vehicles that have met or exceeded ESL
Cutaway	5	21.05%	2%	
Railcar	25	0%	0%	

Equipment – Non-Revenue Service Vehicles				
Asset	**ESL**	**Current %**	**Target %**	**Performance Measure**
Automobiles	10	70%	50%	Percentage of vehicles that have met or exceeded ESL
Trucks and other Rubber Tire Vehicles	4	66.67%	43%	

Equipment – Greater than $50,000				
Asset	**ESL**	**TERM Condition**	**ESL Met**	**Performance Measure**
IP HVAC Units – Johnstown	7	5	No	Percentage of vehicles that have met or exceeded ESL
Cable Replacement – Urban	10	3	No	
Red & White 4 Steril Koni Mobile Lifts – Urban	12	5	No	
Steril Koni Ski Lift (Includes Lift Concrete Pad & Wiring)-Rural	10	4	No	
The Inclined Plane Transformer Upgrades - Urban	15	5	No	
Odyssey Fare Boxes - Urban	12	3	Yes	
Solar Panels (Apps 1-9) - Urban	30	5	No	

Facilities – Maintenance & administration facilities, passenger stations (buildings), & parking facilities				
Asset	**TERM Rating**	**Current %**	**Target %**	**Performance Measure**
Administration & Maintenance	3	0%	0.00	Percentage of assets with conditions rating below 3.0 on FTA TERM scale
Passenger & Parking	3	0%	33%	

Infrastructure – Only rail fixed-guideway, track, signals, and systems				
Asset	**Performance Restrictions**	**Current %**	**Target %**	**Performance Measure**
Track 1	0	0%	0%	Percentage of track segments with performance restrictions by class
Track 2	0	0%	0%	

Assets that have met or exceeded their ESL or have a TERM condition rating lower than 3.0 indicate that these assets may not be in a SOGR. These assets would require replacement prioritization to ensure that CamTran provides safe, clean, and reliable transportation.

3.4 Decision Support Tools

CamTran uses a variety of decision support tools to achieve and maintain a SOGR for all assets. Several of these tools are used by CamTran as part of its day-to-day operations and will assist with achievement of the TAM objectives.

Tool	Description
TAM Plan	Establishes the SOGR objectives and planning which assists in the strategic planning of funding and future development
CamTran Maintenance Plan	Details all policies and procedures related to CamTran-owned vehicles
Capital Planning Tool	Database of all capital assets required by PennDOT that allows for long-term capital planning
Transportation Improvement Program (TIP)	A list of upcoming transportation projects for the next four-years that includes capital and non-capital surface transportation projects, bicycle and pedestrian facilities and other transportation enhancements, Federal Lands Highway projects, and safety projects included in the State's Strategic Highway Safety Plan
Fleet-Net	Software that tracks, schedules, and records the day-to-day vehicle maintenance activities and costs

CamTran currently adopts yearly operating and capital budgets. As part of the budget development, CamTran senior management, and the directors and managers of primary agency functions discuss capital objectives and needs to determine priorities. This process includes updating and analyzing the asset inventory and conditions assessment and analyzing the TIP and other state and federal funding opportunities. This analysis results in long-term plans containing projects.

Once a draft of potential projects is developed, CamTran officials use Fleet-Net and the CPT to evaluate priorities and specifications to be used in the procurement process. Based on this information, CamTran then finalizes and updates projects in the annual capital plan. CamTran will procure assets based on defined timelines and funding availability. Once procured, assets will be continually monitored through the CPT and Fleet-Net. This ensures that the information is accurate and up to date, which will aid in future decision making.

3.5 Project-Based Prioritization

CamTran primarily uses asset condition, mileage, or age to determine capital investments and replacement prioritization. In addition to the asset's age and condition, CamTran uses additional categories to determine prioritization of projects. These categories are further broken down into a high, medium, or low priority. Below are the top ten projects for the next four years separated by fiscal year. For the complete list of projects, please reference Appendix G.

FY 23-24 Project-based Prioritization Capital Investments based on SOGR

FY	Project Name	Title	SOGR	Asset Count	Project Type	Cost	Scenario	Scenario Status	Create Date	Last Modified
23-24	6013	Bus: Revenue Rolling Stock: Purchase - Replacement project	Yes	7	Replacement	$2,194,031	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
23-24	6015	Bus: Revenue Rolling Stock: Purchase - Replacement project	Yes	1	Replacement	$552,445	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
23-24	6018	Rail: Revenue Rolling Stock: Purchase - Replacement project	Yes	2	Replacement	$0	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
23-24	6027	Bus: Support Facilities and Equipment: Acquisition project	Yes	7	Replacement	$236,002	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
23-24	6028	Bus: Support Facilities and Equipment: Acquisition project	Yes	2	Replacement	$128,128	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
23-24	6032	Bus: Support Facilities and Equipment: Acquisition project	Yes	14	Replacement	$91,426	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
23-24	6037	Bus: Support Facilities and Equipment: Acquisition project	Yes	9	Replacement	$31,034	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
23-24	6040	Bus: Support Facilities and Equipment: Acquisition project	Yes	9	Replacement	$24,831	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
23-24	6041	Bus: Support Facilities and Equipment: Acquisition project	Yes	4	Replacement	$267,840	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
23-24	6043	Bus: Station Stops/Terminals: Acquisition project	Yes	72	Replacement	$654,651	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022

FY 24-25 Project-based Prioritization Capital Investments based on SOGR

FY	Project Name	Title	SOGR	Asset Count	Project Type	Cost	Scenario	Scenario Status	Create Date	Last Modified
24-25	258	Bus: Support Facilities and Equipment: Acquisition project	Yes	17		$27,315	CCTA SOGR	Unconstrained Plan	11/19/2021	11/19/2021
24-25	269	Bus: Station Stops/Terminals: Acquisition project	Yes	3		$6,477	CCTA SOGR	Unconstrained Plan	11/19/2021	11/19/2021
24-25	271	Bus: Support Facilities and Equipment: Acquisition project	Yes	2		$20,354	CCTA SOGR	Unconstrained Plan	11/19/2021	11/19/2021
24-25	342	Bus: Revenue Rolling Stock: Purchase - Replacement project	Yes	9		$737,991	CCTA SOGR	Unconstrained Plan	02/09/2022	02/09/2022
24-25	343	Bus: Revenue Rolling Stock: Purchase - Replacement project	Yes	2		$1,262,666	CCTA SOGR	Unconstrained Plan	02/09/2022	02/09/2022
24-25	354	Bus: Support Facilities and Equipment: Acquisition project	Yes	17		$27,315	CCTA SOGR	Unconstrained Plan	02/09/2022	02/09/2022
24-25	373	Bus: Station Stops/Terminals: Acquisition project	Yes	3		$6,477	CCTA SOGR	Unconstrained Plan	02/09/2022	02/09/2022
24-25	394	Bus: Support Facilities and Equipment: Acquisition project	Yes	2		$20,354	CCTA SOGR	Unconstrained Plan	02/09/2022	02/09/2022
24-25	6012	Bus: Revenue Rolling Stock: Purchase - Replacement project	Yes	7	Replacement	$2,980,729	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
24-25	6014	Bus: Revenue Rolling Stock: Purchase - Replacement project	Yes	1	Replacement	$684,753	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022

FY 25-26 Project-based Prioritization Capital Investments based on SOGR

FY	Project Name	Title	SOGR	Asset Count	Project Type	Cost	Scenario	Scenario Status	Create Date	Last Modified
25-26	259	Bus: Support Facilities and Equipment: Acquisition project	Yes	1		$144	CCTA SOGR	Unconstrained Plan	11/19/2021	11/19/2021
25-26	266	Bus: Station Stops/Terminals: Acquisition project	Yes	2		$16,954	CCTA SOGR	Unconstrained Plan	11/19/2021	11/19/2021
25-26	270	Bus: Station Stops/Terminals: Acquisition project	Yes	8		$42,084	CCTA SOGR	Unconstrained Plan	11/19/2021	11/19/2021
25-26	344	Bus: Revenue Rolling Stock: Purchase - Replacement project	Yes	3		$,2004,766	CCTA SOGR	Unconstrained Plan	02/09/2022	02/09/2022
25-26	355	Bus: Support Facilities and Equipment: Acquisition project	Yes	1		$144	CCTA SOGR	Unconstrained Plan	02/09/2022	02/09/2022
25-26	367	Bus: Station Stops/Terminals: Acquisition project	Yes	2		$16,954	CCTA SOGR	Unconstrained Plan	02/09/2022	02/09/2022
25-26	378	Bus: Station Stops/Terminals: Acquisition project	Yes	8		$42,084	CCTA SOGR	Unconstrained Plan	02/09/2022	02/09/2022
25-26	6023	Bus: Revenue Rolling Stock: Purchase - Replacement project	Yes	3	Replacement	$2,004,766	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
25-26	6034	Bus: Support Facilities and Equipment: Acquisition project	Yes	1	Replacement	$144	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
25-26	6046	Bus: Station Stops/Terminals: Acquisition project	Yes	2	Replacement	$16,954	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022

FY 26-27 Project-based Prioritization Capital Investments based on SOGR

FY	Project Name	Title	SOGR	Asset Count	Project Type	Cost	Scenario	Scenario Status	Create Date	Last Modified
26-27	350	Bus: Support Facilities and Equipment: Acquisition project	Yes	1		$24,417	CCTA SOGR	Unconstrained Plan	02/09/2022	02/09/2022
26-27	359	Bus: Support Facilities and Equipment: Acquisition project	Yes	2		$0	CCTA SOGR	Unconstrained Plan	02/09/2022	02/09/2022
26-27	363	Bus: Support Facilities and Equipment: Acquisition project	Yes	2		$8,771	CCTA SOGR	Unconstrained Plan	02/09/2022	02/09/2022
26-27	388	Bus: Station Stops/Terminals: Acquisition project	Yes	7		$32,827	CCTA SOGR	Unconstrained Plan	02/09/2022	02/09/2022
26-27	6029	Bus: Support Facilities and Equipment: Acquisition project	Yes	1	Replacement	$24,417	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
26-27	6038	Bus: Support Facilities and Equipment: Acquisition project	Yes	2	Replacement	$0	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
26-27	6042	Bus: Support Facilities and Equipment: Acquisition project	Yes	30	Replacement	$25,524	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
26-27	6067	Bus: Station Stops/Terminals: Acquisition project	Yes	7	Replacement	$32,827	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022

4. Implementation

CamTran developed implementation strategies and activities that tie into their current framework of procedures. The goal of these strategies and activities is to ensure compliance with TAM requirements, as well as maintain a SOGR and enhance CamTran's operations by providing affordable, clean, safe, reliable, and convenient mobility services. These strategies and activities focus on the management of an asset's lifecycle including acquisition, monitoring and maintenance, rehabilitation, and replacement.

Strategy	Activities	Time
Acquisition		
Procure new assets based on a defined criteria and process	Adopt operating and capital budgets	Yearly
	Discuss capital objectives and needs to determine priorities	Yearly
	Update asset inventory in CPT	Quarterly
	Draft list of potential projects based on inventory, condition assessment, and funding available through TIP, federal, and other state opportunities	Yearly
	Evaluate priorities utilizing Fleet-Net, CPT, and CamTran's established prioritization process	Yearly
	Finalize and update projects in the annual capital plan	Yearly
	Begin procuring assets based on defined timelines & funding availability	Yearly
Monitoring and Maintenance		
Procure new assets based on a defined criteria and process	Utilize Fleet-Net to maintain, schedule, and track day-to-day vehicle activity and maintenance	Daily
	Follow regular and preventative maintenance standards outlined in CamTran's Maintenance Plan and Procedures (see Appendix E)	As needed, per guidelines
Rehabilitation		
Maintain an adequate condition of the assets	Repair damaged or non-functional assets and components	As needed
	Seek additional funding from state or federal sources, especially if the asset is not eligible for replacement according to FTA or PennDOT guidelines	As needed
Replacement/Disposal		
Replace and dispose of assets that are no longer in a SOGR	Determine if the ESL has been met based on Replacement Schedule (See Appendix F)	Yearly
	Seek approval from PennDOT for early disposal for when an asset is considered a total loss by the insurance company	As needed

4.1 Four-Year Horizon

TAM guidelines require that CamTran establish a broader, long-term cycle that covers the four-year horizon period of the TAM Plan. These activities include components of the annual planning process in consideration with other requirements of the TAM Plan, such as the data and narrative reporting and performance measure targets.

