

PRESERVATION, MODERIZATION AND ENHANCEMENT

Transportation planning goals, policies and objectives must align with the Federal Highway Administration requirements and PennDOT guidance. Most importantly they should align with outcomes that result from local planning processes, beginning with the Cambria County Comprehensive Plan, updated in 2018 and adopted unanimously by the Cambria County Commissioners. To ground these goals and objectives, the Commonwealth and Cambria County MPO have established performance measures to ensure there is accountability within the planning process.

Cambria County's 2018 Comprehensive Plan specifically identifies transportation as one of Cambria County's top six priorities. At the most basic level, the plan calls for communities to maintain their transportation infrastructure in a state of good repair. The plan urges the coordinated development of bicycle and pedestrian infrastructure, as a targeted approach to improve public health and attract a skilled and talented workforce. And it calls for enhanced and expanded transit connectivity, so that transportation is accessible for all residents.

From this coordinated foundation, supported by the Cambria County Comprehensive Plan, the Cambria County Metropolitan Planning Organization (MPO) holds this long-range vision for its transportation system.

VISION FOR 2045

Cambria County will have a transportation system that is maintained, operated and strategically improved for the safe and efficient movement of people and goods throughout the County. The transportation system will offer choices in all modes of travel, recognizing that decisions in transportation planning impact workforce development, community and economic development, public health and many other community priorities. In all places, it will maximize safety and respect environmental quality. The cost of financing system maintenance, operations and improvements will be shared across state/federal, county, municipal and private sectors.

Based on this vision, the Cambria County Metropolitan Planning Organization (MPO) will pursue these goals in its transportation planning:

GOALS

1. **Maintain and strategically improve all modes of the transportation system.** This goal supports continued system preservation to sustain pavement conditions through highway resurfacing and restoration, to address poor bridge conditions through rehabilitations and replacements, to improve access to business centers and other nodes of economic activity. This goal also supports operational improvements and, when necessary and feasible, capacity improvements, to reduce congestion and travel delays. In addition, this goal supports improvements to regional corridors that connect Cambria County to the national and interstate highway systems.
2. **Continuously improve the transportation planning and decision making process.** This goal aims to improve the decision making process to include relevant stakeholders and the use of innovative methods for public engagement. For example, during the previous LRTP planning period, the Cambria County MPO added municipal representatives to the coordinating and technical committees, and a bike/ped representative to the technical committee. Emphasis on the integrity of the planning process will yield better transportation outcomes for all residents.
3. **Increase safety.** This goal supports capital and operational improvements, including highway and intersection re-alignment, sight distance improvements, signal improvements, signage and lighting improvements, etc., that help to minimize the number and severity of crash incidents in Cambria County.
4. **Support planned community and economic development.** This goal provides a broad basis for supporting local land use planning and economic development activities that help to attract and retain a skilled workforce necessary to compete in a global economy.
5. **Respect environmental, historic and cultural resources.** This goal addresses the importance of environmental, historical and cultural awareness and sensitivity in all transportation projects. The preservation and conservation of resources must be taken into account during the planning process.
6. **Finance the maintenance and improvement of the transportation system as partners.** This goal acknowledges that transportation system needs and available funding are dynamic. No single entity has the resources to fund even the most narrow list of projects. Only through shared investment, leveraging local dollars to obtain program funds, can the County, local municipalities, transportation and environmental partners fulfill their goals and provide a high-quality transportation system for County citizens.

OBJECTIVES

The Cambria County Metropolitan Planning Organization (MPO) will select and program transportation projects that support or fulfill these objectives:

- A. Maintain highway pavement and bridge conditions to state and federal standards.
- B. Maintain facilities to achieve or exceed facility and equipment lifecycles.
- C. Facilitate a thorough and inclusive planning process.
- D. Modernize regional access of highway, aviation and rail modes to reduce travel time and increase frequency of service.
- E. Reduce crashes and fatalities toward 0.
- F. Reduce sites of recurring congestion toward 0.
- G. Increase public transportation ridership.
- H. Increase bicycle and pedestrian trail mileage.
- I. Provide technical assistance to local municipalities.
- J. Maintain a general knowledge of environmental, historic and cultural resources via access to current GIS data.
- K. Support ongoing resource evaluation and designation.
- L. Recognize and interpret resources that intersect with transportation project sites.
- M. Finance maintenance and preservation with public funds.
- N. Evaluate ways for private investments to leverage public improvements.

PERFORMANCE MEASURES AND TARGETS

Pursuant to the Code of Federal Regulations (23 CFR 490) regarding National Performance Management Measures for the Highway Safety Improvement Program (HSIP), The Cambria County MPO, in coordination with the Commonwealth of Pennsylvania, has established targets for the following performance measures.

Safety Performance Measures

The data listed below present the five year target and baseline averages for highway safety performance measures (PM-1) adopted by the Cambria County MPO during 2018, in accordance with Federal Highway administration and PennDot requirements. The adopted performance standards are the same as statewide standards adopted by PennDot. It is noted that most MPO’s and RPO’s adopted a similar approach by adopting standards set by PennDot.

