

**MINUTES**  
**CAMBRIA COUNTY METROPOLITAN PLANNING ORGANIZATION**  
**COMBINED MEETING OF THE TECHNICAL AND COORDINATING**  
**COMMITTEES**  
**JULY 30, 2025**

A meeting of the Cambria County Metropolitan Planning Organization Technical and Coordinating Committees was held on Wednesday, July 30, 2025 at 1:30 PM. The meeting was held at the Cambria County Transit Authority office, 502 Maple Avenue, Johnstown.

Coordinating Committee

Vince Greenland	PennDOT District 9, District Executive	Present
Kim Morley (sub for Rose Lucey-Noll)		Present
Dean Roberts (sub for Kristen Mulkerin)	Cambria County Transit Auth.	Present
	Deputy Secretary for Planning, PennDOT	
Keith Rager	Cambria County Commissioner	Present
Ron Rovansek	Cambria County Planning Comm.	Present
Art Martynuska	City Manager, City of Johnstown	Present
Cory Cree	Johnstown/ Cambria County Airport Authority	Present
Debra Orner (sub for Amy Bradley)		Present
	Regional Transportation Comm. President and CEO, Regional COC	
Doug Tusing	Borough Representative: North	Present
Paul Pioli	Township Representative: South	Present

Technical Committee

Dean Roberts	PennDOT Program Center	Present
Jim Pruss	Assistant District Executive	Present
John Rutledge	Director of Planning, Community And Economic Development, City of Johnstown	
Jacob Zerby	Cambria County Planning Comm.	Present
Clifford Kitner	Cambria County Conservation And Recreation Authority	Present
Cory Cree	Johnstown/ Cambria County Airport Authority	Present
Kimberly Morley	Cambria County Transit Auth.	Present
Debra Orner (sub for Amy Bradley)		Present
	Regional Transportation Comm. President and CEO, Regional COC	

Dr. Robert Callahan	Borough Representative South	Absent
Open Position	Township Representative North	-
Open Position	Cambria County Planning Comm.	-

#### Guests

Michael Capriotti	Manager, City of Johnstown
Anne Stich	PennDOT District 9 Transportation Planning Manager
Jaclyn Himmelwright	PennDOT District 9 Planning Program Supervisor
Ross Buchan	Director of Highway, Larson Design Group
Jeff Cramer	Interim President of JARI
Thomas Chernisky	Cambria County Commissioner
Angela Watson	PennDOT Director of Rail, Freight, Ports and Waterways

### **CALL TO ORDER:**

The meeting was called to order by Mr. Greenland, (PennDOT District 9-0).

- I. Roll Call: (CCPC)  
Mr. Zerby, (Cambria County Planning Commission), polled the members present.
- II. Public Comment: The staff was complimented on their work with the last snowfall.

### **ACTION ITEMS:**

### **APPROVAL OF MINUTES OF THE COMBINED TECHNICAL AND COORDINATING COMMITTEES FOR MEETING ON JANUARY 29, 2025:**

Mr. Roberts made a motion that the minutes be approved. The motion was seconded by Mr. Tusing and passed unanimously.

### **VOTE TO APPROVE MANAGEMENT ACTION (DISTRICT)**

Ms. Stich discussed changes to the 2025 TIP, which did not require a vote. She stated a vote would be needed for the two bridges on PA 160 outside of Sidman, near railroad tracks and Sheetz. The estimates for construction were lower than expected, so to better utilize funds, the proposal is to federalize the state funded project that will remove additional surplus state funds up to the reserve line items. Current estimates for the two projects are \$1.3 million and \$1.6 million. The federal Bridge Improvement Program funds can be used on bridges over 20 feet in length, and there are no restrictions on the route being a federal route. Ms. Stich proposed to use 100 percent federal funds for both projects.

Mr. Greenland then asked for a motion.

Mr. Cree made the motion to approve the Management Action. The motion was seconded by Mr. Tusing. The motion passed. There was one opposed.

## **DISCUSSION ITEMS:**

### **PRESENTATION ON PENNDOT PROJECTS IN CAMBRIA COUNTY**

Jim Pruss, Assistant District Executive, PennDOT District 9-0, reviewed active construction projects and projects for design in Cambria County.

The Level Road Bridge Project on route 2019 over U.S. 22 is proceeding. The contractor for the project is Charles J. Merlo, Inc., and the budget is approximately \$4 million. There were issues with the bridge superstructure as well as substandard under-clearance. The project will be fixing the issues. There has been a 6.5-mile detour in place since the beginning of the project. Currently, the superstructures have been removed, beams have been replaced, and the deck pans are in place. The next step will be to pour the deck. The anticipated reopening is October 2025.

The Johnstown Expressway project encompasses about five miles of Route 56. The contractor for the project is Quaker Sales Corporation, and the budget is approximately \$15 million. Most of the work involved is resurfacing through reconstruction using crack and seat pavement, drainage and guide rail updates. A key point of the project will be connecting the Geistown/Dale exit and Widman Street exit, thereby reducing maneuvers in and out of Route 56. The longer acceleration and deceleration lane created by the connection will also help to improve road safety. At this time, the latex work has been completed on the six bridges, and paving is in progress. Work on auxiliary ramps will begin in August 2025 with a target completion in November 2025.

