

System Performance Report for the Cambria County 2027-2030 Transportation Improvement Program

The purpose of the System Performance Report is to describe the progress made toward meeting performance-based planning and programming national and state performance measures and targets with the projects in the 2027-2030 Transportation Improvement Program.

The Moving Ahead for Progress in the 21st Century Act of 2012 (MAP-21) established performance-based planning and programming by using system information to make investment and policy decisions to achieve national performance goals and optimize investments. To conform to Code of Federal Regulations (23 CFR 490), Pennsylvania has established targets to meet the National Performance Management Measures.

The Metropolitan Planning and Rural Planning Organizations in PA have adopted the statewide targets to track their progress on meeting the following MAP-21 performance measures.

- PM1 – measures of safety performance
- PM2 – measures for the condition of National Highway System (NHS) pavements, Interstate pavements, and bridges carrying the NHS
- PM3 – measures for the performance of the NHS, freight movement on the Interstate, and the CMAQ Program.

Analysis of the progress towards meeting the statewide targets.

Safety Performance Measures (PM 1) are applied to *all public roads* and includes the following measures:

- 1) Number of fatalities
- 2) Rate of fatalities per 100 million vehicle miles travelled
- 3) Number of serious injuries
- 4) Rate of serious injuries per 100 million vehicle miles travelled
- 5) Number of non-motorized fatalities and serious injuries.

PennDOT and the Cambria County MPO have continued efforts to ensure that projects in the 2027 Transportation Program and 2025-2050 long range plan work toward meeting the statewide safety targets.

PennDOT's Strategic Highway Safety Plan (SHSP) serves as a blueprint to reduce fatalities and serious injuries on Pennsylvania roadways and targets 18 Safety Focus Areas (SFAs) that have the most influence on improving highway safety throughout the state. Within the SHSP, PennDOT identifies three key emphasis areas to improve safety – impaired driving, lane departure crashes, and pedestrian safety.

The SHSP provides feedback on progress towards meeting performance measures targets for safety that helps to evaluate the impacts of past safety investments and can guide future planning goals and strategy assessments.

The Cambria County MPO has agreed to support the state's reduction in safety targets for fatalities by 2% annually and to maintain the level of suspected serious injuries. The latest PM-1 Safety Report prepared by PennDOT includes data on Cambria County roadways in the form of 5-year Rolling Averages shown in the table below:

PERFORMANCE MEASURES TARGETS (PM-1)

Cambria MPO

Performance Measure	5-year Rolling Averages		
	Previous Target (2020-2024)	Actual (2020-2024)	Current Target (2021-2025)
Number of Fatalities	9.9	10.8	13.2
Fatality Rate	0.988	1.099	1.308
Number of Serious Injuries	47.8	44.8	50.8
Serious Injury Rate	4.771	4.559	5.033
Number of Non-motorized Fatalities and Serious Injuries	5.7	5.0	4.6

*Future VMT Estimate to hold level over next few years

Part of the MPO's strategy to meet the statewide safety targets is to focus on low cost and high value improvements such as high friction surfaces, rumble strips, reflective pavement markers, and intersection and safety corridor improvements recommended in planning and safety studies and feedback from PennDOT Connects.

A letter from the Department of November 4, 2025, stated that preliminary data indicate Pennsylvania did not meet the 2024 safety targets and will be subject to the provisions of 23 U.S.C. § 148 (i). As a result, the code requires the Department to submit an implementation plan that identifies gaps, develops strategies, action steps and best practices, and includes a financial and performance review of all HSIP funded projects by June 30, 2026. The letter also states that PennDOT will be required to obligate in FFY 2027 an amount equal to the FFY 2023 HSIP apportionment.

Pavements and Bridge Deck Area Performance Measures (PM 2) includes the following:

- % pavements on the Interstate System in Good and Poor conditions
- % pavements on the Non-interstate National Highway System (NHS) classified in Good and Poor conditions
- % of National Highway System bridge deck area classified as in Good and Poor conditions.

Cambria County MPO has agreed to continue to use the state's PM-2 Performance Measures targets to assess pavements and bridges on the NHS and to use asset management and lowest life cycle costs focus

in selecting projects. The lowest life cycle cost aims to apply the right treatment at the right time, is risk based, and prioritizes preservation to extend the life of roadways and bridges with lower costs.

PennDOT monitors trends in support of statewide/MPO targets and provides feedback on MPO progress towards meeting performance measures targets on NHS Pavement and Bridge Conditions. Achievement towards meeting PM-2 targets is determined by 5-year Rolling Averages that helps the MPO evaluate the impacts of past pavement and bridge investments and can guide future planning goals and strategy. The Department's letter of December 18, 2025, stated that the PM-2 targets were met for the previous four years and that they provide the baseline for meeting performance targets in the next four years.