Activities	Year	Deadline
• Asset service, condition, and mileage annual update for CPT • Determine capital needs • Review and evaluation by Executive Director and Controller • Finalize unconstrained plan and requests input into CPT • Board approvals of annual management work plan	1	January – May 2023
• Complete and submit Report FY23 Asset Modules on NTD • Complete and submit TAM Narrative Report and Data Report (FY23) • Review, revise, and submit Transit Asset Management Performance Measure Targets (FY24)	1	October 2023
• Asset service, condition, and mileage annual update for CPT • Determine capital needs • Review and evaluation by Executive Director and Controller • Finalize unconstrained plan and requests input into CPT • Board approvals of annual management work plan	2	January – May 2024
• Complete and submit Report FY24 Asset Modules on NTD • Complete and submit TAM Narrative Report and Data Report (FY24) • Review, revise, and submit Transit Asset Management Performance Measure Targets (FY25)	2	October 2024
• Asset service, condition, and mileage annual update for CPT • Determine capital needs • Review and evaluation by Executive Director and Controller • Finalize unconstrained plan and requests input into CPT • Board approvals of annual management work plan	3	January – May 2025
• Complete and submit Report FY25 Asset Modules on NTD • Complete and submit TAM Narrative Report and Data Report (FY25) • Review, revise, and submit Transit Asset Management Performance Measure Targets (FY26)	3	October 2025
• Asset service, condition, and mileage annual update for CPT • Determine capital needs • Review and evaluation by Executive Director and Controller • Finalize unconstrained plan and requests input into CPT • Board approvals of annual management work plan	4	January – May 2026
• Review, and revise Transit Asset Management Plan • Complete and submit Report FY26 Asset Modules on NTD • Complete and submit TAM Narrative Report and Data Report (FY26) • Review, revise, and submit Transit Asset Management Performance Measure Targets (FY27)	4	October 2026

4.2 Identification of Resources

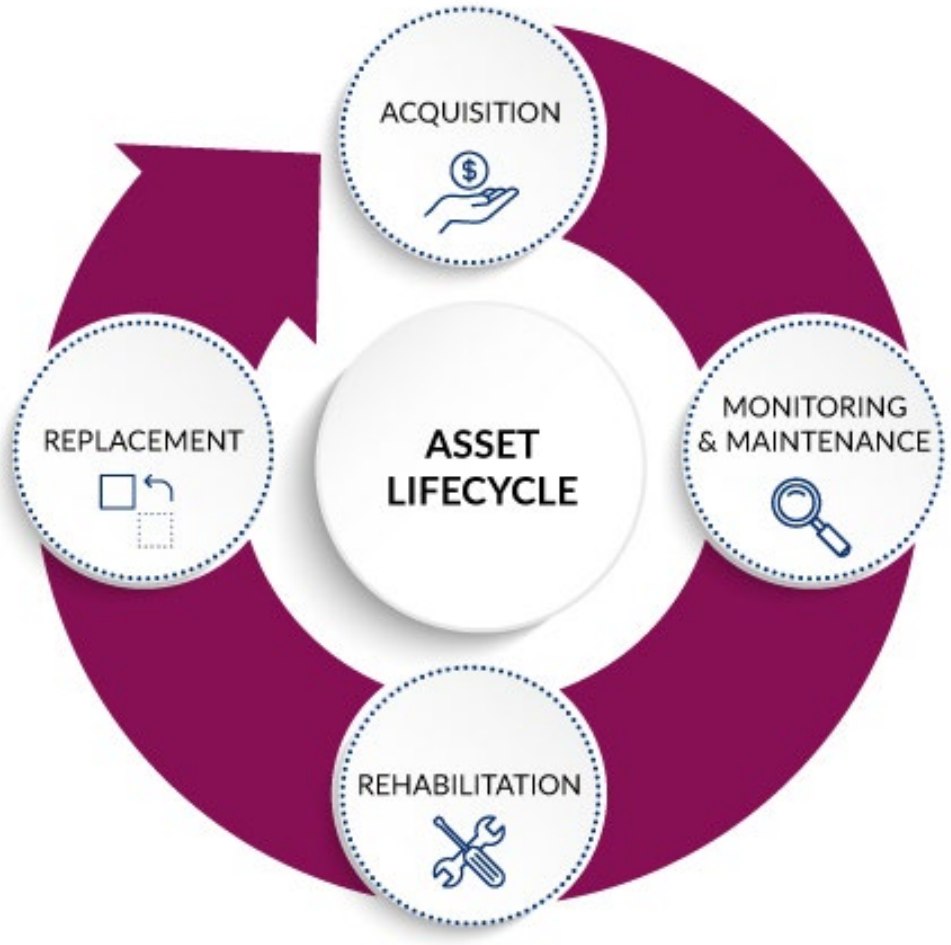
CamTran identified staff and other resources essential to developing and implementing the TAM Plan.

Staff & Other Resources	Role/Responsibility
Executive Director (Accountable Executive)	• Implements the TAM Plan • Ensures supporting records & documentation are maintained • Monitors the progress of achieving the TAM targets • Provides direction on long-term capital strategy • Coordinates with MPO and PennDOT • Submits NTD reporting package • Finalizes annual TAM Performance Targets
Board of Directors	• Adopts the TAM Plan • Approves capital plans and annual management work plans • Provides guidance on long-term capital planning
Director of Bus Maintenance	• Ensures that maintenance schedules and procedures are followed • Utilizes Fleet-Net to maintain maintenance records • Provides guidance on disposal priority and replacement of assets
Controller	• Seeks funding from various sources • Submits capital funding requests • Executes capital funds • Prepares Annual TAM Performance Targets
Senior Revenue & Fixed Asset Specialist	• Updates the Capital Planning Tool • Solicits, collects, and prepares capital requests • Compiles NTD reporting package
Procurement/Compliance Specialist DBE Officer	• Analyzes fleet size and scheduling for upcoming capital investments • Procures new assets
Mechanics	• Reports vehicle issues or failures • Follows regular and preventative maintenance standards • Repairs damaged or non-functional assets and components • Completes a TAM condition assessment for each vehicle
Director of Safety, Security and Risk Management	• Ensures the safety of all facilities
Facilities Maintenance Manager	• Ensures that maintenance schedules and procedures are followed to maintain an SOGR • Provides guidance on disposal priority and replacement of assets
Facilities Maintenance Staff	• Maintains assets so they are in a SOGR • Reports issues or failures of assets • Repairs damaged or non-functional assets and components
Bus Maintenance Manager & Inventory Control Admin	• Ensures that part inventory is maintained • Ensure that assets are in a SOGR
Fleet-Net or Other Maintenance Software	• Maintains the day-to-day maintenance activities, records, and costs for each vehicle
Capital Planning Tool	• Serves as the database for all capital assets

4.3 Evaluation of Plan

The Accountable Executive, who is CamTran's Executive Director, is responsible for the maintenance and implementation of the plan, as well as maintaining all supporting records and documentation.

Each year, CamTran will review and evaluate the TAM Plan. As part of this review process, CamTran will submit two asset management reports every year to the NTD. The Data Report will provide FTA with a description of the CamTran's current condition, as well as provide the SOGR targets for the upcoming year. In addition, CamTran will submit an annual Narrative Report which describes the changes in the system condition and updates the FTA with CamTran's progress on meeting the previous year's targets and measures. If there are significant changes to assets, staff, or operations, CamTran will amend the TAM Plan to incorporate these changes and if necessary, update asset targets.



Appendix A: Rolling Stock Inventory

Information pending

Appendix B: Non-Revenue Service Vehicle Inventory

Type	Subtype	Asset ID	Manufacturer	Model	Odometer Reading	TERM Condition	Service Status	Year	Fuel Type	Cost (Purchase)	Ownership Type	Age	ESL	ESL Met?
Automobiles	Other Support Vehicle	C-01	FRD - Ford Motor Corporation	FORD C01	29184	2	In Service	2006	Diesel Fuel	$39,135	Owned outright by public agency	16	10	Yes
Automobiles	Van	C-13	DTD - Dodge Division - Chrysler Corporation	DODGE	64837	2	In Service	2010	Gasoline	$20,573	Owned outright by public agency	12	10	Yes
Automobiles	Sports Utility Vehicle	T-100	FRD - Ford Motor Corporation	Escape	24495	4	In Service	2018	Gasoline	$21,938	Owned outright by public agency	4	10	No
Automobiles	Sedan/Station Wagon	T-101	DTD - Dodge Division - Chrysler Corporation		12548	5	In Service	2019	Gasoline	$27,013	Owned outright by public agency	3	10	No
Automobiles	Sedan/Station Wagon	T-11	CMD - Chevrolet Motor Division - GMC	CHEVROLET	103480	1	In Service	2006	Gasoline	$22,395	Owned outright by public agency	16	10	Yes
Automobiles	Sports Utility Vehicle	T-14	FRD - Ford Motor Corporation	FORD	46655	2	In Service	2012	Gasoline	$23,498	Owned outright by public agency	10	10	Yes
Automobiles	Other Support Vehicle	T-88	CMD - Chevrolet Motor Division - GMC	CHEVROLET	33996	2	In Service	2002	Diesel Fuel	$63,957	Owned outright by public agency	20	10	Yes
Automobiles	Other Support Vehicle	T-96	GMC - General Motors Corporation	GMC	44548	2	In Service	2011	Gasoline	$29,952	Owned outright by public agency	11	10	Yes
Automobiles	Other Support Vehicle	T-98	FRD - Ford Motor Corporation	F-350 Pickup Truck	38668	4	In Service	2011	Gasoline	$33,286	Owned outright by public agency	11	10	Yes
Automobiles	Van	T-99	DTD - Dodge Division - Chrysler Corporation	DODGE Caravan	36854	3	In Service	2016	Gasoline	$21,887	Owned outright by public agency	6	10	No
Trucks and other Rubber Tire Vehicles	Pickup Truck	T-200	FRD - Ford Motor Corporation		568	5	In Service	2022	Gasoline	$42,596	Owned outright by public agency	0	4	No
Trucks and other Rubber Tire Vehicles	Other Support Vehicle	T-95	FRD - Ford Motor Corporation	FORD	26837	2	In Service	2011	Gasoline	$57,833	Owned outright by public agency	11	4	Yes
Trucks and other Rubber Tire Vehicles	Other Support Vehicle	T-97	FRD - Ford Motor Corporation	FORD T97	4353	4	In Service	2014	Gasoline	$21,991	Owned outright by public agency	8	4	Yes

Appendix C: The Inclined Plane Repair Procedures Summary

Document pending

Appendix D: A-90 Forms

NTD ID	30012
Reporter Name	Cambria County Transit Authority
Report	2018 (Revision: 6)

Transit Asset Management Performance Measure Targets (A-90)

1) Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark

Performance Measure	2018 Target (%)	2018 Performance (%)	2018 Difference	2019 Target (%)
AB - Articulated Bus				N/A
AO - Automobile				N/A
BR - Over-the-road Bus				N/A
BU - Bus		22.22		39.50
CU - Cutaway		6.45		67.50
DB - Double Decker Bus				N/A
IP - Inclined Plane Vehicle		0.00		0.00
MV - Minivan				N/A
OR - Other				N/A
SB - School Bus				N/A
SV - Sports Utility Vehicle				N/A
VN - Van		100.00		100.00

2) Equipment - Percent of service vehicles that have met or exceeded their useful life benchmark

Performance Measure	2018 Target (%)	2018 Performance (%)	2018 Difference	2019 Target (%)
Automobiles		62.50		100.00
Trucks and other Rubber Tire Vehicles		28.57		84.60
Steel Wheel Vehicles				N/A

3) Facility - Percent of facilities rated below 3 on the condition scale

Performance Measure	2018 Target (%)	2018 Performance (%)	2018 Difference	2019 Target (%)
Passenger / Parking Facilities		0.00		0.00
Administrative / Maintenance Facilities		40.00		40.00

4) Infrastructure - Percent of track segments with performance restrictions

Performance Measure	2018 Target (%)	2018 Performance (%)	2018 Difference	2019 Target (%)
IP - Inclined Plane		0.00		0.00

NTD ID	30012
Reporter Name	Cambria County Transit Authority
Report	2019 (Revision: 6)

Transit Asset Management Performance Measure Targets (A-90)

1) Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark

Performance Measure	2019 Target (%)	2019 Performance (%)	2019 Difference	2020 Target (%)
AB - Articulated Bus	N/A			N/A
AO - Automobile	N/A			N/A
BR - Over-the-road Bus	N/A			N/A
BU - Bus	39.50	21.62	17.88	21.62
CU - Cutaway	67.50	6.67	60.83	6.67
DB - Double Decker Bus	N/A			N/A
IP - Inclined Plane Vehicle	0.00	0.00	0.00	0.00
MV - Minivan	N/A			N/A
OR - Other	N/A			N/A
SB - School Bus	N/A			N/A
SV - Sports Utility Vehicle	N/A			N/A
VN - Van	100.00	100.00	0.00	100.00

