

**Air Quality Analysis
Technical Memorandum
for the
State College Area Connector**

August 2025



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List of Acronyms

AADT	Annual Average Daily Traffic
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CCMPO	Centre County Metropolitan Planning Organization
CEQ	Council on Environmental Quality
CNG	Compressed Natural Gas
CO	Carbon Monoxide
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
EO	Executive Order
FHWA	Federal Highway Administration
GDI	Gasoline Direct Injection
GHG	Green House Gases
HC	Hydrocarbon
HD	Heavy Duty
I-99	Interstate 99
IRIS	Integrated Risk Information System
LD	Light Duty
LOS	Level of Service
LRTP	Long Range Transportation Plan
MSAT	Mobile Source Air Toxics
NAAQS	National ambient air quality standards
NATA	National Air Toxics Assessment

NEPA	National Environmental Policy Act
NO ₂	Nitrogen dioxide
NO _x	Nitrogen Oxide
O ₃	Ozone
Pb	Lead
PEL	Planning and Environmental Linkages
PM	Particulate Matter
SIP	State Implementation Plan
SO ₂	Sulfur Dioxide
TIP	Transportation Improvement Plan
US DOT	US Department of Transportation
VMT	Vehicle Miles Travelled

1.0 Introduction

1.1 Project History

The State College Area Connector Planning and Environmental Linkages (PEL) Study identified transportation needs within southern Centre County, Pennsylvania in a 70 square mile initial study area. The study evaluated a range of alternatives to determine how the alternatives addressed the Study's purpose and need, balanced impacts on the natural and built environment, addressed traffic concerns within the overall study area, met engineering considerations such as constructability, cost, and considered area planning goals. The PEL Study screened nine corridors to determine the best options to advance for National Environmental Policy Act (NEPA) evaluation and preliminary engineering. Based on the impact analysis, three corridors were identified (US 322-1S, US 322-1OEX and US 322-5) to be advanced as reasonable alternatives, and a specific project area was developed to initiate detailed field investigations and conduct preliminary engineering investigations to address the transportation purpose and needs as part of the NEPA process. The final PEL Report was published in June 2023 and the Federal Highway Administration (FHWA) acknowledged in a letter, dated September 14, 2023, that the PEL Study was consistent with 23 USC Section 168 and 23 CFR 450.212. As a result, the PEL findings provide a starting point for the NEPA studies and preliminary engineering efforts. Additionally, FHWA concurred that an Environmental Impact Statement (EIS) was the proper NEPA classification for the State College Area Connector project.

The PEL Study also identified other transportation projects which did not meet the full purpose and need identified in the PEL but could provide transportation benefits to the study area roadways independently. One such project was a safety study along PA 45 generally from Boal Avenue to PA 144. Subsequent to the PEL completion, additional traffic investigations and analysis and coordination with local officials for the State College Area Connector project determined that the connector road and interior interchange would provide some localized improvements to PA 45. However, it was determined that the connector road and associated interchange was not necessary to address the project's purpose and need, nor did it address corridor wide issues along PA 45. As a result, the proposed interior interchange and local road connection was removed from this State College Area Connector project and will be considered in the independent PA 45 Corridor Improvements project, as appropriate. The State College Area Connector project will advance independently but will not preclude the inclusion of a future interior interchange and local road connection should the independent safety study along PA 45 determine that it would be beneficial in connection with the other proposed PA 45 Corridor Improvements project.

Following the PEL Study, the project area was reduced from 70 square miles to approximately 6 square miles to encompass the three alternatives proposed to move forward into preliminary engineering.

1.2 Project Location

The project area is approximately 3,963 acres, extends through the southern portion of Centre County, and traverses Potter and Harris Townships. The project area is centered on US 322 which provides local access through the project area and to regional destinations and beyond. US 322, Mount Nittany Expressway at the western end of the project area provides direct access to Interstate 99 (I-99) which, in turn, provides access to nearby I-80. US 322 at Potters Mills provides access south to the Harrisburg area and connects to I-81 and I-83. See **Figure 1 – Project Location Map in Appendix A**.

1.3 Project Purpose and Need

Project Purpose

The purpose of this project is to improve roadway congestion by achieving acceptable Levels of Service (LOS) and to address safety issues by reducing the predicted crash frequency along the US 322 corridor between Potters Mills and Boalsburg. Additionally, the project will aim to provide a transportation network that meets driver expectations.