The latest data is in the following table prepared by PennDOT District 9-0 shows roadway segment miles on the NHS in good condition below but very close to the targets:

PERFORMANCE MEASURES TARGETS (PM-2)

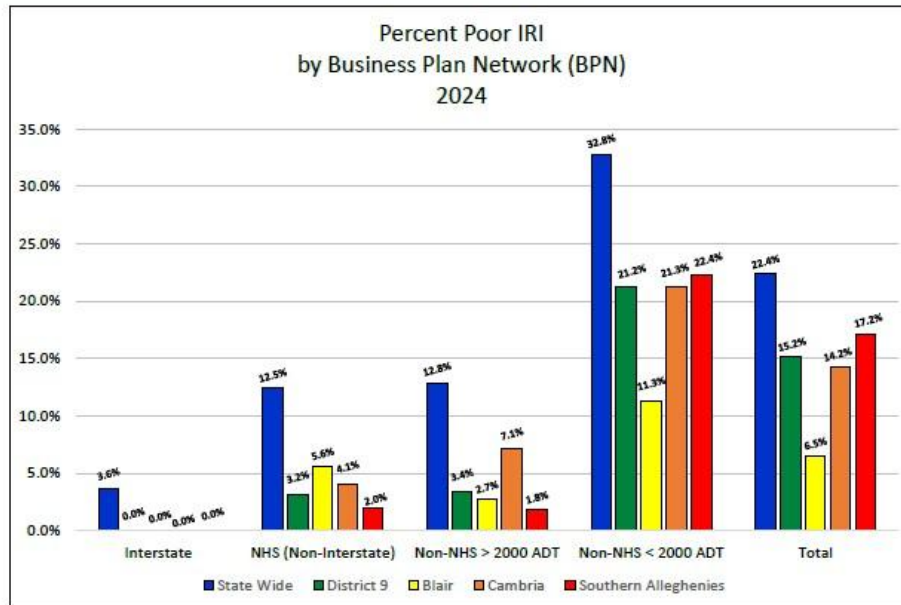
Cambria MPO		2026 Target	Current
NHS (Interstate and Non-Interstate)	% Poor (by Deck Area)	5.00%	0.0%
NHS (Interstate)	% of segment miles in poor condition	-	-
	% of segment miles in good condition	-	-
NHS (Non-Interstate)	% of segment miles in poor condition	3.00%	0.50%
	% of segment miles in good condition	27.00%	29.55%

Pavement Rating			
Rating	Good	Fair	Poor
IRI (inches/miles)	<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

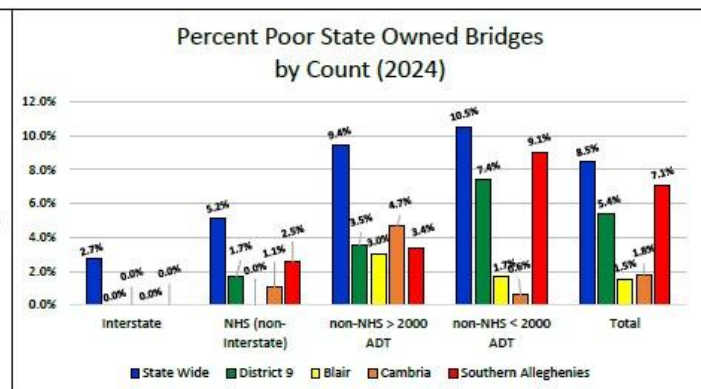
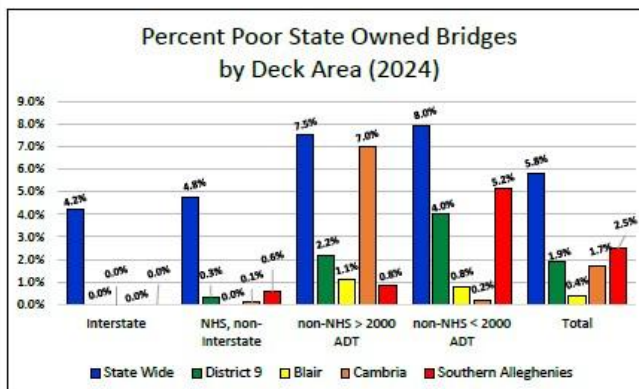
Bridge Rating			
Rating	Good	Fair	Bad
Deck	≥7	5 or 6	≤4
Superstructure	≥7	5 or 6	≤4
Substructure	≥7	5 or 6	≤4
Culvert	≥7	5 or 6	≤4

The next two graphs also show the condition of state roadway assets on the National Highway System in Cambria County in yellow.

ROADWAY ASSETS



BRIDGE ASSETS



The draft 2027-2030 transportation improvement program includes the following projects that will help to meet statewide performance measures targets for roadways and bridge currently on the non-interstate and interstate National Highway System:

Travel Reliability Performance Measures (PM 3) includes the following:

- % Person-miles Traveled on the Interstate System that are Reliable
- % Person-miles Traveled on the Non-interstate NHS that are Reliable
- Interstate System Truck Travel Time Reliability Index
- Annual Hours of Peak-Hour Excessive Delay per Capita
- % Non-Single Occupant Vehicle Travel
- On-Road Mobile Source Emissions Reduction for Congestion Mitigation Air Quality funded Projects.