2) Equipment - Percent of service vehicles that have met or exceeded their useful life benchmark

Performance Measure	2019 Target (%)	2019 Performance (%)	2019 Difference	2020 Target (%)
Automobiles	100.00	33.33	66.67	33.33
Trucks and other Rubber Tire Vehicles	84.60	28.57	56.03	28.57
Steel Wheel Vehicles	N/A			N/A

3) Facility - Percent of facilities rated below 3 on the condition scale

Performance Measure	2019 Target (%)	2019 Performance (%)	2019 Difference	2020 Target (%)
Passenger / Parking Facilities	0.00	0.00	0.00	0.00
Administrative / Maintenance Facilities	40.00	40.00	0.00	40.00

4) Infrastructure - Percent of track segments with performance restrictions

Performance Measure	2019 Target (%)	2019 Performance (%)	2019 Difference	2020 Target (%)
IP - Inclined Plane	0.00	0.00	0.00	0.00

NTD ID	30012
Reporter Name	Cambria County Transit Authority
Report	2021 (Revision: 4)

Transit Asset Management Performance Measure Targets (A-90)

1) Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark

Performance Measure	2021 Target (%)	2021 Performance (%)	2021 Difference	2022 Target (%)
AB - Articulated Bus	N/A			N/A
AO - Automobile	N/A			N/A
BR - Over-the-road Bus	N/A			N/A
BU - Bus		32.50		32.50
CU - Cutaway		1.89		1.89
DB - Double Decker Bus	N/A			N/A
IP - Inclined Plane Vehicle		0.00		0.00
MV - Minivan	N/A			N/A
OR - Other	N/A			N/A
SB - School Bus	N/A			N/A
SV - Sports Utility Vehicle	N/A			N/A
VN - Van		0.00		33.33

2) Equipment - Percent of service vehicles that have met or exceeded their useful life benchmark

Performance Measure	2021 Target (%)	2021 Performance (%)	2021 Difference	2022 Target (%)
Automobiles		50.00		50.00
Trucks and other Rubber Tire Vehicles		42.86		42.86
Steel Wheel Vehicles	N/A			N/A

3) Facility - Percent of facilities rated below 3 on the condition scale

Performance Measure	2021 Target (%)	2021 Performance (%)	2021 Difference	2022 Target (%)
Passenger / Parking Facilities	0.00	33.33	-33.33	33.33
Administrative / Maintenance Facilities	0.00	0.00	0.00	0.00

4) Infrastructure - Percent of track segments with performance restrictions

Performance Measure	2021 Target (%)	2021 Performance (%)	2021 Difference	2022 Target (%)
IP - Inclined Plane		0.00		0.00

NTD ID	30012
Reporter Name	Cambria County Transit Authority
Report	2020 (Revision: 5)

Transit Asset Management Performance Measure Targets (A-90)

1) Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark

Performance Measure	2020 Target (%)	2020 Performance (%)	2020 Difference	2021 Target (%)
AB - Articulated Bus	N/A			N/A
AO - Automobile	N/A			N/A
BR - Over-the-road Bus	N/A			N/A
BU - Bus		16.22		16.22
CU - Cutaway		4.44		9.09
DB - Double Decker Bus	N/A			N/A
IP - Inclined Plane Vehicle		0.00		0.00
MV - Minivan	N/A			N/A
OR - Other	N/A			N/A
SB - School Bus	N/A			N/A
SV - Sports Utility Vehicle	N/A			N/A
VN - Van		0.00		0.00

2) Equipment - Percent of service vehicles that have met or exceeded their useful life benchmark

Performance Measure	2020 Target (%)	2020 Performance (%)	2020 Difference	2021 Target (%)
Automobiles		50.00		50.00
Trucks and other Rubber Tire Vehicles		42.86		42.86
Steel Wheel Vehicles	N/A			N/A

3) Facility - Percent of facilities rated below 3 on the condition scale

Performance Measure	2020 Target (%)	2020 Performance (%)	2020 Difference	2021 Target (%)
Passenger / Parking Facilities	0.00	0.00	0.00	0.00
Administrative / Maintenance Facilities	40.00	0.00	40.00	0.00

4) Infrastructure - Percent of track segments with performance restrictions

Performance Measure	2020 Target (%)	2020 Performance (%)	2020 Difference	2021 Target (%)
IP - Inclined Plane		0.00		0.00

Section Number	Section Name	Performance Measure	2022 Target (%)	2022 Performance (%)	2022 Difference	2023 Target (%)	N/A
1	Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark	TR - Aerial Tramway	0	100	100		No
1	Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark	AB - Articulated Bus	N/A				Yes
1	Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark	AG - Automated Guideway Vehicle	N/A				Yes
1	Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark	AO - Automobile	N/A				Yes
1	Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark	BU - Bus	32	29.78723404	-2.212765957		No
1	Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark	CC - Cable Car	N/A				Yes
1	Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark	RL - Commuter Rail Locomotive	N/A				Yes
1	Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark	RP - Commuter Rail Passenger Coach	N/A				Yes
1	Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark	RS - Commuter Rail Self-Propelled Passenger Car	N/A				Yes
1	Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark	CU - Cutaway	N/A				Yes
1	Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark	DB - Double Decker Bus	N/A				Yes
1	Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark	FB - Ferryboat	N/A				Yes
1	Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark	HR - Heavy Rail Passenger Car	N/A				Yes
1	Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark	IP - Inclined Plane Vehicle	N/A				Yes
1	Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark	LR - Light Rail Vehicle	N/A				Yes
1	Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark	MB - Minibus	2	21.05263158	19.05263158		No
1	Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark	MV - Minivan	N/A				Yes
1	Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark	MO - Monorail Vehicle	N/A				Yes
1	Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark	OR - Other	N/A				Yes
1	Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark	BR - Over-the-road Bus	N/A				Yes
1	Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark	RT - Rubber-tired Vintage Trolley	N/A				Yes
1	Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark	SB - School Bus	N/A				Yes
1	Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark	SV - Sports Utility Vehicle	N/A				Yes
1	Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark	SR - Streetcar	N/A				Yes

1	Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark	TB - Trolleybus	N/A				Yes
1	Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark	VN - Van	N/A				Yes
1	Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark	VT - Vintage Trolley	N/A				Yes
2	Equipment - Percent of service vehicles that have met or exceeded their useful life benchmark	Automobiles	50	70	20		No
2	Equipment - Percent of service vehicles that have met or exceeded their useful life benchmark	Steel Wheel Vehicles	N/A				Yes
2	Equipment - Percent of service vehicles that have met or exceeded their useful life benchmark	Trucks and other Rubber Tire Vehicles	43	66.66666667	23.66666667		No
3	Facility - Percent of facilities rated below 3 on the condition scale	Passenger / Parking Facilities	33	0	-33	0	No
3	Facility - Percent of facilities rated below 3 on the condition scale	Administrative / Maintenance Facilities	N/A				Yes
4	Infrastructure - Percent of track segments with performance restrictions	TR - Aerial Tramway	N/A				Yes
4	Infrastructure - Percent of track segments with performance restrictions	AR - Alaska Railroad	N/A				Yes
4	Infrastructure - Percent of track segments with performance restrictions	MB - Bus	N/A				Yes
4	Infrastructure - Percent of track segments with performance restrictions	RB - Bus Rapid Transit	N/A				Yes
4	Infrastructure - Percent of track segments with performance restrictions	CC - Cable Car	N/A				Yes
4	Infrastructure - Percent of track segments with performance restrictions	CB - Commuter Bus	N/A				Yes
4	Infrastructure - Percent of track segments with performance restrictions	CR - Commuter Rail	N/A				Yes
4	Infrastructure - Percent of track segments with performance restrictions	DR - Demand Response	N/A				Yes
4	Infrastructure - Percent of track segments with performance restrictions	DT - Demand Response Taxi	N/A				Yes
4	Infrastructure - Percent of track segments with performance restrictions	FB - Ferryboat	N/A				Yes
4	Infrastructure - Percent of track segments with performance restrictions	HR - Heavy Rail	N/A				Yes
4	Infrastructure - Percent of track segments with performance restrictions	YR - Hybrid Rail	N/A				Yes
4	Infrastructure - Percent of track segments with performance restrictions	IP - Inclined Plane	N/A				Yes
4	Infrastructure - Percent of track segments with performance restrictions	JT - Jitney	N/A				Yes
4	Infrastructure - Percent of track segments with performance restrictions	LR - Light Rail	N/A				Yes
4	Infrastructure - Percent of track segments with performance restrictions	MG - Monorail/Automated Guideway	N/A				Yes
4	Infrastructure - Percent of track segments with performance restrictions	OR - Other Vehicles Operated	N/A				Yes

4	Infrastructure - Percent of track segments with performance restrictions	PB - Publico	N/A				Yes
4	Infrastructure - Percent of track segments with performance restrictions	SR - Streetcar Rail	N/A				Yes
4	Infrastructure - Percent of track segments with performance restrictions	TB - Trolleybus	N/A				Yes
4	Infrastructure - Percent of track segments with performance restrictions	VP - Vanpool	N/A				Yes

Appendix E: Maintenance Plans and Procedures

Please see following pages for the Maintenance Plans and Procedures

Cambria County Transit Authority
502 Maple Ave.
Johnstown, PA 15901

PURCHASING, MAINTENANCE STANDARD OPERATING PROCEDURES, and PREVENTIVE MAINTENANCE PROGRAM MANUAL

THIS MANUAL IS APPLICABLE TO ALL CamTran VEHICLES
(RURAL AND URBAN DIVISIONS)
AND
VEHICLES OWNED BY CAMBRIA COUNTY COMMISSIONERS

Cambria County Transit Authority

Date	Revision	Description of Change (s)
1/9/2015	Bernard Walkowsky	Review and update of entire document
9/9/2016	Bernard Walkowsky	Review and update of entire document
10/19/2018	Bernard Walkowsky	Review and update of entire document
5/6/2019	Bernard Walkowsky	Review and update of entire document
4/13/2020	Bernard Walkowsky	Review and update of entire document
8/7/2020	Bernard Walkowsky	Review and update of entire document
1/29/2021	Bernard Walkowsky	Review and update of entire document
12/9/2021	Bernard Walkowsky	Review and update of entire document

This Manual was prepared in an effort to standardize the procedures to be followed in performing purchasing, maintenance and servicing, and in recording work performed and materials consumed by the CamTran Maintenance Department, both Urban and Rural Divisions, and also applies to any vehicles owned by Cambria County, and other county department vehicles that are serviced by CamTran.

The goal of this plan is to ensure the safety and comfort of our customers and employees. By adhering to this plan, CamTran will make sure the bus is maintained properly and all bus systems are operating as designed.

The objectives of this plan are to prioritize safety and reduce the number of road calls and reduce maintenance costs. This plan will ensure CamTran will have enough buses on the road to maintain maximum service.

Maintenance employees are expected to become familiar with these procedures and to keep up to date as procedures are changed by directive and recorded in this Manual.

With respect to the Rural Division, the references herein to the Purchasing Manager and General Manager shall apply to the Director of Maintenance, Director, Rural Division, and Maintenance Supervisor, Rural Division.

This manual is divided into four (4) sections. These are:

- **SUPPLIES**
- **PREVENTATIVE MAINTENANCE PROGRAM**
- **VEHICLE SERVICING**
- **UNSCEDULED MAINTENANCE**

Additional sections may be added in the future and existing procedures may be changed at any time.

SUPPLIES

Spare parts, supplies and services for the maintenance and servicing of the revenue fleet, support vehicles, and building repairs and janitorial services are the responsibility of the Procurement Specialist under the direct supervision of the Maintenance Director and Controller. Director of Maintenance reviews the storage limits and control measures in order to maintain standards of efficiency and quality.

The Service and Parts Manager (Rural) and Parts Clerk (Urban) have the daily responsibility for the Parts Inventory Room. CamTran maintains all inventory and maintenance records on its computer system and thus the Service and Parts Manager (Rural) and Parts Clerk (Urban) have the responsibility for constantly entering data into the computer as the inventory is acquired and depleted. Items purchased as shop supplies are not inventoried.

The primary records kept by the Service and Parts Manager (Rural) and Parts Clerk (Urban) are the Inventory System software program. Each part is scanned by a Maintenance Department employee who has the responsibility, along with his supervisor, to ensure that proper parts accountability is recorded on the “Maintenance Work Order” form **(Exhibit 1)**. The Service and Parts Manager (Rural), Maintenance Director and Parts Clerk (Urban), in turn verifies that the data is entered correctly into the computer, which automatically tabulates a balance on-hand inventory.

