

TRANSPORTATION PLAN

The Transportation Plan that follows includes a discussion of the region's on-going surface transportation planning efforts that have contributed to the program of recommended transportation improvements. Also presented is a financial plan of anticipated available resources and future project costs estimated over the 2012-2040 Long Range Plan update period. Air quality conformity findings are also included.

SURFACE TRANSPORTATION PLAN

The Cambria County Planning Commission, in consort with its federal, state, and local planning partners, maintains a number of planning programs that have resulted in specific transportation projects, actions, and studies for the long range transportation plan. Transportation programs in which the Planning Commission has had direct responsibility include the Congestion Management System/Process (previously discussed under the SAFETEA-LU Compliance Plan), Intermodal Management System (IMS), and the Johnstown MPO Bicycle and Pedestrian Transportation Plan. Other programs in which the Planning Commission has played a supportive role included mass transit, railroads, and intelligent transportation system programs.

INTERMODAL MANAGEMENT SYSTEM

The Intermodal Management System (IMS) was also developed as a continuing planning tool under ISTEA and TEA-21. The IMS was designed to aid in the development and enhancement of intermodal transportation systems, considering both the movement of goods and services and people. The IMS Plan for Cambria County was completed in two phases. Phase I established the planning framework and organization structure, identified IMS goals and objectives, and performed baseline assessments of IMS facilities operating in the County. Phase II of the IMS provided for a further review of IMS facilities inventoried in Phase I and identified priority facilities requiring further study and recommended improvements. IMS facilities inventoried and analyzed in Cambria County included major truck freight lines, rail lines and terminals, mass transit terminals, and airport facilities.

The Planning Commission continues to function as the lead IMS coordinator for the County. In this capacity, the Planning Commission, in cooperation with PennDOT, participates in IMS training sessions and coordination meetings. These meetings are intended to foster a better understanding of transportation modes, characteristics, and operations. Such activities aided in the planning and development of the Cambria County Transit Authority's new rural operations and intermodal transportation center constructed outside Ebensburg Borough, the County seat.

Other IMS projects such as improved highway and mass transit access to the Johnstown-Cambria County Airport and bicycle and pedestrian facilities are addressed in the Long Range Plan.

BICYCLE/PEDESTRIAN PLAN

Bicycling and walking are considered legitimate transportation modes only if included in the planning, design, construction, operation, and maintenance of the overall transportation system. Many of the bicycle/pedestrian opportunities identified in the County's Bicycle/Pedestrian Plan developed in 2000, and updated in 2006, are conceptual and can be more fully developed through the ongoing planning process. Bringing these projects to fruition is primarily achieved through the Transportation Enhancement (TE) funding program. Provided in the previous SAFETEA-LU Compliance Plan is a listing and description of bicycle/pedestrian project initiatives completed or ongoing for Cambria County. A majority of the projects currently under design or construction are programmed on the region's transportation improvement program; while future projects are considered for implementation as part of the TE Program line item of the Long Range Plan.

MASS TRANSIT

The Cambria County Transit Authority (CamTran) is the principal mass transit carrier in the County and is the designated recipient of federal and state operating and capital funding assistance. In this capacity, the Transit Authority is in the position to oversee and plan for the County's overall public mass transportation needs now and in the future. CamTran, like other transit properties across the state, is currently facing a critical shortage in funding transit operations. The Transit Authority will continue to work with its state and federal planning partners in seeking a more reliable funding source for daily transit operations.

Regarding capital funding needs and improvements in the foreseeable future, CamTran will continue its efforts at replacing older revenue vehicles, building maintenance and improvements, and ongoing capital and operations improvements to the Johnstown Inclined Plane. The County's blueprint for long-range mass transit improvements, as prepared by CamTran, is included as a separate project listing of the Transportation Plan.

RAIL

Cambria County continues to benefit from the network of main-line passenger and rail freight and terminal facilities that serve the County. Connecting these main-line facilities are light-density rail lines that require periodic upgrades and

maintenance improvements. PennDOT, through its Rail Freight Assistance Program (RFAP), provides funding assistance for these activities. In addition, PennDOT maintains funding statewide for ongoing at-grade rail/highway crossing improvements. Specific safety projects have been identified for Cambria County on the transportation improvement program and included as a Rail/Safety Line Item of the Long Range Plan.