Project Needs

- High peak hour traffic volumes cause congestion and result in unacceptable Levels of Service (LOS) (LOS D [rural only], E, F) on US 322 roadway and intersections.
- Existing roadway configurations and traffic conditions contribute to safety concerns in the project area.
- The roadway network and configuration in the project area lacks continuity and does not meet driver expectations.

2.0 Alternatives

The three alternatives that were recommended in the PEL Study to move forward into the NEPA phase of the project were renamed to North, Central, and South. Following public and agency involvement, refinements were made to all three alternatives.

2.1 North Alternative

The western end alignment would be the same for all three alternatives, from the SR 45 interchange to just east of the Mountain View Country Club Golf Course. At the western end, the existing US 322 would remain in its current location and the new US 322 4-lane highway would be located on the south side of the existing US 322. The western end alignment would also include a pedestrian/bicycle trail on the north side of the existing US 322 from Boal Avenue to Bear Meadows Road. Just east of the Mountain View Country Club, the alignment would start to move north of the existing US 322 through the Nittany Farm and around the Kuhn tree farm. It would continue through the agricultural fields on the north side of US 322, avoiding the commercial area on local 322 in Potter Township. The alignment would return to the existing 322 corridor through Tusseyville. The eastern end would maintain the existing 322 corridor as the local 322 in its current position and the 4-lane highway alignment would be located on the south side of the existing 322 corridor from approximately Tusseyville to Potters Mills.

2.2 Central Alternative

The western end alignment would be the same for all three alternatives, from the SR 45 interchange to just east of the Mountain View Country Club. At the western end, the existing US 322 would remain in its current location and the new US 322 4-lane highway would be on the south side of the existing US 322. The western end alignment would also include a pedestrian/bicycle trail on the north side of the existing US 322. Just east of the Mountain View Country Club, the alignment would start to move north of the existing US 322 through the Nittany Farm and around the Kuhn tree farm. It would then cross over the existing US 322 and travel through the Potter Township Athletic Complex on the south side of US 322, avoiding the commercial area in Potter Township.

It is noted that at the time of the May 8, 2025 Public Meeting, the Central Alternative was located through the baseball fields within the Potter Township Athletic Complex. As part of the public involvement and follow-up from the public meeting, Potter Township issued a letter (June 23, 2025) to PennDOT raising concern with the proposed impact to the fields and requested PennDOT consider avoidance and minimization of the property. PennDOT shifted the Central Alternative to the south to avoid the baseball fields and will only impact the undeveloped portion of the Potter Township property.

From there, the alignment crosses Sleepy Creek (stream that drains to Tussey Sink) and starts to move north towards the existing US 322. The alignment would return to the existing US 322 alignment near Tusseyville. The eastern end would maintain the existing US 322 as the local access road in its current position and the 4-lane highway alignment would be on the south side of the existing US 322 from approximately Tusseyville to Potters Mills.

2.3 South Alternative

The western end alignment would be the same for all three alternatives, from the SR 45 interchange to just east of the Mountain View Country Club Golf Course. At the western end, the existing 322 corridor would remain in its current location and the new US 322 4-lane highway would be located on the south side of the existing 322 corridor. The western end alignment would also include a pedestrian/bicycle trail on the north side of the existing US 322 from Boal Avenue to Bear Meadows Road. Just east of the Mountain View Country Club, the alignment would start to move south of the existing 322 corridor through the Tait Farm and along the side of the Tussey Mountain ridge behind the neighborhoods and communities along the south side of the existing 322 corridor. It would then cross over Sleepy Creek (stream that drains to Tussey Sink) and start to move north towards the existing 322 corridor. The alignment would return to the existing 322 corridor near Tusseyville. The eastern end would maintain the existing 322 corridor as the local access road in its current position and the 4-lane highway alignment would be located on the south side of the existing 322 corridor from approximately Tusseyville to Potters Mills.

3.0 Air Quality Analysis

The State College Area Connector Project was assessed for potential air quality impacts and conformity consistent with all applicable air quality regulations and requirements. The Clean Air Act (CAA) and the Pennsylvania Air Pollution Act are federal and state acts, respectively, relating to air quality. Specifically, transportation projects using federal-aid funds and/or requiring FHWA approval actions must be evaluated for the potential impacts the actions will have on air quality. Air quality analyses may be conducted at the regional and project-level depending on the characteristics of the project and the attainment status for the project location. With Centre County currently designated as a maintenance area for the 1997 eight-hour ozone standard, one of the national ambient air quality standards (NAAQS) established by the United States Environmental Protection Agency (EPA), federal transportation conformity rule requirements (40 CFR Parts 51 and 93) apply. Ozone is evaluated as part of the regional conformity analyses as applied to the Centre County Metropolitan Planning Organization's (CCMPO) Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP) process. Carbon Monoxide (CO), Particulate Matter (PM_{2.5}/PM₁₀), Mobile Source Air Toxics (MSATs), and Greenhouse Gases (GHG) are typically addressed at the project-level within the NEPA process. In regard to the NEPA assessments:

- **CO Analysis:** The project does not include or directly affect any roadways for which the 20-year forecasted daily volume would exceed the established threshold level of 125,000 vehicles per day. It can therefore be concluded that the project would have no significant adverse impact on air quality as a result of CO emissions.
- **PM_{2.5}/PM₁₀ Analysis:** Based on the most recent EPA classifications, Centre County has been designated as being in attainment for PM_{2.5} and PM₁₀ standards. The project does not require a project-level conformity determination. The project is not considered to be of air quality concern according to the thresholds provided in PennDOT Publication 321. Therefore, the project has met all current state and federal air quality requirements.
- **MSAT Analysis:** An MSAT qualitative analysis for a tier 2 level project with low potential MSAT effects concluded that while any of the proposed alternatives may have the effect of bringing the source of MSAT emissions closer to certain areas along the corridor, it may decrease MSAT emissions in other locations, so there may be no regional change in MSATs. In general, MSATs are predicted to decline by the year 2060 through emission reduction technology even as vehicle miles traveled increases. In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in MSAT emissions associated with a proposed set of highway alternatives.
- **Greenhouse Gases (GHG) and Climate Change:** On January 20, 2025, President Trump signed Executive Order (E.O.) 14148 --Initial Rescissions of Harmful Executive Orders and Actions and E.O. 14154 -- Unleashing American Energy. The E.O.s revoked E.O. 13990 -- Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis (January 20, 2021) and E.O. 14008 -- Tackling the Climate Crisis at Home and Abroad (January 27, 2021). Subsequently on January 29, 2025, Secretary Duffy signed a Memorandum for Secretarial Offices and Heads of Operating Administrations -- Implementation of Executive Orders Addressing Energy, Climate Change, Diversity, and Gender. On February 25, 2025, the Council on Environmental Quality (CEQ) published an Interim Final Rule removing the CEQ's National Environmental Policy Act (NEPA) implementing regulations, effective April 11, 2025 (90 Fed. Reg. 10610). As a result of these actions, FHWA will not include greenhouse gas emissions and climate change analyses in the federal environmental review process. Any purported greenhouse gas emissions and climate change impacts will not

be considered in the federal decision. Accordingly, no greenhouse gas emissions or climate change analyses are included in the State College Area Connector EIS/NEPA Analysis.

All methods and assumptions applied in the air quality analysis were made consistent with those provided or specified in PennDOT's *Project-Level Air Quality Handbook* (Publication No. 321) with the exception of GHG and Climate Change. The assessment indicates that the project would meet all applicable air quality requirements of NEPA and, as applicable, federal and state transportation conformity regulations. As such, the project will not cause or contribute to a new violation, increase the frequency or severity of any violation, or delay timely attainment of NAAQS established by the EPA. Additional details on the analysis conducted for this project are provided below.

3.1 Clean Air Act and Transportation Conformity

Under the CAA, the EPA has established NAAQS for six criteria air pollutants which are considered harmful to public health and welfare: carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), ozone (O₃), respirable Particulate Matter (PM) (both PM_{2.5} and PM₁₀), and lead (Pb). As presented in Table 1, there are currently two types of standards: Primary Standards that are intended to protect public health (including protecting the health of "sensitive" populations such as asthmatics, children and the elderly), and Secondary Standards that are intended to protect the public welfare (e.g., to protect against damage to crops, vegetation, buildings, and animals). Federal actions must not cause or contribute to any new violation of any standard, increase the frequency or severity of any existing violation, or delay timely attainment of any standard or required interim milestone.

If the air quality in a geographic region meets the national standard, EPA designates this as an attainment area. Geographic regions that do not meet the national standard are designated as non-attainment areas. When the EPA designates an area as non-attainment, the CAA requires the state to develop and implement a State Implementation Plan (SIP), which outlines how the state will achieve air quality that meets the NAAQS under the deadlines established by the CAA, followed by a plan for maintaining attainment status once the area has achieved attainment. These areas that had been non-attainment but now attain the standard and have an EPA approved plan to maintain the standard, are designated as maintenance areas.