Performance Measure	Target	Baseline
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(5 Year Averages)	2016 - 2020	2014-2018
Number of Fatalities	10.1	11.0
Fatality Rate	1.006	1.103
Number of Serious Injuries	50.1	44.6
Serious Injury Rate	4.991	4.473
Number of Non-Motorized Fatalities and Serious Injuries	6.3	5.6

* Future VMT estimated to be 0.5% higher per year starting in 2019

In order to meet these safety performance targets, the following projects have been identified:

S.R.	Project	Project Title	Project Description	Year
	114060	2021 RPM Installation Cambria County	RPM Installation	2021
3016	110459	Bedford St Grade Crossing Impr	RR Warning Devices	2022
	114061	2022 RPM Installation Cambria County	RPM Installation	2022
3011	99282	Franklin Street Improvements	Intersection Improvement	2023
	114062	2023 RPM Installation Cambria County	RPM Installation	2023
3016	94476	SR 3016 Lulay St to Demuth St	Corridor Safety Improvement	2024
	114063	2024 RPM Installation Cambria County	RPM Installation	2024
756	110119	PA 756 - Lamberd Ave to Alvin St	Corridor Safety Improvement	2027
		Safety Projects Reserve	Safety Improvements	2045

Pavement and Bridge Condition Performance Measures

The Cambria County MPO has also chosen to follow the statewide standards for pavement and bridge condition performance measures, known as PM-2. Statewide baseline and target information is listed below, along with 2018 Cambria County data for comparison.

Baseline and Target Values for NHS Non-Interstate Highways:

Measure	2017 Baseline	2019 2-Year Target	2021 4-year Target	2018 Cambria County
Percentage in Good Condition	36.8%	35.0%	33%	28.3%
Percentage in Poor Condition	2.3%	4.0%	5.0%	1.6%

Projects identified to improve pavement condition are listed in the table below:

S.R.	Project	Project Title	Project Description	Year
56	106052	PA 56 - US 219 to T-346	Resurface	2022
22	113994	US22 Interchanges	Concrete Rehabilitation	2023
271	106513	PA 271 - Woodmont Road to SR 3037	Resurface	2023
1021	92613	SR1021 - PA 36 to PA 53	Resurface	2023
3008	108175	SR 3008 - PA 756 to SR 3016	Resurface	2023
3007	108173	SR 3007 - T-377 to PA 56	Resurface	2024
219	106064	Sunset Road to 10th St	Resurface	2025
1009	22445	Dutch Rd Bridge Replace	Bridge Rehabilitation	2025
56	96482	Widman St to Walters Ave	Resurface	2026
164	112223	PA164 - Fiddler's Circle to Bl Co Line	Resurface	2026
869	108164	PA 869 - SR 2007 to Bedford Co Line	Resurface	2026
756	110119	PA 756 - Lamberd Ave to Alvin St	Corridor Safety Improvement	2027
756	114001	PA 756 - Alvin Ave to Industrial Park Rd	Resurface	2027
160	96486	Wilmore Rd to High Street	Resurface	2028
1006	96495	Saint Mary Street - PA 53	Resurface	2028
3026	96507	DF - PA - 271 to Hatch Hollow Rd	Resurface	2028
4015	92610	SR4015 Magee Ave-Carol St	Resurface	2028
22	113997	US 22 - PA 164 to Blair Cnty Line	Resurface	2029
56	91638	Hofmn Ave to Kernvle Vdct	Resurface	2029
553	91641	Indiana Co Line to US 219	Resurface	2029
756	110118	PA 756 - PA 160 to Industrial Park Rd	Resurface	2029
4025	96512	Municipal Rd-Clrflld Co Ln	Resurface	2029
4027	96513	Phil Ave to Shawna Road	Resurface	2029

Baseline and Target Values for Bridges:

Measure	2017 Baseline	2019 2-Year Target	2021 4-year Target	2018 Cambria County
Percentage in Good Condition	25.6%	25.8%	26.0%	27.7%
Percentage in Poor Condition	5.5%	5.6%	6.0%	1.66%

In order to meet the bridge condition targets, this plan proposes a number of bridge replacement and rehabilitation projects, listed below:

S.R.	Project	Project Title	Project Description	Year
3055	94478	Franklin Street Br Rehab	Bridge Rehabilitation	2022
7210	106748	Cambria Local Bridge Preservation	Bridge Deck Replacement	2022
53	22624	PA53 Sandy Run Culvert	Bridge Replacement	2023
53	22625	PA 53/Fallentimber	Bridge Replacement	2023
53	98757	PA53 Clear Creek Bridge	Bridge Replacement	2023
160	98760	Settlemyer Run Culvert	Bridge Replacement	2023
253	88139	Trib to Muddy Run Bridge	Bridge Improvement	2023
53	22564	N Frugality Powell Rn Cvt	Bridge Replacement	2024
160	22492	South Wilmore Little Cone	Bridge Replacement	2024
7207	109186	T-510 Marra Road Bridge	Bridge Improvement	2024
7415	114005	Jackson St over NSRR	Bridge Improvement	2024
160	22495	PA160 Trib Conemaugh Rvr	Bridge Replacement	2025
253	22568	E Glasgow Muddy Run Cul	Bridge Replacement	2025
7426	114004	Oak St over NSRR	Bridge Improvement	2025
160	114040	Sidman PA160 Super Repl 1	Bridge Improvement	2027
3031	114003	SR 3031 over US 219 Galleria	Bridge Improvement	2027
3104	114043	Mt Airy Drive over US 219 Rehab	Bridge Improvement	2027
7402	22466	Maple Ave over W Brnch Susquehanna	Bridge Improvement	2027
53	113998	Summerhill PA53 Laurel Run	Bridge Improvement	2028
160	114041	Sidman PA160 Super Repl 2	Bridge Improvement	2028
271	113999	Cambria P/C Box Clvrt Joint Rpr	Bridge Improvement	2028
36	22441	Lit. Brubaker Run Br	Bridge Replacement	2029
53	22622	PA 53 Pattys Run Bridge	Bridge Improvement	2029
53	88597	Brubaker Run Bridge	Bridge Replacement	2029
53	93708	US 22 Bridge Raise	Bridge Preservation	2029
53	98750	Bradley Run Bridge	Bridge Improvement	2029
53	98753	PA 53 Lost Creek Bridge	Bridge Improvement	2029
160	92692	PA160 Laurel Run Brdg #3	Bridge Replacement	2029
271	91675	PA271 Susquehanna Rvr Br	Bridge Replacement	2029
271	94468	PA 271 Elk Creek Bridge	Bridge Rehabilitation	2029

SR	Project	Project Title	Project Description	Year
271	94469	PA 271 Browns Run Bridge	Bridge Replacement	2029
865	98762	Lloydsville Run Bridge	Bridge Replacement	2029
865	98764	PA865 Powell Run Bridge	Bridge Replacement	2029
1021	94471	SR1021 Dutch Run Bridge	Bridge Rehabilitation	2029
2014	22570	N Br Conemaugh Rn Br	Bridge Improvement	2029
3016	94477	Scalp Ave over PA 756	Bridge Rehabilitation	2029
3026	22491	Franklin Borough Clapboar	Bridge Improvement	2029
4004	94479	Bakerton Br ovr Susqu Rvr	Bridge Replacement	2029
4017	94491	N Patton Chest Creek Brdg	Bridge Replacement	2029
7220	22391	T-406 Jamestown Rd over NSRR	Bridge Improvement	2029
1009	22445	Dutch Rd Bridge Replace	Bridge Rehabilitation	2025

Congestion Mitigation and Air Quality (CMAQ) Emission Measures

Because Cambria County is in non-attainment for air quality conformity, it must also adopt performance measures and targets for CMAQ emissions, specifically fine particulate matter (PM 2.5) emissions. The Cambria County MPO has again chosen to follow the statewide recommendations for these performance measures, as detailed in the table below.

Measure	Emissions (kg/day)	
	2019 2-Yr. Target	2021 4-Yr. Target
PM 2.5 Emissions	0.170	0.320

System Reliability Measures

The last set of performance measures that the Cambria County MPO was required to adopt relate to highway system reliability performance. The MPO has chosen once again to follow the statewide targets for these measures. The below table denotes the measures appropriate for Cambria County, along with the associated target and baseline values. Further information on air quality conformity in the Cambria County MPO can be found in Chapter 9: Environmental Analysis, and Appendix D: Air Quality Conformity Report.

Measure	2019 2-Yr. Target	2021 4-Yr. Target	2017 Cambria County MPO Baseline
NHS (non-Interstate) Reliability	N/A	87.4	95.1
Truck Reliability Index	1.34	1.34	N/A

To address the reliability and air quality measures, the Cambria County MPO has programmed the following projects:

S.R.	Project	Project Title	Project Description	Year
3011	99282	Franklin Street Improvements	Intersection Improvement	2023
3016	94476	SR 3016 Lulay St to Demuth St	Corridor Safety Improvement	2024
	114060	2021 RPM Installation Cambria County	RPM Installation	2021
	114061	2022 RPM Installation Cambria County	RPM Installation	2022
	114062	2023 RPM Installation Cambria County	RPM Installation	2023
	114063	2024 RPM Installation Cambria County	RPM Installation	2024

Other Transit, Train and Trail Data

Other data is presented below that helps guide goals setting and objectives contained within this chapter and the plan:

CamTran Fixed Route Urban Ridership	1,045,074 (FY 2015-16)	1,027,862 (FY 2018-19)	1,100,000 (future target)
CamTran Shared Ride Ridership (Includes Para-transit / ADA)	64,780 (FY 2015-16)	60,678 (FY 2018-19)	65,000 (future target)
Amtrak ridership (arrivals and departures at Johnstown)	24,185 (2015-18)	25,000 (2019)	30,000 (future target)
New Trail Mileage	13 (2015-18)	8 (2019)	25 (future target)