ORDERING

All parts, supplies and services ordered by the Procurement Specialists must have a Purchase Order **(Exhibit 2).** The Director of Maintenance must approve all Purchase Orders. The Procurement Specialists enters the quantity, stock number, description, price and category code for each item ordered. This form is then reviewed by the Director of Maintenance. Once a Purchase Order is approved, there will be NO additions.

Purchasing for Cambria County owned vehicles will only take place AFTER getting approval from the Department Director of the Cambria County Department in writing who uses the vehicle, other than normal usage items. No purchases will be made from driver requests. Because many vehicles are from the same original equipment manufacturer as CamTran Rural Division vehicles, many parts are already 'in-stock' for those vehicles, and will be charged out in the normal way, but marked for the appropriate Cambria County Department whose vehicle used those parts.

Parts that are stocked in the Rural Division will be inventoried as they are received by the Service and Parts Manager, CamTran Rural Division, utilizing the computerized "Parts Controller" program.

Purchases that exceed $10,000: There are two options for small purchases: you must have at least two written quotes or telephone quotes. Using the Reasonable Price Determination slip is not acceptable.

The approved Purchase Orders are returned to the Procurement Specialists. The Procurement Specialists then sends a copy of that Purchase Order to the applicable vendor. Upon receipt of the parts order, the Procurement Specialists verifies the packing slip against the actual quantity of items received and the original Purchase Order. If all quantities agree, the packing slip is filed with the Purchase Order pending receipt of the vendor's invoice. If quantities do not agree, the vendor is notified and only those parts which were ordered and received are paid for.

The parts are now received into inventory and posted to the computerized inventory system. (All computer data is constantly recorded onto a networked system and back-up to protect against data loss via malfunctions). With the receipt of the vendor's invoice, the price is posted to the Inventory system. The invoice, packing slip, and the original Purchase Order is then sent to the Accounting Department for payment on the day the invoice is received, pending approval by CamTran's Board of Directors. A permanent record of the purchase is recorded on the Inventory and Purchase Order system.

Upon the proper solicitation and approval of a contract for parts, supplies or services, an open Purchase Order may be established. These Purchase Orders must be accompanied by the signed and executed contract for the parts, supplies or services being rendered. The use of open Purchase Orders will be limited to those items or services that are to be supplied over a given time period in accordance with an executed and approved contract.

EXCEPTIONS OR EMERGENCY PURCHASES

Exceptions to the generally accepted Purchase Order approval process are as follows. These exceptions will normally occur under emergency situations.

1. In the absence of the Maintenance Director or Controller, his/her designee is authorized to approve all Purchase Orders.

2. In the absence of that designee, the Director of Maintenance or the Procurement Specialist will be authorized to approve purchases up to $2,999.00 to alleviate an emergency. Purchases greater than $2,999.00 must be approved by the Controller.

3. If a part is needed to activate a bus or alleviate an emergency, the Director of Maintenance, Procurement Specialist, or any other designated employee will hand-carry the Purchase Order through the normal process, so noting the emergency condition. Upon proper approval, the order may be completed over the phone or by fax, with the Purchase Order to follow by E- mail. If the part or item is available locally, the Director of Maintenance or the, Procurement Specialist will determine if it is necessary to hand carry the Purchase Order to the vendor and return with the required emergency item. This shall also apply to Cambria County-owned vehicles.

4. The Director of Maintenance will review any emergency purchases after the fact, for approval and consideration of other actions to avoid future emergencies.

PARTS ISSUE (Urban Division):

Parts are issued in one of two ways (Urban Division):

1. When the parts clerk is on duty, that person shall oversee the distribution and scanning of parts to the workorder; or

2. When the parts clerk is off duty, the Director of Maintenance or a designated employee may draw the required part, completing the scanning to the "Maintenance Work Order" form.

In either event, the "Maintenance Work Order" form is prepared, which records the date, quantity, part number and description. The Parts Clerk can verify the unit cost and total. The Maintenance Director or Parts Clerk then closes the requisitions in the computer when the maintenance work order is completed. .

PARTS ISSUE (Rural Division):

Parts issued in CamTran's Rural Division shall be through the Service and Parts Manager. Parts used shall be recorded on each work order for a particular vehicle. The Service and Parts Manger shall compare parts issued to the parts used on each work order. When entering work orders into the computerized "Fleet Controller" software program, parts used for repairs shall also be entered, and automatically deducted from stock by the computer program.

CamTran's Service and Parts Manager shall follow this same procedure for any Cambria County-owned vehicles.

VENDORS

Parts and other suppliers are selected based on the following:

- ✓ Price
- ✓ Quality
- ✓ Availability
- ✓ Delivery Time
- ✓ Service

Vendors and potential vendors are reviewed annually to assure that CamTran is receiving the best part, supply or service for the least cost. This review consists of the Procurement Specialist calling enough potential vendors each month to assure that all vendors are contacted at least once per year. An approved list of suppliers will be

maintained by the Procurement Specialist and the Accounting Department, including those vendors certified Pennsylvania Department of Transportation (PADOT) Unified Certification Program Disadvantaged Business Enterprise Directory or by request from CamTran as Disadvantaged Business Enterprises (DBE's) or SERB's.

WARRANTIES

Warranty applicability is determined by contract, vehicle year (in service date), make and model and type of part.

If a warranty is applicable to a given vehicle or component of that vehicle, the failed component is tagged with a CamTran warranty tag with the appropriate information (date of failure, unit number, mileage, or other necessary information) recorded by the technician performing the repair and/or the Parts Clerk. Repair time is logged on the CamTran work order, with the repair being designated as warranty work.

The information from the warranty tag is used then to apply for warranty recovery costs (and/or part replacement) from the applicable vendor. All warranty work on Cambria County-owned vehicles performed by CamTran shall be receivable by CamTran.

The Parts Clerk or his designee completes the vendor's warranty form and then reviewed with the manufacturer's representative or warranty department, who determine warranty approval. That form and the failed part(s), if required, are returned to the vendor for review. A copy of the warranty repair is filed with the appropriate vehicle history.

A warranty check, parts replacement, or parts credit, if requested, are sent from the vendor to CamTran.

PREVENTIVE MAINTENANCE PROGRAM

The Preventive Maintenance (PM) Program at CamTran, under the supervision of the Director of Maintenance, and in his absence, the Service and Parts Manager, consists of daily servicing, which is addressed in a separate section of this Manual, and regularly scheduled inspections. An additional element of scheduled maintenance is any Special Campaign such as spring air conditioning repairs and servicing. CamTran's PM program is an on-going program consistent with the manufacturer's recommendations, as well as CamTran's own experiences.

Whenever possible, the Maintenance Department should utilize the original equipment manufacturer's (OEM) Maintenance Manuals, as well as updates, Technical Servicing Bulletins and any other method, including the Internet, for the applicable product to conduct PM repairs, in order to maintain consistency with the OEM instructions.

Inspections

CamTran strives to maintain 100% on time PM schedules.

Bus Inspections are performed based on a 6,000-mile interval in the Urban Division. Thus, after a bus runs 6,000 miles, it is scheduled into the Maintenance Shop by the Shift Leader for a PM Inspection. Each Urban bus shall go no further than 6,600 miles between PM Inspections. The Rural Division vehicles also follow a 6,000-mile interval, procedures remain the same; vehicles are scheduled in when they reach a 5,500-mile interval and shall not exceed 6,600 miles between PM Inspections. Rural Division vehicles are scheduled for PM inspections by the Rural Parts and Service Manager. The bus or vehicle is assigned to a mechanic who performs the Inspection and records the findings on the APM, BPM, CPM or DPM checklist for that type of vehicle **(Exhibit 3)**.

The mechanic also records the amount of time involved in conducting the inspection/repairs. All parts used by the mechanic are recorded on the same checklist. When the Inspection is complete, the form is returned to the shift leader or Rural Parts and Service Manager. After review and pricing, this work is entered into the appropriate computer records.

CamTran has elected to utilize clean air technology thru the purchasing of CNG vehicles. CNG vehicles will follow the same rigorous schedule for PMs as our current fleet. We have also obtained CNG tank certifications for 8 of our mechanics with more to follow. All 3 year or 36,000-mile inspections will be completed in-house.

Any defects found during the Inspection are required to be repaired. Repairs should be noted on the Inspection form and described to the Foreman or Shift Leader, who will then prepare a "Maintenance Work Order" for that repair.

Inspection Scheduling

The Director of Maintenance schedules all Inspections using computer software. This computer program, operated by the Director of Maintenance and the Parts and Service Manager, or his designee, automatically notifies the Director when a bus or vehicle reaches a designated mileage level requiring inspection. This notification begins at 5,000 miles in the Urban Division (5,000 miles Rural Division and Cambria County-owned vehicles*) to allow for the proper scheduling of the vehicle into the garage prior to exceeding the mileage limit. The Shift Leader or designated person issues a "Maintenance Work Order" to conduct the Inspection, as well as the proper level PM checklist. The supervisor also removes the vehicle scheduled for that Inspection from the daily Vehicle Assignment Record, as it is considered "out of service" until completion of the applicable PM Inspection.

Most Cambria County Commissioner-owned vehicles are brought to CamTran when a PM inspection is required. CamTran relies on each Cambria County Department to maintain records of these inspections for their own vehicles. If a Cambria County-owned vehicle has a PM inspection performed by CamTran, it will be recorded in the same manner as CamTran vehicles and billed to the appropriate Cambria County Department.

When buses or other vehicles are in the garage for defect repairs, the Shift Leader checks with the Director of Maintenance or Parts and Service Manager to determine if that vehicle is due for Inspection within the 1,000 miles. If so, the Inspection should be performed before that vehicle is released for public service. Additionally, all vehicles brought into the repair shop for any reason, have the PA State Inspection sticker expiration date checked. CamTran strives to perform both PM, CNG tanks and PA State Inspections together, as one operation.

After completion of all Inspections, the Foreman or Shift Leader should return the completed PM checklists and "Maintenance Work Order" to the Director of Maintenance or Parts and Service Manager, or his designee. They will, in turn, verify all parts used in the Inspections into the computer system for immediate allocation of costs to the applicable vehicles. The maintenance technician's computerized identification number and wage rate if pre-programmed into the software that will allow the computer to automatically assign a labor cost to the applicable vehicle.

VEHICLE SERVICING

It is CamTran policy that each vehicle used in service during any portion of the day be subjected to the complete daily vehicle functions performed by the first, second and third shifts in the Urban Division, and the daily shift at the Rural Division. This procedure is followed to ensure that each vehicle is clean and in proper mechanical condition to operate the following day. If it is not in proper condition, it is promptly identified as requiring repairs prior to returning to public service.

The sequence of servicing functions performed from the time the vehicle arrives at each Division after leaving service is indicated below in the order in which they are carried out.

A designated maintenance employee takes control of the vehicle, in the Urban Division, and drives it from its parked location into the bus service entry. The vehicle is then fueled, with required low sulfur diesel. Gasoline and CNG vehicles are fueled outside. The amount of fuel consumed is electronically recorded and transferred to the parts clerk. This fuel sheet is recorded daily to the parts clerk thru Fleet Net.

At this point, the fare box's electronic memory probing and vault removal is performed, the fare box electronic memory is downloaded into the Accounting Department's computer, the vault is removed and dumped into the locked safe receiver, and an empty vault is installed into the vehicle's farebox by the Dispatcher or his

designee. Vehicle and fare box numbers are automatically recorded in the computer system. The service person then pulls the vehicle up to the automatic bus wash, and then proceeds to take bus thru automatic bus wash.

After all the vehicles have been washed, the maintenance staff is required to conduct an inspection of oil, transmission, battery, coolant, and power steering fluid levels, as well as tire pressures. Additionally, the maintenance staff is instructed to look for other potential problems that may not have been readily apparent to the vehicle operator. Any fluid use data is recorded on the Fuel Report sheet. Each vehicle will also have the interior cleaned by the CamTran Cleaning staffs, who certifies that each vehicle is clean and ready for public service the next day.

At the Rural Division garage in Ebensburg, the vehicle enters the storage building garage, where the operator leaves their vehicle, and the Rural Maintenance Department takes over. That vehicle is then driven to the far end of the repair building where the fueling/washing/and servicing takes place. Any vehicle that was used for any portion of the day is subject to the same complete fueling, washing, servicing cycle. Once the vehicle is fueled, it enters the wash house where the cash box is pulled. The locked cash box is then delivered to the cash room for counting the following morning. The vehicle then undergoes vacuuming, and a wash by the automatic bus washer. If the vehicle has a written-up defect, it is parked at the rear of the repair building where technicians will prioritize each repair. A decision will be made, based on the driver write-up, whether to repair the vehicle at this time, or hold the vehicle in the next day for repair. If the vehicle has no write-up, it is driven back to the vehicle storage building and parked in the appropriate spot for the next morning's pullout.