Pennsylvania has developed an SIP that outlines regulations, control measures, and strategies to achieve compliance with NAAQS. Transportation conformity under the CAA applies to federal funded transportation projects in areas that have violated one or more of the NAAQS in EPA designated non-attainment or maintenance areas. Federal actions occurring in areas that are in attainment with criteria pollutants are not subject to the conformity rule.

As Centre County is currently designated as a maintenance area for the 1997 eight-hour ozone standard, ozone is evaluated as part of the CCMPO's regional conformity analyses conducted as part of the TIP and LRTP process to comply with federal transportation conformity rule requirements (40 CFR Parts 51 and 93). Inclusion within the TIP indicates that the project has been considered and included as part of an approved Regional Conformity Analysis. The 2025-2028 Centre County TIP was adopted by CCMPO on June 25, 2024 and approved by the United States Department of Transportation (US DOT) on September 27, 2024. This project is referenced as MPMS 112784 on the approved TIP. TIP approval coordination letters and a copy of the 2025 – 2028 TIP project list are included as **Appendix B**.

Table 1. National Ambient Air Quality Standards

Pollutant		Primary/Secondary	Averaging Time	Level	Form
Carbon Monoxide (CO)		primary	8 hours	9 ppm	Not to be exceeded more than once per year
			1 hour	35 ppm	
Lead (Pb)		primary and secondary	Rolling 3 month average	0.15 µg/m ³ ⁽¹⁾	Not to be exceeded
Nitrogen Dioxide (NO ₂)		primary	1 hour	100 ppb	98th percentile of 1-hour daily maximum concentrations, averaged over 3 years
		primary and secondary	1 year	53 ppb ⁽²⁾	Annual Mean
Ozone (O ₃)		primary and secondary	8 hours	0.070 ppm ⁽³⁾	Annual fourth-highest daily maximum 8-hour concentration, averaged over 3 years
Particle Pollution (PM)	PM _{2.5}	primary	1 year	9.0 µg/m ³	annual mean, averaged over 3 years
		secondary	1 year	15.0 µg/m ³	annual mean, averaged over 3 years
		primary and secondary	24 hours	35 µg/m ³	98th percentile, averaged over 3 years
	PM ₁₀	primary and secondary	24 hours	150 µg/m ³	Not to be exceeded more than once per year on average over 3 years
Sulfur Dioxide (SO ₂)		primary	1 hour	75 ppb ⁽⁴⁾	99th percentile of 1-hour daily maximum concentrations, averaged over 3 years
		secondary	1 year	10 ppb	annual mean, averaged over 3 years
Units of measure for the standards are parts per million (ppm) by volume, parts per billion (ppb) by volume, and micrograms per cubic meter of air (µg/m ³).					
⁽¹⁾ In areas designated nonattainment for the Pb standards prior to the promulgation of the current (2008) standards, and for which implementation plans to attain or maintain the current (2008) standards have not been submitted and approved, the previous standards (1.5 µg/m ³ as a calendar quarter average) also remain in effect.					
⁽²⁾ The level of the annual NO ₂ standard is 0.053 ppm. It is shown here in terms of ppb for the purposes of clearer comparison to the 1-hour standard level.					
⁽³⁾ Final rule signed October 1, 2015, and effective December 28, 2015. The previous (2008) O ₃ standards are not revoked and remain in effect for designated areas. Additionally, some areas may have certain continuing implementation obligations under the prior revoked 1-hour (1979) and 8-hour (1997) O ₃ standards.					
⁽⁴⁾ The previous SO ₂ standards (0.14 ppm 24-hour and 0.03 ppm annual) will additionally remain in effect in certain areas:					
⁽¹⁾ any area for which it is not yet 1 year since the effective date of designation under the current (2010) standards, and					
⁽²⁾ any area for which an implementation plan providing for attainment of the current (2010) standard has not been submitted and approved and which is designated nonattainment under the previous SO ₂ standards or is not meeting the requirements of a SIP call under the previous SO ₂ standards (40 CFR 50.4(3)). A SIP call is an EPA action requiring a state to resubmit all or part of its State Implementation Plan to demonstrate attainment of the required NAAQS.					
Source: USEPA Web Site: https://www.epa.gov/criteria-air-pollutants/naaqs-table					

3.2 NEPA and Project-Level Assessments

For compliance with NEPA requirements, a project-level air quality analysis was performed to assess potential air quality impacts in accordance with PennDOT's *Project-Level Air Quality Handbook* (Publication No. 321). The pollutants assessed for the project-level air quality analysis include CO, PM, and MSATs. Additional guidance to assess MSATs is provided through FHWA's *Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents*, issued January 18, 2023. As the assessment of these pollutants is dependent on an evaluation of traffic volumes, the discussion that follows is not in terms of a comparison between the three proposed alternatives as there is no difference between the proposed traffic volumes for any of the alternatives. The only comparison to be made would be between the design year build condition and the design year no-build condition.