The Cambria County MPO has agreed to support PM-3 Adjusted Statewide Performance Measures Targets as Presented in the Department's letter of June 5, 2023. The letter states that the PM-3 targets were met by the Cambria County MPO for the previous four years, which the following table shows:

Attachment 2: Summary of MPO/RPO PM-3 Reliability Performance

Area (MPO/RPO)	Interstate Reliability			Non-Interstate Reliability			Truck Travel Time Reliability Index		
	2021 Baseline	2022	2023	2021 Baseline	2022	2023	2021 Baseline	2022	2023
Statewide Total	92.8%	92.6%	92.0%	92.6%	92.9%	92.4%	1.30	1.33	1.30
Statewide Target	89.5% 2 & 4-Year Target			88.0% 2 & 4-Year Target			1.40 2 & 4-Year Target		

Targets only Apply to Statewide Total - MPO Numbers Provided for Information Purposes Only –
Highlighted coloring Indicates if values are above or below statewide targets

Adams	Not Applicable			91.4%	89.6%	94.4%	Not Applicable		
Altoona	100.0%	100.0%	100.0%	90.0%	90.0%	94.1%	1.15	1.14	1.13
Centre	100.0%	100.0%	100.0%	96.3%	97.4%	98.2%	1.22	1.26	1.14
DVRPC (PA)*	77.1%	74.4%	73.3%	90.1%	90.9%	88.8%	1.81	1.84	1.83
Erie	100.0%	100.0%	100.0%	84.5%	89.8%	91.7%	1.15	1.34	1.21
Franklin	100.0%	100.0%	100.0%	92.7%	87.7%	92.4%	1.11	1.14	1.12
Harrisburg	96.0%	97.1%	96.5%	94.9%	95.8%	94.4%	1.29	1.24	1.25
Johnstown	Not Applicable			96.6%	98.4%	97.2%	Not Applicable		
Lancaster	100.0%	100.0%	100.0%	95.2%	95.4%	96.8%	1.14	1.15	1.15
Lebanon	100.0%	100.0%	100.0%	93.8%	93.9%	93.4%	1.13	1.12	1.13
Lehigh Valley	100.0%	100.0%	99.6%	88.7%	90.0%	88.8%	1.30	1.33	1.35
NEPA	100.0%	100.0%	100.0%	93.2%	97.2%	93.7%	1.23	1.27	1.23
North Central*	100.0%	91.1%	100.0%	93.9%	94.4%	93.9%	1.17	1.92	1.11
Northern Tier*	100.0%	100.0%	100.0%	95.2%	94.6%	95.0%	1.16	1.15	1.29
Northwest*	93.3%	100.0%	100.0%	82.0%	89.5%	94.7%	1.46	1.20	1.13
Reading	100.0%	100.0%	100.0%	94.3%	96.8%	95.4%	1.19	1.15	1.17
S.Alleghenies*	100.0%	100.0%	100.0%	93.1%	96.9%	98.2%	1.15	1.17	1.18
Scranton	100.0%	100.0%	100.0%	92.1%	93.8%	93.2%	1.24	1.26	1.40
SEDA-COG	96.0%	100.0%	100.0%	94.3%	95.8%	97.6%	1.24	1.26	1.14
SPC	95.9%	95.6%	94.7%	93.8%	92.7%	92.7%	1.32	1.34	1.34
SVTS	100.0%	100.0%	100.0%	95.8%	96.4%	96.8%	1.23	1.21	1.16
Wayne*	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	1.16	1.15	1.11
Williamsport	100.0%	100.0%	100.0%	97.5%	98.4%	98.2%	1.16	1.15	1.16
York	100.0%	100.0%	100.0%	93.4%	94.2%	94.3%	1.17	1.17	1.21

* Regional data is not available in the NPRMDS online platform. Used the Pennsylvania "PM3 Report" & GIS to calculate the values.

Transit Performance Measures Documentation

CamTran performance goals are shown in the following table.

CamTran Performance Goals (Useful life of vehicles)

Asset Description	Total Number	Average Age	ULB	% Met ULB	ESL	% Met ESL	Average Condition
Bus (BU)	38	10.74	14	28.9%	12	39.5%	2.89
Cutaway (CU)	40	5.43	10	5.0%	5	67.5%	2.56
Vans (VN)	1	17	8	100%	4	100%	1
Incline Plane Vehicle (IP)	2	3	56	0%	25	0%	3

Transportation Asset Management Program Narrative Documentation

Because the MPO uses performance-based planning and programming to prepare the 2027-2030 TIP and Twelve Year Program as documented, its 2027-2030 TIP is consistent with the Transportation Asset Management Plan (TAMP) requirements.