NOTE: Cambria County-owned vehicles have the option of performing their own servicing activities OR having CamTran perform them. If a Cambria County-owned vehicle is brought to a CamTran facility, the same procedures that govern CamTran-owned vehicles shall be applied.

All fluids used during the servicing of vehicles is recorded and entered the "Fleet Controller" software package the next day by the Rural Division Maintenance Supervisor. Replenishment of fuels is ordered for the Rural Division through the Urban Division Purchasing Manager through the fuel bid process.

UNSCHEDULED MAINTENANCE (DEFECTS)

Defects such as brakes pulling, burned out lights, etc., identified by the vehicle operator are written up by that operator on a Defect Slip **(Exhibit 4).** The Defect Slip is then given to the Maintenance Shift supervisor who determines if a Maintenance Work Order should be prepared to correct the problem. Since most of CamTran's vehicles arrive at the garage within one hour of each other, all the Defect Slips will be collected by that Supervisor who will then determine which defects have priority status for

correction. In general, the defect repair work, which will require the least amount of time, will be done first. This avoids having a vehicle out of service for a light bulb while a mechanic begins a time-consuming suspension overhaul.

Upon completion of a repair, the mechanic returns the completed Maintenance Work Order to the supervisor. In any event, the Supervisor signs the Defect Slip as evidence that the work was completed. The Supervisor retains all Defect Slips.

ROADCALLS

The Maintenance Department, in either Division defines a roadcall as any interruption in service while the vehicle is in service to the public. Roadcalls originate when the vehicle operator detects something wrong with the vehicle and notifies the Maintenance Supervisor (usually by two-way radio) to report the problem. That Supervisor may instruct the vehicle operator on how to correct the problem or determine that a roadcall is required. The Supervisor also determines if it is necessary to transport another vehicle to the scene of the roadcall or if the repair can be made immediately without additional inconvenience to the passengers.

All road calls for Cambria County-owned vehicles will be advised by the appropriate Department supervisor to CamTran maintenance personnel. They will be the sole source to CamTran of this information. If a road call is needed by a Cambria County-owned vehicle in the Johnstown area, they have been advised to call (814) 535-5526 and ask for the Maintenance Supervisor. Should a road call be needed in CamTran's Rural Division service area, they have been advised to call (814) 471-6601, which is the Rural Division Maintenance Supervisor's phone number at the Ebensburg facility.

If it is determined the vehicle cannot be quickly repaired on the road; a replacement vehicle is exchanged for the defective vehicle to ensure continued service on that route.

The mechanic completes the applicable section of a "Maintenance Work Order" sheet and returns it to the Supervisor. If the vehicle was returned to the garage, the Supervisor completes the "Corrective Measures" section of the work order taken on the roadcall and initiates the repairs needed.

A "switch out" may be performed by Maintenance personnel at the Johnstown downtown Transit Center. This is initiated by the vehicle operator notifying the Maintenance supervisor of a problem that he feels will only get worse if the vehicle continues in service, but at this time the operator feels they can easily and safely drive to the downtown Transit Center where a vehicle switch can be made, resulting in no interruption of service to the public. Normally, Maintenance personnel will simply change vehicles without regard to repairing the vehicle at the Transit Center. This

action is called a switch out and is not considered a road call since there is no interruption of service to the public.

TIRES

CamTran purchases all its tires new and recapped. CamTran will keep accurate records of tire usage to obtain maximum mileage from these tires. All tire replacements and service are to be recorded on the “Maintenance Work Order” sheet. Service personnel will inspect all tires every time we add fuel. Any defect or concern will generate a work order to repair shop to inspect.

Tires are purchased for Cambria County owned vehicles under the state’s tire purchasing program. Each County Department initiates this request. Each invoice is marked with the appropriate County Department, vehicle number or license plate and mileage of the vehicle using those tires.

WHEELCHAIR LIFT AND RAMPS

It is CamTran policy that all vehicles going out each day have a fully functional wheelchair lift or ramp. In the event that a wheelchair lift or ramp is not operating properly, the bus is considered “out of service” until proper repairs can be made to this equipment. Other than minor service where wheelchair or mobility aid passengers are not encountered, the vehicle is not utilized.

When it is determined that a bus has a non-functioning or incorrect functioning wheelchair lift or ramp, the shift leader will immediately notify the Parts and Service Manager, the Parts Clerk or the Director of Maintenance to check on the availability of parts for the necessary repairs. If the parts are not available at this time, they are immediately ordered (usually on a “coach-down” basis), to insure timely return to service of the lift or ramp equipped vehicle.

In addition, each vehicle-specific PM worksheet has specific items or sections (based on the manufacturer’s recommendations) to properly perform preventative maintenance checks, lubrication (if necessary) and proper functioning of all wheelchair lift or ramp components.

All the data recorded on the “Maintenance Work Order” is transferred to the CamTran Fleet computer program. This program allows the Director of Maintenance or the Service and Parts Manager to instantly determine year-to-date data on every

segment of the maintenance history of every vehicle. It also allows for the comparison of vehicle operating costs between the different types of vehicles.

At the Rural Division, all the data recorded on the "Maintenance Work Order" is transferred to the "Fleet Controller" computer program. This program allows the Rural Parts/Service Supervisor, Director of Maintenance, or other authorized personnel, to also determine year-to-date data on every segment of the maintenance history of every Rural Division vehicle. It also allows for the comparison of vehicle operating costs between different types of vehicles.

All work performed by private vendors on Cambria County Commissioner-owned vehicles, shall have invoicing and records kept by that particular Department. CamTran shall not be required to keep these records or make any payments if they have not performed the work.

Goals and Objectives

The goals and objectives of this plan are to insure the safety of our customers and to be cost efficient. The PM schedule will extend the life of all buses and keep road calls at a minimum. Buses with defects are handled daily and reduce the downtime on all buses. With this plan in place, maintenance costs are kept to a minimum.

Contingency Fleet Plan

Revenue vehicles placed in an inactive contingency fleet for energy or other local emergencies after the revenue vehicles have reached the end of their normal minimum useful life. The vehicles must be properly stored and maintained, and FTA must approve the Emergency Contingency Plan. Substantial changes to the plan (10% changes in fleet) require re-approval by FTA.

In the event that CamTran would desire to keep any buses that are beyond their useful life for contingency purposes, the following is the established procedure to ensure that these vehicles would be available for use if deemed necessary by the Authority.

- All contingency fleet vehicles will be stored at CamTran's Urban and Rural Facilities.
- The following inspection checklist (**Exhibit 5**) will be performed on a bi-monthly (60 day) basis unless the vehicles are being utilized and are in a standard PM rotation.
- While stored, the main electrical connections will be disconnected to preserve the batteries and for safety purposes.
- Contingency buses will also maintain a current state and PM inspection.

Buses may be placed in an inactive contingency fleet—stockpiled—in preparation for emergencies. No bus may be stockpiled before the vehicle has reached the end of its minimum normal service life. Buses held in a contingency fleet must be properly stored,

maintained, and documented in a contingency plan, updated as necessary, to support the continuation of a contingency fleet. A contingency plan is not an application requirement, although FTA may request information about the contingency fleet during application review.

Contingency plans are subject to review during triennial reviews required for the Urbanized Area Formula Program. Any rolling stock not supported by a contingency plan will be considered part of the active fleet. Since vehicles in the contingency fleet are not part of the active fleet, they do not count in the calculation of spare ratio. For grantees with 50 or more fixed route buses, a reasonable spare ratio should not exceed 20 percent of the vehicles operated in maximum service, according to FTA C 9030.1C. Maximum service means the revenue vehicle count during the peak season of the year; on the week and day that maximum service is provided. It excludes atypical days and one-time special events. Weather vehicles are locally funded, FTA-funded, or the vehicles have exceeded their service life are not relevant factors. For fleets with fewer than 50 fixed route vehicles, judgement must be applied to determine what is a reasonable number of spare vehicles.

The FTA recognizes two types of vehicles-active and contingency. During a period of vehicle replacement, some buses could be inactive, awaiting disposition. This is a temporary condition and can be considered a third category. However, to be not deficient, the grantee should have specific plans and dates for disposition.

Vehicles that are historic and used for parades or public relations or that have been converted to mobile offices or in other ways removed from revenue service should not be considered part of the active revenue fleet or counted in the calculation of the spare ratio.

To calculate the spare ratio, divide the number of spare vehicles by the peak requirement. The peak requirement is the number of vehicles operated in maximum service.

Buses may be stockpiled in an inactive contingency fleet in preparation for emergencies. No bus may be stockpiled before it has reached the end of its service life. Buses held in a contingency fleet must be properly stored, maintained, and documented in a contingency plan. The plan should be updated as necessary, to support the continuation of a contingency fleet. These vehicles do not count in the calculation of spare ratio.

Exhibit 1

Cambria County Transit Authority - Urban

Work Order #: 1V00036377

Opened On:	4/3/2019	**Completed:**	4/4/2019
Repair Type:	G		
Class Code:	100		
Opened By:	051	PARKS LAWRENCE E	
Vandalism:	No		

1V00036377

Vehicle 171		**Odometer:**	53,277.0
GILLIG CNG 2017		**Ltd Mileage:**	52,672.0
Serial #:	15GGGB3113H1188321		
Assignment:	Valve adjustment and Spark Plug replacement.		

Labor/Outside Labor

Date	Emp/Ven	Op Code	Hours	Comments	
4/3/2019	051	30	6:00	LAWRENCE E PARKS	ENGINE REPAIR

Materials / Components

Date	Item / Component	Description	Quantity	Unit Cost
4/3/2019	4932615	GASKET CUMMINS CNG 051 Time: 08:26:58 VS18C07405	1.00	2.893571
4/3/2019	5473009	SPARK PLUG w \BOOT ALL CNG 051 Time: 08:27:14 VS18C07405	6.00	35.196667
4/3/2019	3905449	GASKET VALVE COVER CUMMINS CNG 051 Time: 08:27:26 VS18C07405	1.00	18.387500
4/3/2019	3910824	SEAL O-RING BOLT ROCKER LEVER COVER CNG 051 Time: 08:32:45 VS18C07405	6.00	1.510000

Cambria County Transit Authority - Urban
Work Order Update Audit Report

Work Order #:	1V00036377	**Open Date:**	4/3/2019	8:24:00 AM	**Close Date:**	4/4/2019	10:51:00 AM	**Status:**	Closed	**Repair Class:**	G	**Vandalism:**	0

Asset Type:	V	**Asset #:**	171	**Mileage Reading:**	53277	**Mileage Ltd:**	52672	**Hours Reading:**	0	**Hours Ltd:**	0

Opened By:	051	PARKS LAWRENCE E	**Class Code:**	100	**Problem Code:**	**Customer #:**	**Billing Frequency:**

Quantity Complete:	**Task Code:**	**Out Of Service:**	**Return To Service:**		

Created:	mechanic	4/3/2019 8:24:03 AM	FNWO WorkOrderEntryForm
Updated:	bwalkowskv	4/4/2019 10:51:59 AM	FNWO WorkOrderEntryForm

Description: Valve adjustment and Spark Plug replacement.