INTELLIGENT TRANSPORTATION SYSTEM

The Intelligent Transportation System (ITS), authorized under TEA-21, is intended to improve the efficiency and safety of the surface transportation system. Emerging technologies have opened opportunities for handling daily traffic and congestion through enhanced electronics, communications, and the sharing of information. Based on these new technologies, states and regional areas are required to develop ITS architectures which will guide the development of ITS projects and programs consistent with the National ITS Architecture developed by the U.S. Department of Transportation (U.S. DOT). Regional ITS architectures can be multi-jurisdictional, covering one or more MPO area and can be multi-modal in addressing transportation improvements. Completed in 2004, and adopted by the Johnstown MPO in 2004, was a regional ITS architecture for the six-county area, including Cambria County of the District 9-0/Southern Alleghenies Region. Based on the established ITS architecture, PennDOT's District 9-0 has recommended specific ITS projects for Cambria County which are identified in the Major Project Initiatives section of the Long Range Plan.

FINANCIAL PLAN

Federal planning regulations governing the development of long range plans require the inclusion of financial plans that "demonstrate the consistency of proposed transportation investments with already available and projected sources of revenues." The intent of the planning regulations is to keep the costs of proposed transportation improvements in line with estimated federal, state, and local revenues expected to be reasonably available over the long range plan's twenty-year+ period. All costs and revenue projections are to be based on data reflecting existing conditions and historic trends. Existing and proposed revenues are supposed to cover all forecasted capital, operating, management, and maintenance costs for transportation improvements.

Presented on the following pages are the future financial resources and costs estimated by transportation mode for the recommended plan. Regarding projected revenues, historically the majority of these funds are provided through Federal Transportation Acts authorized by the U.S. Congress. The SAFETEA-LU Act of 2005, and continuing resolutions thereof,

maintain this funding stream through 2012. Depending on the available funding programs, federal funds can account from 60% to 100% of project costs while state funding can range from 20% to 25% and local funds from 5% to 20%.

In estimating future federal, state, and local funding for highways, bridges, and bicycle and pedestrian facilities, the Cambria County Planning Commission used a straight-line projection. As consulted with PennDOT and utilized in previous updates of the Long Range Plan, the Planning Commission based its projections on the current adopted Federal Fiscal Year (FFY) 2011-2014 Transportation Improvement Program (TIP). The TIP is a listing of multi-modal projects for which federal funds are anticipated for regionally significant projects. The TIP represents the transportation improvement priorities for the region and is required by federal law to be updated biennially, every two years. The TIP covers a four-year period and shows estimated project costs by project phases (engineering, right-of-way acquisition, and construction) that are scheduled for implementation during each year of the four-year plan. As with the Long Range Plans, the TIP must be financially constrained to the amount of funds that are expected to be available over the four-year period. TIPs do not guarantee funding for specific projects, but rather function as the formal guide for budgeting, design, and construction of transportation improvements; and as federal and state funds become available, projects are implemented.

The most current update of the FFY 2011-2014 TIP, dated March 8, 2011, was used to estimate anticipated revenues for the Long Range Plan. Total highway dollars for the four-year period were estimated at \$75.9 Million. This figure includes spike funds, as well as discretionary funds as part of the Act 44 program.

As illustrated on the following Summary of Projected Funds by Year 2015-2040 table, the annual average of the four-year 2011-14 TIP was extrapolated by a factor of 4% per year to estimate inflation-based revenue increases. These annual averages were then separated by funding periods including an eight (8) year period(2015-2022) representing the final eight years of the State Twelve-Year Transportation Program; and seventeen (18) years (2023-2040) representing the long-range period of the Long Range Plan. These calculations resulted in a total estimated \$888.9 Million expected to be available to complete the highway and bridge and related transportation projects contained in the Transportation Plan.

Similar calculations in projected transportation revenues for public mass transit projects were developed in cooperation with the Cambria County Transit Authority (CamTran). Estimated revenues for mass transit improvements including

operating subsidies, capital projects, and maintenance and equipment upgrades for both CamTran's urban and rural divisions were based on the most current update of the FFY 2011-2014 Transit TIP dated January 26, 2011. Total transit dollars for the four-year period were estimated at \$73.4 Million. To estimate anticipated revenues, the annual average of this figure (\$18.35 Million) was calculated and multiplied by the number of years (25) remaining over the twenty-nine year Long Range Plan period. These calculations totaled \$458.75 Million and adding the \$73.4 Million available through the current four-year transit TIP yielded a total of approximately \$532.15 Million expected to be available to fund the transit projects as provided by CamTran.