Along Route 219 from Sunset Road to Nixon Avenue, the project included resurfacing as well as safety and mobility improvements. The contractor for the project is Quaker Sales Corporation, and the budget is approximately \$5.5 million. The improvements have been completed at Ditter's Curve. Milling and paving is set to start back up in August with a target completion in Fall 2025.

Mr. Pruss noted there have been safety improvements at various locations in Cambria County. The contractor for the project is HRI, Inc. and the budget is approximately \$3.3 million. Two recently completed areas are at the interchange of Scalp Avenue and Route 219 and the interchange of Route 56 and Route 219 just South of the Galleria Exit. The improvements include a high friction surface treatment, which increases road friction and assists with preventing crashes. There are additional locations planned.

The Three Bridge Combo project is a bridge preservation project involving three locally owned bridges, not PennDOT structures. The contractor for the project is Cottle's Asphalt, and the budget is approximately \$800,000. Because the scope of work for the three bridges is the same, it is more cost-effective to run all three at the same time. Work on the Jackson Street Bridge in Gallitzin Borough is expected to be completed in October 2025. The Oak Street Bridge in South Fork Borough will have the dam poured on August 5, 2025, with the detour being lifted by August 20, 2025. The Marra Road Bridge

in Dean Township has had concrete work completed, approaches are being paved. and the bridge is expected to reopen the second week of August 2025.

The Southern Alleghenies High Friction Surface Treatment project is a district-wide safety project, which looks for areas that may be improved by the high friction surface treatment. The contractor for the project is RAM Construction Services of Michigan, Inc., and the budget is approximately \$4 million. Mr. Pruss gave an example of one location outside of Ebensburg that will be completed in 2025.

The Signal Improvements project will improve traffic flow at eight intersections in Cambria County with locations in Northern Cambria and Richland Township. The contractor for the project is Dixon Electric, Inc., and the budget is approximately \$800,000. The signal work has been completed at all eight intersections. Pavement markings need to be updated.

The Route 3007-T-377 to Route 56 project or D Street project is a comprehensive project encompassing resurfacing, culvert work, slope repair, retaining wall replacement, and sidewalk construction. The contractor for the project is HRI, Inc., and the budget is approximately \$3 million. There is a six-and-a-half-mile detour in place. He added PennDOT tries to coordinate with utility companies in the area. The culvert work is complete for the project. He noted sidewalk construction in the area is being scheduled around events at the ball fields. The slope repair, drainage work, and retaining wall are all being worked on.

The scope of the Cooney Road Bridge project over U.S. 22 is the same as the Level Road Bridge Project. The contractor for the project is Plum Contracting, Inc., and the budget is approximately \$2 million. There is a five-and-a-half-mile detour in place. The beams have been set in place and prepping has started for the deck pour. The project is on schedule with the detour expected to lift by October 2025. It was noted coordination efforts between staff at PennDOT 9-0 and the ongoing windmill project in Northern Cambria County allowed for acceleration of the two bridge projects in insure the under-clearance was raised for the equipment being transported for the windmill project.

The Jackson Township Business Park Access project will add a right turn lane on U.S. 22 and add signals at the intersection. The contractor for the project is Plum Contracting, Inc. and the budget is approximately \$1.1 million. The signals will remain flashing for the time being until the business park begins to get tenants and traffic increases. At that time, the signals will be switched over to a pattern. The project is set to start in August 2025 and be completed by the end of 2025.

The Route 219 Bridge Preservation project involves multiple structures for which the slabs and relief joints are curing. The contractor for the project is Gulisek Construction, LLC, and the budget is approximately \$1.2 million. Additionally, due to a recent heat wave, slabs along Route 219 swelled, heaved, and popped up. The slabs have been incorporated into the project for repair. Anticipated completion is September 2025.

Mr. Pruss made note of the Seal Coat Program. There has been constructive criticism recently particularly for the Salix area. He noted most of the capital funds go towards high priority type networks, which is why they seal coat instead of fully repave some areas. He added there have been quality issues with the current supplier. Moving forward, a new supplier will be sought.

There was discussion surrounding Route 22 between 219 and Loretto Road. The question was posed if signs could be posted requiring trucks to stay in the right lane. Discussion ensued surrounding truck traffic in general especially in downtown Ebensburg. Mr. Tusing noted the difficulty surrounding regulating truck traffic in Ebensburg. There was also discussion surrounding the need for diagrammatic signs for non-English speaking drivers.

Mr. Rager asked if the earlier vote to federalize the bridge project would impact the construction timeline. Ms. Stich stated there would be no impact.