Comments:

Exhibit 1

Exhibit 2

Cambria County Transit Authority - Urban

Requisition

1193 **PO #** 10049830-000

Date Ordered 4/13/2020 **Date Wanted** 4/13/2020

From GILLIG CORPORATION
PO BOX 45569
SAN FRANCISCO, CA 94145-0569

Phone 510-785-1500
Fax

Ship To CAMTRAN
502 MAPLE AVENUE
JOHNSTOWN, PA 15901

Phone (814) 535-5526
Fax

Terms **Ship Via** **Fob**

Department C410

Special Instructions CAMTRAN 502 MAPLE AVE JOHNSTOWN PA 15901 *** STOCK ***

Line	Quantity	Description	UM	Unit Cost	Total
1	1.00	53-41740-0C5	EA	184.020000	$184.02
		GAUGE, WATER TEMP			
		Posting Div 01 Account 10300.0001			

Non Taxable	$184.02
Total	$184.02
Net Due	$184.02

Signature_____Date_____

Bill To CAMTRAN 502 MAPLE AVENUE JOHNSTOWN, PA 15901

Disclaimer

Vendor accepts this PO to provide goods/services for price shown & agrees to comply with contract clauses. Payment is subject to the fulfillment of funding agreements with FTA & PA Dept of Transp. Failure to comply with clauses may result in non-payment. See www.camtranbus.com for complete clauses

Exhibit 2

Cambria County Transit Authority - Urban

Purchase Order

1193 **PO #** 10049830-000

Date Ordered 4/13/2020 **Date Wanted** 4/13/2020

From GILLIG CORPORATION
PO BOX 45569
SAN FRANCISCO, CA 94145-0569

Phone 510-785-1500
Fax

Ship To CAMTRAN
502 MAPLE AVENUE
JOHNSTOWN, PA 15901

Phone (814) 535-5526
Fax

Terms **Ship Via** **Fob**

Department 0410

Special Instructions CAMTRAN 502 MAPLE AVE JOHNSTOWN PA 15901 *** STOCK ***

Line	Quantity	Description	UM	Unit Cost	Total
1	1.00	53-41740-005	EA	184.020000	$184.02
		GAUGE, WATER TEMP			
		Posting Div 01 Account 10300.0001			

Non Taxable	$184 02
Total	$184 02
Net Due	$184 02

Authorized By Craig Miller,Purchasing Clerk Date: 4/15/2020 12:53:11 PM

Bill To CAMTRAN 502 MAPLE AVENUE JOHNSTOWN, PA 15901

10049830-000

CAMTRAN
DATE RECD 4-15 VENDOR # 1175
MATERIALS RECD BY ____ CAP # ____
ACCT # 10300.0001 AMT 184.02 CO ____
ACCT # ____ AMT ____ CO ____
ACCT # ____ AMT ____ CO ____
ACCT # ____ AMT ____ CO ____
DATE POSTED ____ BY ____

Disclaimer

Vendor accepts this PO to provide goods/services for price shown & agrees to comply with contract clauses. Payment is subject to the fulfillment of funding agreements with FTA & PA Dept of Transp. Failure to comply with clauses may result in non-payment. See www.camtranbus.com for complete clauses

Exhibit 2

Cambria County Transit Authority - Urban

Receiving Document

1193 **PO # 10049830-000**

Date Ordered 4/13/2020 **Date Wanted** 4/13/2020

From GILLIG CORPORATION
PO BOX 45569
SAN FRANCISCO CA 94145-0569

Ship To CAMTRAN
502 MAPLE AVENUE
JOHNSTOWN PA 15901

Phone 510-785-1500
Fax

Phone (814) 535-5526
Fax

Terms **Ship Via** **Fob**

Special Instructions CAMTRAN 502 MAPLE AVE JOHNSTOWN PA 15901 *** STOCK ***

Line	Ordered	Received	Vendor's Item #		In-House #	Whs	Bin Location
1	1	1	53-41740-006 GAUGE, WATER TEMP	EA	53-41740-005 GAUAGE, WATER TEMP (7305)	1	B-09-E

Posting Div 01 **Account** 10300.0001

Rcvd By: _____ **Date:** 4-15-20 **Posted:** _____ **Partial / Complete**

04/15/2020 12:53:59 [cmiller-CTJ-MAINT-03] © 2020 Fleet-Net Corporation (Vsn 09.06 [10/18/2018])

Exhibit 2

CamTran Micro-Purchase

Fair and Reasonable Price Determination

I hereby determine the price to be fair and reasonable base on at least one of the following:

X Found reasonable on recent purchase

____ Obtained from current price list

____ Obtained from current catalog

____ Commercial market sales price from advertisements

____ Similar to it in related industry

____ Personal knowledge of item procured

____ Regulated rate (utility)

____ Other _____

Signed [signature] Date 4-15-20

Exhibit 2

GILLIG

Packing Slip
30574732

Page 1

GILLIG LLC
25972 EDEN LANDING ROAD
HAYWARD CA 94545

Print date
04/13/20

Purchase Order
10049830

Delivery address
CAMBRIA COUNTY TRANSIT AUTH.
502 MAPLE STREET
JOHNSTOWN PA 15901

Manner of transport	Terms of delivery	Our reference	Order number	Order date
UPS BLUE	PREPAID	VAL ALPARAQUE	2338373	04/13/20

Part Number	Qty Ordered	Qty Shipped	Qty B/O	Description / Weight	Unit	Price each	Ext Price
53-41740-005	1	1		GAUGE,TEMP,MECH,130-250 D .10000 lbs. Total .10000 lbs	EA		

Thank you for your order.
Any discrepancies must be reported to your Parts Rep within 30 days.
Damages must be noted on the Bill of Lading.

Exhibit 3

Cambria County Transit Authority - Urban

Work Order #: 1V00037732

Opened On:	3/30/2020	**Completed:**	4/1/2020
Repair Type:	I		
Class Code:	100		
Opened By:	441	WALKOWSKY BERNARD	
Vandalism:	No		

1V00037732

Vehicle 183	**Odometer:** 37,140.0
GILLIG G31B 2018	**Ltd Mileage:** 37,033.9
Serial #:	15GGB3116J3189621
Assignment:	72,000 PM INSPECTION
	service per miles,see all attached notes

Labor/Outside Labor

Date	Emp/Ven	Op Code	Hours	Comments	
3/30/2020	545	57	1:00	EDWARD L CARTER	GPM INSPECTION
3/30/2020	112	55	1:00	LEONARD A YOKITIS	TIRES
3/30/2020	446	57	7:00	CHARLES BARBATO	GPM INSPECTION
3/30/2020	546	57	5:00	STEVEN J WAGSTAFF	GPM INSPECTION
3/30/2020	335	57	5:00	BRIAN D MINTMIER	GPM INSPECTION
3/31/2020	335	57	2:00	BRIAN D MINTMIER	GPM INSPECTION

Materials / Components

Date	Item / Component	Description	Quantity	Unit Cost
3/30/2020	20103412	CARTRIDGE CNG FOR 20100008 FILTER ASSEMBLY 446 Time: 16:54:15 VS18C07405	1.00	42.037895
3/30/2020	NG5900	FILTER FUEL BUS CNG 215 FRAM PCS10537 446 Time: 16:54:32 VS18C07405	1.00	31.595000
3/30/2020	AF27876	FILTER, AIR AF27876,215 900 82-52128-001 446 Time: 16:54:44 VS18C07405	1.00	47.653125
3/30/2020	LF9009	OIL FILTER CNG 215 446 Time: 16:55:04 VS18C07405	1.00	27.480000
3/30/2020	82-60186-000	FILTER HYDRAULIC H11-1006-0055 446 Time: 16:55:48 VS18C07405	1.00	26.302941
3/30/2020	WF-2071	COOLANT FILTER P554071 PR3908 446 Time: 16:56:20 VS18C07405	1.00	9.330000
3/30/2020	82-54477-000	CARTRIDGE, EXHAUST 546 Time: 19:10:10 VS18C07405	2.00	88.680000
3/30/2020	51-12096-020	HORN, WARNING BACK UP 546 Time: 20:53:16 VS18C07405	1.00	12.195000

Exhibit 4

CamTran
CAMBRIA COUNTY TRANSIT AUTHORITY

OPERATOR'S DAILY REPORT

Date: Bus #:

Time: Mileage:

Enter the appropriate inspection codes for each trip taken.
X = Good
F = Defective \ Questionable
N/A = Not Applicable
*If (F) is entered for any item, NOTIFY PORTABLE 124 and please explain in comments section below.

Pre Trip Inspection			
Exterior		**Interior**	
Check all exterior lights		Wheelchair Lift/Ramp Cycled	
Wheels, Tires & Lugs		Wheelchair Securements	
Mirrors		Emergency Exits	
Bike Rack		Doors Function Properly	
Engine area: leaks/unusual sounds		Handrails/Seats/ Cushions Secure	
Panels securely latched		Seat Belts (operator)	
Security Sweep for Suspicious Items		Stop Announcement Intercom	
Reminders			
Pouch		Step Well/Lights	
Ecolane Pad & Charger		Security Sweep for Suspicious Items	
		Two-way Radio/Time Check	
Gauges		**Safety**	
Gauges		Bodily Fluid Clean Up Kit	
Brake System Check		First Aid Kit	
Head Sign Operational		Fire Extinguisher	
No Trouble Lights On		Seat Belt Cutter	
Horn		Safety Triangles	
Wipers/Washer Fluid			

Comments/Issues (use back if more space is needed):

Print Name:

Signature:

Post Trip Observations			
Defects/Damage entered in comments/Issues			
Security Sweep		No Lost & Found Items	

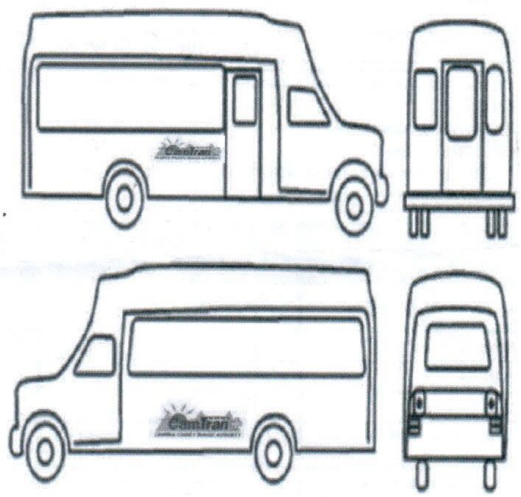
Comments/Issues:

Signature:

Mechanics Comments:

I, the mechanic, certify that this vehicle is safe to operate:

Sign: Date:



Note Scratch and Dents on Diagram (be sure to check windows, winsheild, damage to body, paint, or decals, etc.)

Additional Comments:

Exhibit 5

Veh. #
_____ Mileage _____ Date Started _____ Date Completed _____

Performed By _____

Visual Inspection

_____ Tire Pressure
_____ Glass (window cracks, chips, etc.)
_____ Body Integrity (rust, damage, etc.)
_____ Interior Walk-thru

Fluid Level Check

_____ Oil
_____ Transmission
_____ Fuel
_____ Coolant
_____ Hydraulic (where applicable)
_____ Grease (where applicable)

Start Vehicle

_____ Check Voltage
_____ Check Air Pressure Cut-Out
_____ Check Kneeler
_____ Test Wheel Chair Ramp or Lift
_____ Check Mirrors
_____ Check Front and Rear Doors
_____ Test All Exterior Lamps
_____ Test All Interior Lamps

Road Test

_____ Road Test Vehicle (10 mi. Minimum to charge system and
_____ check all cut-out pressures, indicators, lamps, fluid exchange and transfer, etc.

Notes

_____

_____

_____

Cambria County Transit Authority
FACILITIES MAINTENANCE PLAN

The goals and objectives of this plan are to ensure the safety and comfort of CamTran employees and maintain building equipment with regular inspections and repairs. It is also CamTran's objective to perform 100% of the PM'S on time. The Buildings and Grounds staff works with the Safety Committee to inspect identify and respond to any and all Safety Recommendations.

Date	Revision	Description of Change(s)
8/1/2016	Don Gibson	Review and update of entire document
2/19/2018	Don Gibson	Review and update of entire document
1/19/2019	Don Gibson	Review and update of entire document
1/23/2020	Don Gibson	Review and update of entire document
5/12/2021	Don Gibson	Review and update of entire document
12/13/2021	Daymond Powell	Review and update of entire document

Table of Contents

Appendices

CAMTRAN FACILITY PLAN

CAMTRAN FACILITIES

The Cambria County Transit Authority (CamTran) oversees the following Facilities:

- CamTran Urban Operations/Maintenance/Administration
  502 Maple Ave, Johnstown.

- CamTran + Rural Operations/Maintenance /Administration located at 1226 North Center St, Ebensburg PA

- CamTran Transit Center at 551 Main St, Johnstown PA.

- The Johnstown Inclined Plane, 711 Edge Hill Drive, Johnstown.

MISSION CRITICAL EQUIPMENT

Mission Critical Equipment is designated in all the facilities that CamTran maintains, operates and inspects. A Mission Critical system is a system that is essential to the operation of the facility. When a mission critical system fails or is interrupted, our facilities and patrons are significantly impacted. **All mission critical systems are highlighted in bold on all inspection check - off sheets**.

COMPRESSED NATURAL GAS (CNG)

In 2017, through PennDOT's P3 Public Private CNG Fueling Station Project became the first CNG fueling station in this P3 Program to go online. CamTran in 2017 has become a recipient of a PennDOT CNG filling station. These stations are located on CamTran property but are being maintained and serviced by Trillium CNG.

PREVENTATIVE MAINTENANCE PLAN AND ASSET MANAGEMENT

Facilities staff and or outside contractors maintain the inspections at all four of the CamTran owned facilities. Inspections are broken down into Annual, Semi-Annual, Quarterly and Monthly frequencies. ADA Requirements and Mission Critical Equipment are also addressed. Any damage or maintenance concerns are reported to the Manager of Facilities or Director of Maintenance for scheduling of repairs. Repairs are performed by either a Facilities Maintenance Staff Member or outside contractor as applicable.