FUTURE COSTS

Future project costs for transportation improvements recommended in the following 2040 Transportation Plan were based on the current adopted FFY 2011-2014 TIP as provided by PennDOT and the Cambria County Transit Authority (CamTran). All other projects being recommended in the long range portions of the plan were based on recommendations and cost estimates provided by the transportation agencies. CamTran, utilizing historic data from completed projects and studies, provided all future costs for public mass transit improvements. Similarly, PennDOT District 9-0 provided future project cost estimates from current plans and programs being implemented by PennDOT. Other costs for highway construction improvements were based on a number of techniques recommended by District 9-0, as follows:

- Four-Lane Divided Relocation: Approximately \$20.0 Million estimate per mile times number of miles (includes annual inflation rate)
- Four-Lane Reconstruction: Approximately \$10.0 Million estimate per mile times number of miles (includes annual inflation rate)
- Pavement Rehabilitation: Approximately \$800,000 per lane mile times number of lanes times number of miles (includes annual inflation rate)
- Intersection Improvements: Approximately \$750,000 to \$1,000,000 construction costs
- Turning Lanes and Signalization: Approximately \$3.0 Million per construction mile

As stated previously, there were no new highway and bridge projects added to the 2040 Long Range Plan update. Highway and bridge projects contained in the Mid Range (2011-2018) and Long Range (2019-2035) periods of the previous adopted 2035 Plan were carried over into the 2015-2022 Mid Range and 2023 -2040 Long Range Plan periods, respectively. In calculating estimated costs during these periods, an annual inflation rate of 3%, compounded annually, was utilized.

2040 TRANSPORTATION PLAN

The primary source document for the development of the recommended transportation plan (project specifics) for Cambria County was the current adopted 2011-2022 Twelve Year Transportation Program. State Act 120 of 1970 as amended, requires PennDOT, in collaboration with its MPO and RPO planning partners, prepare and submit to the State Transportation Commission (STC) every two years a program of transportation improvements which it recommends be undertaken during the next twelve years. The program is to address all transportation modes and be fiscally constrained; that is, listing only programs and projects that are reasonably expected to be funded over the twelve year period. The STC has the primary responsibility of conducting public hearings across the state and formally adopting statewide programs.

The Twelve Year Program for Cambria County is separated into three four-year periods and contains the listing of priority highway and bridge projects, mass transit, bicycle and pedestrian facilities, and rail safety improvements programmed for implementation over the twelve-year period. Projects contained in the first four-year period are considered the higher priority improvements and are implemented first through the federally-required Transportation Improvement Program (TIP).

Federal planning regulations for the development of the Long Range Plan update mandate that future transportation improvements, by transportation mode, be listed at a minimum over a twenty-year horizon. As previously discussed in the Introduction section of this report, Cambria County is now mandated by federal planning regulations to extend its Long Range Plan five (5) years to be consistent with the Southwestern Pennsylvania Commission's long range plan. In extending the County's Long Range Plan five years to 2040, future transportation improvements that were contained in the 2035 update were maintained through 2040. The recommended transportation improvements for highways and bridges that are included in the following pages are listed according to implementation periods as follows:

Short Range: First three years of the plan (2012-2014) covering the current adopted federal Transportation Improvement Program (TIP)

Mid Range: Next eight years of the plan (2015-2022) covering the current adopted state Twelve Year Program (TYP)

Long Range: Last eighteen years of the plan (2023-2040) inventory projects

Concluding the recommended 2040 Transportation Plan listing for public mass transit improvements are the project listings and narratives, as prepared by CamTran. CamTran, in preparing its project listings of future transit improvements, also maintained the same projects contained in its 2035 program, extending it five years to 2040. Total project costs for the 2040 transit program update have been estimated at approximately \$527.2 Million which were within the total projected transit revenues of \$532.15 Million for the twenty-nine year long range plan period.