### **PRESENTATION OF JOHNSTOWN SWITCHES PROJECT**

Angela Watson, PennDOT Director of Rail, Freight, Ports and Waterways, provided an update on the switches project in Johnstown. PennDOT is supporting Norfolk Southern in order to allow for a second Pennsylvania Amtrak train. She referred Committee Members to a slide presentation showing maps and photographs of the project representing the portion between Harrisburg and Pittsburgh. The Johnstown West portion is a new interlocking that is part of Early Action State Funded Only Projects, which are required to be put in place in order to allow the second Pennsylvanian train to start service. Service is still scheduled to start in October 2026.

Johnstown West is currently the only portion under construction and is the most simplistic portion of the project. Parts of the project will be receiving federal funding through FSP national grants allocated through the Federal Railroad Administration. The different portions of the overall project will proceed on varied schedules and are in various stages of the environmental and design process.

The Johnstown West project is a new interlocking or cross-over for the trains. Currently, trains primarily use the Sang Hollow extension to come into the platform at the station. Trains must move at a slower speed due to track curvature. Trains coming in by way of the Pittsburgh Line, Track 102, can maintain a higher speed. The project will allow trains to utilize both Pittsburgh Line tracks allowing them to come into the station on both platform sides while still maintaining a decent speed and avoiding the slower route.

The total cost of the Johnstown West project is approximately \$5.8 million. Norfolk Southern is working with a third-party contractor, Earthmovers Unlimited. Norfolk Southern's Communications and Signal Group is working on the signal work and will be working on the right-of-way cleanup.

Ms. Watson noted the Advancing PA Rail website will be updated to reflect the current project phase.

### **PRESENTATION OF THE CAMBRIA COUNTY EV CHARGING INFRASTRUCTURE RESULTS**

Jacob Zerby, Transportation Planner, Cambria County Planning Commission, presented the Committees with data from the recent survey on the EV Charging Infrastructure in Cambria County. He reviewed parameters from the survey, noting most responses came from the 30-54 year old bracket and the bulk of the surveys came from people in Ebensburg Borough and Cambria Township.

Mr. Zerby noted most people ranked EV Charging as important. He added there was some misconception at the start of the survey, which may have led some people to think local dollars were going to be used to install infrastructure or that free electricity would be provided at the chargers. He added, based on the results, it seemed as if education is needed to inform the public of the location of EV chargers throughout the county.

The survey showed an overall favorable response to the idea of owning an EV vehicle as well as for increasing the number of charging stations available in Cambria County.

Mr. Cree noted the difference between charging stations in California versus charging stations in Cambria County, particularly with access to charging stations and overall use of EV vehicles. He also stated all the stations in California can be located on Google.

Mr. Zerby shared the Federal Department of Energy has a GIS map showing the locations of all EV charging stations across the county as well as alternative fuel stations. He added for EV chargers, the map gives the exact address, who owns the charger and the fees involved.

Discussion was held regarding where and what kind of charger people would want based on where the surveys indicated. Examples included special chargers for electric bikes near bike trails. It was mentioned out of 160 returned surveys, 132 had given answers to all of the questions.

The question was posed on how the funding for the National Electric Vehicle Infrastructure Program (NEVI) would be affected by cuts to EV funding at the Federal level. Mr. Roberts noted there will still be a statewide program; however, he expected the funds to be rescinded at the Federal level. There is the possibility any funds already allocated will move forward, but anything beyond that will remain on hold.

### **OTHER BUSINESS**

Art Martynuska, City Manager, City of Johnstown, stated he was not sure about the process involved with funding; however, he shared concerns about a bridge in Johnstown. The Dellwood Street Bridge connects two parts of Woodvale and runs across the Norfolk

Southern train line. The bridge currently is a Priority One but is scheduled for inspection in August. As a Priority one, it is inspected every six months.

His concern is if the bridge is lowered to a Priority Zero, the bridge could potentially be closed. A bridge closure would mean emergency vehicles would need to take an alternate route, which adds approximately 17 minutes to the response time of a firetruck. He described the alternate route for the Committees.

He stated engineers had looked at the bridge and estimated around \$850,000 to stabilize the bridge or \$1.2 million to repair the bridge. He questioned if the Bridge Investment Program would potentially be an avenue for funding. Mr. Greenland explained the 2025/2026 TIP is already set in place, but the planning cycle for 2026/2027 is beginning. Mr. Greenland also explained the funding cycle for federal funds.

Mr. Martynuska added his office has also contacted Senator McCormick to see if his office could find funding for the bridge. It has yet to be determined if the project would be funded and from what source the funds would come from.

Possible temporary fixes such as weight restrictions or blocking non-emergency traffic were discussed if the bridge were deemed an emergency.

Cliff Kitner, Bicycle and Pedestrian Representative, Cambria County Conservation and Recreation Authority briefly shared there was a vulnerable user study. As a result of the study, there will be funds available for projects district wide which can include signalization and improving pedestrian crossings. He noted he does not know how much money may become available but if anyone had suggestions for projects, funding might be available.

### **ADJOURNMENT:**

Mr. Greenland asked for a motion to adjourn. The motion was made by Mr. Cree.

There being no further business to discuss, the meeting was adjourned at 2:48 p.m.