The Asset Management Program in **Fleetnet** is being used for parts and Maintenance scheduling. CamTran Facilities Maintenance Department is currently using handwritten PM Sheets for facilities inspections.

The comprehensive preventative maintenance plan for CamTran is the responsibility of CamTran' s Facilities Staff and outside contractors with specific certification and expertise. Each building has its own individual Preventative Maintenance and Asset Management Plan that is specific for each location. Individual sign off sheets are provided for each category. All sign off sheets and outside contractor work orders kept on file.

Bus shelters are cleaned twice a year. When a shelter is reported to have been damaged, Facilities is sent out immediately to clean up any glass that may be broken and pose a danger to the general public. Bus shelter repairs are performed by Facilities. The Appendices on the following pages outline the individual Preventative Maintenance and Asset Management Plan that is specific for each location, as well as the Individual sign off sheets used to document the inspection and preventive maintenance efforts.

FACILITY MAINTENANCE PLAN URBAN PREVENTITIVE MAINTENANCE
502 Maple Ave.
Johnstown, Pa. 15901

Description	Responsibility	PM Frequency	Allowance	Accountable Person (Scheduling and Documentation)
Steam Cleaning and Front Parking Lot Sumps	Certified Insp.	Annually	2 weeks	Facilities Supervisor
Fire Extinguisher	Certified Insp.	Annually	2 weeks	Director of Maintenance
Fire Suppression Systems	Certified Insp.	Annually	2 weeks	Facilities Supervisor
Bus Wash Sump	Certified Insp.	Annually	2 weeks	Director of Maintenance
*** Garage Lifts ***	Certified Insp.	Annually	2 weeks	Director of Maintenance
Air Compressors	In House	Annually	2 weeks	Director of Maintenance
Fuel Pump	In House	Annually	2 weeks	Director of Maintenance
Above Ground Fuel Tanks Gas/Diesel	In-House	Monthly	2 weeks	Director of Maintenance
Emergency Generator	Certified Insp.	Semi Annual	2 weeks	Director of Maintenance
Emergency Generator Fuel Tank	In-House	Semi Annual	2 weeks	Director of Maintenance
HVAC Ceiling Vents	In-House	Monthly	1 week	Facilities Supervisor
Roof, Roof Drains, Gutters	In-House	Monthly	1 week	Facilities Supervisor
Outside Faucets/Plumbing Fixtures/Janitor Closets	In-House	Monthly	1 week	Facilities Supervisor
HVAC System	Contractor	Quarterly	1 week	Director of Maintenance
Fire Extinguishers	In-House	Monthly	1 week	Facilities Supervisor
Exit Signs	In-House	Quarterly	1 week	Facilities Supervisor
Fuel Pump (Filters)	In-House	As Needed	1 week	Director of Maintenance
Eye Wash Stations	In-House	Monthly	1 week	Facilities Supervisor
Fare Box Room Cleaning	In-House	Monthly	1 week	Facilities Supervisor
Fare Box Room Corridor Cleaning	In-House	Monthly	1 week	Facilities Supervisor
Bus Maintenance Steam Cleaning Area Walls	In-House	Monthly	1 week	Facilities Supervisor
Bus Wash Walls	In-House	Monthly	1 week	Facilities Supervisor
Floor/Parking Lot Drains	In-House	Monthly	1 week	Facilities Supervisor
Overhead Doors	In-House	Monthly	1 week	Facilities Supervisor
Parking Lot Vehicle Gates	In-House	Quarterly	1 week	Facilities Supervisor
Bus Wash System	In-House	Quarterly	1 week	Facilities Supervisor
Bus Shelter Cleaning	In-House	Semi-Annually	1 week	Facilities Supervisor

Fuel Pump (Operator and Sumps)	Electronic Monitor	24/7	N/A	N/A
Description	**Responsibility**	**PM Frequency**	**Allowance**	**Accountable Person (Scheduling and Documentation)**
Inspect Tank Alarm System	Electronic Monitor	24/7	N/A	N/A
Security Systems	Electronic Monitor	24/7	N/A	N/A
ADA Ramp	In-House	Monthly	1 week	Facilities Supervisor
Light Lens Cleaning	In-House	Quarterly	1 week	Facilities Supervisor
Elevator Inspection	Contractor	Monthly	1 week	Facilities Supervisor
ITEMS IN BOLD INDICATE MISSION CRITICAL EQUIPMENT				

FACILITY MAINTENANCE PLAN RURAL PREVENTITIVE MAINTENANCE				
1226 North Central St.				
Ebensburg, Pa. 15931				
Description	**Responsibility**	**PM Frequency**	**Allowance**	**Accountable person (scheduling and Documentation)**
Bus Wash Sump	Certified Insp.	Annually	2 weeks	Rural Facility Parts Manager
Fire Extinguisher	Certified Insp.	Annually	2 weeks	Rural Facility Parts Manager
Garage Lifts	Certified Insp.	Annually	2 weeks	Rural Facility Parts Manager
Air Compressors	In-House	Annually	2 weeks	Rural Facility Parts Manager
Emergency Generators	Certified Insp.	Annually	2 weeks	Rural Facility Parts Manager
Above Ground Fuel Tanks Gas/Diesel	Certified Insp.	Current Certificate	2 weeks	Rural Facility Parts Manager
HVAC Ceiling Vents	In-House	Monthly	2 weeks	Facilities Supervisor
Exterior (Roof, Siding, Gutters, Windows)	In-House	Monthly	2 weeks	Facilities Supervisor
HVAC System	Outside Contractor	Semi-Annually	2 weeks	Rural Facility Parts Manager
Fire Extinguishers	In-House	Monthly	1 week	Facilities Supervisor
Outside Faucets/Janitorial Closets	In-House	Monthly	1 week	Facilities Supervisor
Overhead Doors	In-House	Monthly	1 week	Facilities Supervisor
Bus Wash System	In-House	Quarterly	1 week	Facilities Supervisor
Bus Shelter and Bench Cleaning	In-House	Semi-Annually	1 week	Facilities Supervisor
Exit Signs	In-House	Quarterly	1 week	Facilities Supervisor
Security Systems	Electronic Monitor	24/7	N/A	N/A
Eye Wash Stations	In-House	Monthly	1 week	Facilities Supervisor
Floor/Parking Lot Drains	In-House	Monthly	1 week	Facilities Supervisor
Emergency Floodlights	In-House	Monthly	1 week	Facilities Supervisor
ADA Requirements				
ADA Door Openers/Signage	In-House	Monthly	1 week	Facilities Supervisor
ITEMS IN BOLD INDICATE MISSION CRITICAL EQUIPMENT				

FACILITY MAINTENANCE PLAN TRANSIT CENTER PREVENTITIVE MAINTENANCE
551 Main Street (Transit Center)
Johnstown, Pa. 15901

Description	Responsibility	PM Frequency	Allowance	Accountable Person (Scheduling and Documentation)
Fire Extinguishers	Certified Insp.	Annually	2 weeks	Facilities Supervisor
HVAC	Contractor	Semi-annual	2 weeks	Facilities Supervisor
HVAC Ceiling Vents	In House	Monthly	1 week	Facilities Supervisor
Emergency Floodlights	In-House	Monthly	1 week	Facilities Supervisor
Benches	In-House	Monthly	1 week	Facilities Supervisor
Fire Extinguishers	In-House	Monthly	1 week	Facilities Supervisor
Outside Faucets	In-House	Monthly	1 week	Facilities Supervisor
Exit Signs	In-House	Quarterly	1 week	Facilities Supervisor
Security Systems	Electronic monitoring	HVAC Ceiling Vents	In-House	N/A
ADA Requirements				
ADA Signage	In-House	Monthly	1 week	Facilities Supervisor
ADA Electronic Doorways	In-House	Monthly	1 week	Facilities Supervisor
ADA Door Openers	In-House	Monthly	1 week	Facilities Supervisor
ITEMS IN BOLD INDICATE MISSION CRITICAL EQUIPMENT				

FACILITY MAINTENANCE PLAN INCLINED PLANE PREVENTITIVE MAINTENANCE
711 Edge Hill Rd. (Incline Plane)
Johnstown, Pa. 15905

Description	Responsibility	PM Frequency	Allowance	Accountable Person (Scheduling and Documentation)
Fire Extinguisher	Certified Insp.	Annually	2 weeks	Facilities Supervisor
HVAC	Contractor	Semi-Annual	2 weeks	Facilities Supervisor
Exterior (Roof, siding, gutters)	In-House	Monthly	2 weeks	Facilities Supervisor
HVAC Ceiling Vents	In-House	Quarterly	2 weeks	Facilities Supervisor
Inclined Plane Flag	In-House	Quarterly	2 weeks	Facilities Supervisor
Fire Extinguishers	In-House	Monthly	2 weeks	Facilities Supervisor
Picnic Table and Benches	In-House	Monthly	1 week	Facilities Supervisor
Outside faucets	In-House	Monthly	1 week	Facilities Supervisor
Emergency Floodlights	In-House	Quarterly	1 week	Facilities Supervisor
Exit Signs	In-House	Quarterly	1 week	Facilities Supervisor
Grounds Inspection	In-House	Quarterly	1 week	Facilities Supervisor
Clocks	In-House	Monthly	1 week	Facilities Supervisor
Security system	In-House	Monthly	1 week	Facilities Supervisor
Bench Grinder Steady Rest Gap	In-House	Monthly	1 week	Facilities Supervisor
Lubrication of facility gates	In-House	Monthly	1 week	Facilities Supervisor
Gas Cylinders	In-House	Monthly	1 week	Facilities Supervisor
Security system	Electronic Monitoring	24/7	N/A	N/A
ADA Requirements				
ADA Signage	In-House	Monthly	1 week	Facilities Supervisor
ADA Ramp	In-House	Monthly	1 week	Facilities Supervisor
ITEMS IN BOLD INDICATE MISSION CRITICAL EQUIPMENT				

APPENDIX E - FACILITY MAINTENANCE PLAN INSPECTIONS			
Employee #	**Date**	**Employee #**	**Date**

Appendix F: Replacement Schedule

Replacement Schedule		
Category	**Class**	**Description**
Rolling Sock	**Buses**	Buses have an ESL of 12 years/ 500,000 miles. As per the state initiative and expansion of Compressed Natural Gas (CNG) CPTA is striving to replace diesel and hybrid diesel assets with CNG-equipped fleet
	Cutaways	Light-duty buses less than 30 feet in length have an ESL of 5 years/150,000 miles
	Vans	Vans have an ESL of 4 years/100,000 miles
	Incline Plane	Incline Planes have and ESL of 25 years
Equipment	**Service Vehicles** (*Automobiles*)	Automobiles have an ESL of 8 years/100,000 miles
	Service Vehicles (Trucks & Other Rubber Tire Vehicles)	Trucks & Other Rubber Tire Vehicles have an ESL of 4 years/100,000 miles
	Equipment (non- vehicles)	Replaced as per manufacturer recommendations
Facilities	**Admin/Maintenance Facilities**	Replacement, expansion, or disposition of facilities is consistent with the guidance of FTA C 5010.1E and is planned out several years in advance
	Passenger Facilities	Replacement, expansion, or disposition of facilities is consistent FTA guidelines and is planned out several years in advance

Appendix G: Project-Based Prioritization

Agency	FY	Project Name	Title	SOGR	Asset Count	Project Type	Cost	Scenario	Scenario Status	Create Date	Last Modified Date
CCTA	23-24	6013	Bus: Revenue Rolling Stock: Purchase - Replacement project	Yes	7	Replacement	2194031	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
CCTA	23-24	6015	Bus: Revenue Rolling Stock: Purchase - Replacement project	Yes	1	Replacement	552445	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
CCTA	23-24	6018	Rail: Revenue Rolling Stock: Purchase - Replacement project	Yes	2	Replacement	0	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
CCTA	23-24	6027	Bus: Support Facilities and Equipment: Acquisition project	Yes	7	Replacement	236002	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
CCTA	23-24	6028	Bus: Support Facilities and Equipment: Acquisition project	Yes	2	Replacement	128128	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
CCTA	23-24	6032	Bus: Support Facilities and Equipment: Acquisition project	Yes	14	Replacement	91426	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
CCTA	23-24	6037	Bus: Support Facilities and Equipment: Acquisition project	Yes	9	Replacement	31034	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
CCTA	23-24	6040	Bus: Support Facilities and Equipment: Acquisition project	Yes	9	Replacement	24831	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
CCTA	23-24	6041	Bus: Support Facilities and Equipment: Acquisition project	Yes	4	Replacement	267840	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
CCTA	23-24	6043	Bus: Station Stops/Terminals: Acquisition project	Yes	72	Replacement	654651	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
CCTA	23-24	6044	Bus: Signal & Communication: Acquisition project	Yes	4	Replacement	11769	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
CCTA	23-24	6047	Bus: Station Stops/Terminals: Acquisition project	Yes	1	Replacement	488720	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
CCTA	23-24	6048	Bus: Station Stops/Terminals: Acquisition project	Yes	3	Replacement	20741	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
CCTA	23-24	6077	Bus: Revenue Rolling Stock: Purchase - Replacement project	Yes	2	Replacement	883448	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
CCTA	23-24	265	Bus: Station Stops/Terminals: Acquisition project	Yes	14		26606	CCTA SOGR	Unconstrained Plan	11/19/2021	11/19/2021
CCTA	23-24	332	Bus: Revenue Rolling Stock: Purchase - Replacement project	Yes	10		4201585	CCTA SOGR	Unconstrained Plan	02/09/2022	02/09/2022
CCTA	23-24	333	Bus: Revenue Rolling Stock: Purchase - Replacement project	Yes	7		2194031	CCTA SOGR	Unconstrained Plan	02/09/2022	02/09/2022
CCTA	23-24	334	Bus: Revenue Rolling Stock: Purchase - Replacement project	Yes	1		677303	CCTA SOGR	Unconstrained Plan	02/09/2022	02/09/2022
CCTA	23-24	335	Bus: Revenue Rolling Stock: Purchase - Replacement project	Yes	19		3195082	CCTA SOGR	Unconstrained Plan	02/09/2022	02/09/2022
CCTA	23-24	336	Bus: Revenue Rolling Stock: Purchase - Replacement project	Yes	5		533341	CCTA SOGR	Unconstrained Plan	02/09/2022	02/09/2022
CCTA	23-24	338	Rail: Revenue Rolling Stock: Purchase - Replacement project	Yes	2		0	CCTA SOGR	Unconstrained Plan	02/09/2022	02/09/2022
CCTA	23-24	348	Bus: Support Facilities and Equipment: Acquisition project	Yes	8		276959	CCTA SOGR	Unconstrained Plan	02/09/2022	02/09/2022
CCTA	23-24	349	Bus: Support Facilities and Equipment: Acquisition project	Yes	2		128128	CCTA SOGR	Unconstrained Plan	02/09/2022	02/09/2022
CCTA	23-24	353	Bus: Support Facilities and Equipment: Acquisition project	Yes	14		91426	CCTA SOGR	Unconstrained Plan	02/09/2022	02/09/2022
CCTA	23-24	358	Bus: Support Facilities and Equipment: Acquisition project	Yes	9		31034	CCTA SOGR	Unconstrained Plan	02/09/2022	02/09/2022
CCTA	23-24	361	Bus: Support Facilities and Equipment: Acquisition project	Yes	9		24831	CCTA SOGR	Unconstrained Plan	02/09/2022	02/09/2022

CCTA	23-24	362	Bus: Support Facilities and Equipment: Acquisition project	Yes	4		267840	CCTA SOGR	Unconstrained Plan	02/09/2022	02/09/2022
CCTA	23-24	364	Bus: Station Stops/Terminals: Acquisition project	Yes	72		654651	CCTA SOGR	Unconstrained Plan	02/09/2022	02/09/2022
CCTA	23-24	365	Bus: Signal & Communication: Acquisition project	Yes	4		11769	CCTA SOGR	Unconstrained Plan	02/09/2022	02/09/2022
CCTA	23-24	366	Bus: Station Stops/Terminals: Acquisition project	Yes	14		26606	CCTA SOGR	Unconstrained Plan	02/09/2022	02/09/2022
CCTA	23-24	368	Bus: Station Stops/Terminals: Acquisition project	Yes	1		488720	CCTA SOGR	Unconstrained Plan	02/09/2022	02/09/2022
CCTA	23-24	369	Bus: Station Stops/Terminals: Acquisition project	Yes	3		20741	CCTA SOGR	Unconstrained Plan	02/09/2022	02/09/2022
CCTA	23-24	6045	Bus: Station Stops/Terminals: Acquisition project	Yes	14	Replacement	26606	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
CCTA	24-25	258	Bus: Support Facilities and Equipment: Acquisition project	Yes	17		27315	CCTA SOGR	Unconstrained Plan	11/19/2021	11/19/2021
CCTA	24-25	269	Bus: Station Stops/Terminals: Acquisition project	Yes	3		6477	CCTA SOGR	Unconstrained Plan	11/19/2021	11/19/2021
CCTA	24-25	271	Bus: Support Facilities and Equipment: Acquisition project	Yes	2		20354	CCTA SOGR	Unconstrained Plan	11/19/2021	11/19/2021
CCTA	24-25	342	Bus: Revenue Rolling Stock: Purchase - Replacement project	Yes	9		737991	CCTA SOGR	Unconstrained Plan	02/09/2022	02/09/2022
CCTA	24-25	343	Bus: Revenue Rolling Stock: Purchase - Replacement project	Yes	2		1262666	CCTA SOGR	Unconstrained Plan	02/09/2022	02/09/2022
CCTA	24-25	354	Bus: Support Facilities and Equipment: Acquisition project	Yes	17		27315	CCTA SOGR	Unconstrained Plan	02/09/2022	02/09/2022
CCTA	24-25	373	Bus: Station Stops/Terminals: Acquisition project	Yes	3		6477	CCTA SOGR	Unconstrained Plan	02/09/2022	02/09/2022
CCTA	24-25	394	Bus: Support Facilities and Equipment: Acquisition project	Yes	2		20354	CCTA SOGR	Unconstrained Plan	02/09/2022	02/09/2022
CCTA	24-25	6012	Bus: Revenue Rolling Stock: Purchase - Replacement project	Yes	7	Replacement	2980729	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
CCTA	24-25	6014	Bus: Revenue Rolling Stock: Purchase - Replacement project	Yes	1	Replacement	684753	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
CCTA	24-25	6016	Bus: Revenue Rolling Stock: Purchase - Replacement project	Yes	13	Replacement	1192982	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
CCTA	24-25	6020	Bus: Revenue Rolling Stock: Purchase - Replacement project	Yes	20	Replacement	3934368	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
CCTA	24-25	6033	Bus: Support Facilities and Equipment: Acquisition project	Yes	17	Replacement	27315	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
CCTA	24-25	6052	Bus: Station Stops/Terminals: Acquisition project	Yes	3	Replacement	6477	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
CCTA	24-25	6073	Bus: Support Facilities and Equipment: Acquisition project	Yes	2	Replacement	20354	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
CCTA	25-26	259	Bus: Support Facilities and Equipment: Acquisition project	Yes	1		144	CCTA SOGR	Unconstrained Plan	11/19/2021	11/19/2021
CCTA	25-26	266	Bus: Station Stops/Terminals: Acquisition project	Yes	2		16954	CCTA SOGR	Unconstrained Plan	11/19/2021	11/19/2021
CCTA	25-26	270	Bus: Station Stops/Terminals: Acquisition project	Yes	8		42084	CCTA SOGR	Unconstrained Plan	11/19/2021	11/19/2021
CCTA	25-26	344	Bus: Revenue Rolling Stock: Purchase - Replacement project	Yes	3		2004766	CCTA SOGR	Unconstrained Plan	02/09/2022	02/09/2022
CCTA	25-26	355	Bus: Support Facilities and Equipment: Acquisition project	Yes	1		144	CCTA SOGR	Unconstrained Plan	02/09/2022	02/09/2022
CCTA	25-26	367	Bus: Station Stops/Terminals: Acquisition project	Yes	2		16954	CCTA SOGR	Unconstrained Plan	02/09/2022	02/09/2022

CCTA	25-26	378	Bus: Station Stops/Terminals: Acquisition project	Yes	8		42084	CCTA SOGR	Unconstrained Plan	02/09/2022	02/09/2022
CCTA	25-26	6023	Bus: Revenue Rolling Stock: Purchase - Replacement project	Yes	3	Replacement	2004766	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
CCTA	25-26	6034	Bus: Support Facilities and Equipment: Acquisition project	Yes	1	Replacement	144	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
CCTA	25-26	6046	Bus: Station Stops/Terminals: Acquisition project	Yes	2	Replacement	16954	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
CCTA	25-26	6057	Bus: Station Stops/Terminals: Acquisition project	Yes	8	Replacement	42084	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
CCTA	26-27	350	Bus: Support Facilities and Equipment: Acquisition project	Yes	1		24417	CCTA SOGR	Unconstrained Plan	02/09/2022	02/09/2022
CCTA	26-27	359	Bus: Support Facilities and Equipment: Acquisition project	Yes	2		0	CCTA SOGR	Unconstrained Plan	02/09/2022	02/09/2022
CCTA	26-27	363	Bus: Support Facilities and Equipment: Acquisition project	Yes	2		8771	CCTA SOGR	Unconstrained Plan	02/09/2022	02/09/2022
CCTA	26-27	388	Bus: Station Stops/Terminals: Acquisition project	Yes	7		32827	CCTA SOGR	Unconstrained Plan	02/09/2022	02/09/2022
CCTA	26-27	6029	Bus: Support Facilities and Equipment: Acquisition project	Yes	1	Replacement	24417	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
CCTA	26-27	6038	Bus: Support Facilities and Equipment: Acquisition project	Yes	2	Replacement	0	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
CCTA	26-27	6042	Bus: Support Facilities and Equipment: Acquisition project	Yes	30	Replacement	25524	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022
CCTA	26-27	6067	Bus: Station Stops/Terminals: Acquisition project	Yes	7	Replacement	32827	CCTA SOGR 22-23 to 33-34	Closed	07/25/2022	07/25/2022

Appendix I: Acronyms

AADT .... Annual Average Daily Traffic

ACS ..... American Community Survey (U.S. Census Bureau)

ADA ..... Americans with Disabilities Act of 1990

ADT ..... Average Daily Traffic

AFC..... Alternative Fuels Corridor

AQ ..... Air Quality

ARC..... Appalachian Regional Commission

ATV..... All-Terrain Vehicle

BAMS ... Bridge Asset Management System

BIL ..... Bipartisan Infrastructure Law

BMP .... Best Management Practice

BOF..... Bridge Off-System Funding

BPN ..... Business Plan Network

BRIP..... Bridge Formula Investment Program

CCPC .... Cambria County Planning Commission

CCCRA... Cambria County Conservation & Recreation Authority

CMAQ ... Congestion Mitigation and Air Quality

CCMPO .. Cambria County Metropolitan Planning Organization

CNG ..... Compressed Natural Gas

CRP..... Carbon Reduction Program

CRFC .... Critical Rural Freight Corridors

CSA..... Combined Statistical Area

CSXT .... CSX Transportation

CUFC .... Critical Urban Freight Corridors

DVMT.... Daily Vehicle-Miles Traveled

EJ ..... Environmental Justice

EV..... Electric Vehicle

FAA ..... Federal Aviation Administration

FAST .... Fixing America's Surface Transportation Act

FFY ..... Federal Fiscal Year

FHWA ... Federal Highway Administration

HSIP .... Highway Safety Improvement Program

ICM..... Integrated Corridor Management

IRI ..... International Roughness Index

ITS..... Intelligent Transportation Systems

JST ..... John Murtha Johnstown–Cambria County Airport

LCP..... Local Coordinated Plan

LLCC..... Lowest Life-Cycle Cost

LOTTR ... Level of Travel Time Reliability

LQ..... Location Quotient

LRTP .... Long-Range Transportation Plan

LVRJ ..... Lehigh Valley Railroad Johnstown

MAP-21 .. Moving Ahead for Progress in the 21st Century Act

MPO .... Metropolitan Planning Organization

MSA ..... Metropolitan Statistical Area

NAICS ... North American Industry Classification System

NHFP .... National Highway Freight Program

NHPP ... National Highway Performance Program

NHS ..... National Highway System

NS..... Norfolk Southern

NWI ..... National Wetlands Inventory

OPI ..... Overall Pavement Index

PA ..... Pennsylvania

PAMS ... Pavement Asset Management System

PennDOT Pennsylvania Department of Transportation

PNDI .... Pennsylvania Natural Diversity Inventory

RAISE.... Rebuilding American Infrastructure with Sustainability and Equity Grant Program

RJCP..... R.J. Corman Railroad/Pennsylvania Lines

ROP ..... Regional Operations Plan

RPO ..... Rural Planning Organization

SPC..... Southwestern Pennsylvania Commission

SR..... State Route

STC ..... State Transportation Commission

STP ..... Surface Transportation Program

TIP ..... Transportation Improvement Program

TMDL ... Total Maximum Daily Load

TSMO ... Transportation System Management & Operations

TYP ..... 12-Year Program

UAV..... Unmanned Aerial Vehicle

USDOT... United States Department of Transportation

VRU ..... Vulnerable Roadway Users