3.2.1 Carbon Monoxide (CO)

NEPA project air quality analyses have typically focused on CO as the primary indicator for vehicular induced pollution. A CO project-level air quality analysis is performed to ensure that new or worsened violations of the NAAQS will not occur as a result of the proposed project. Recent trends in air quality indicate CO levels throughout Pennsylvania have dramatically improved over the last decade, as demonstrated by the attainment status for CO throughout the state. Although project-level analyses will likely continue to evaluate CO levels associated with transportation improvement projects, PennDOT has developed thresholds used to determine whether a quantitative CO analysis is required for an individual project, including whether the subject project does not include or directly affect any roadways for which the 20-year forecasted daily volume will exceed the established threshold level of 125,000 vehicles per day, or annual average daily traffic (AADT). The current maximum AADT within the existing US 322 corridor is 15,800 vehicles per day, based on 2023 traffic data. For design year 2050 no-build, the maximum AADT within the US 322 corridor is projected to be 23,900. For design year 2050 build, the maximum AADT within the US 322 corridor is projected to be 29,800. This 2050 build AADT includes both the AADT associated with any of the proposed alternatives along with the AADT along the existing US 322 which would remain to provide local access. It can therefore be concluded that the project will have no significant adverse impact on air quality as a result of CO emissions for either the design year build or no-build condition.

3.2.2 Particulate Matter (PM)

The proposed project is located in an attainment area for the PM_{2.5} and PM₁₀ standards; therefore, the project does not require a project-level conformity determination. According to the PM_{2.5} and PM₁₀ hot-spot analysis requirements established in the March 10, 2006, final transportation conformity rule (71 FR 12468), no further project-level air quality analysis for these pollutants is required.

3.2.3 Mobile Source Air Toxics (MSATs)

FHWA most recently updated its guidance for the assessment of MSATs in the NEPA process for highway projects in 2023. The updated guidance states that "EPA identified nine compounds with significant contributions from mobile sources that are among the national and regional-scale cancer risk drivers or contributors and non-cancer hazard contributors from the 2011 National Air Toxics Assessment (NATA). These are 1,3-butadiene, acetaldehyde, acrolein, benzene, diesel particulate matter (diesel PM), ethylbenzene, formaldehyde, naphthalene, and polycyclic organic matter." It also specifies three possible categories or tiers of analysis, namely:

- 1) Tier 1: projects with no meaningful potential MSAT effects or exempt projects (for which MSAT analyses are not required)

- 2) Tier 2: projects with low potential MSAT effects (requiring only qualitative analyses)
- 3) Tier 3: projects with higher potential MSAT effects (requiring quantitative analyses)

Level of Analysis Determination

As this project involves an EIS and is not exempt, it does not qualify as a Tier 1 project under FHWA MSAT Guidance. It also does not meet the criteria for a Tier 3 project in FHWA guidance, as total traffic is forecast to reach only 29,800 AADT for the Design Year Build scenario, which is well below the 140,000 to 150,000 AADT criteria specified in FHWA guidance for Tier 3 projects (i.e., ones for which quantitative analyses for MSATs would be required). Additionally, this project does not involve the creation or alteration of a major intermodal freight facility that has the potential to concentrate high levels of diesel particulate matter in a single location.

This project may therefore be categorized as a Tier 2 project, i.e., one with “Low Potential MSAT Effects”. Projects in this category are addressed with a qualitative analysis, which as FHWA guidance states provides a basis for identifying and comparing potential differences for MSAT emissions, if any, from the various alternatives.

A qualitative analysis provides a basis for identifying and comparing the potential differences among MSAT emissions, if any, from the various alternatives. The qualitative assessment presented below follows FHWA guidance. It is derived in part from a study conducted by FHWA entitled “A Methodology for Evaluating Mobile Source Air Toxic Emissions Among Transportation Project Alternatives”, found at:

https://www.fhwa.dot.gov/environment/air_quality/air_toxics/research_and_analysis/mobile_source_air_toxics/msate_missions.cfm.

Background

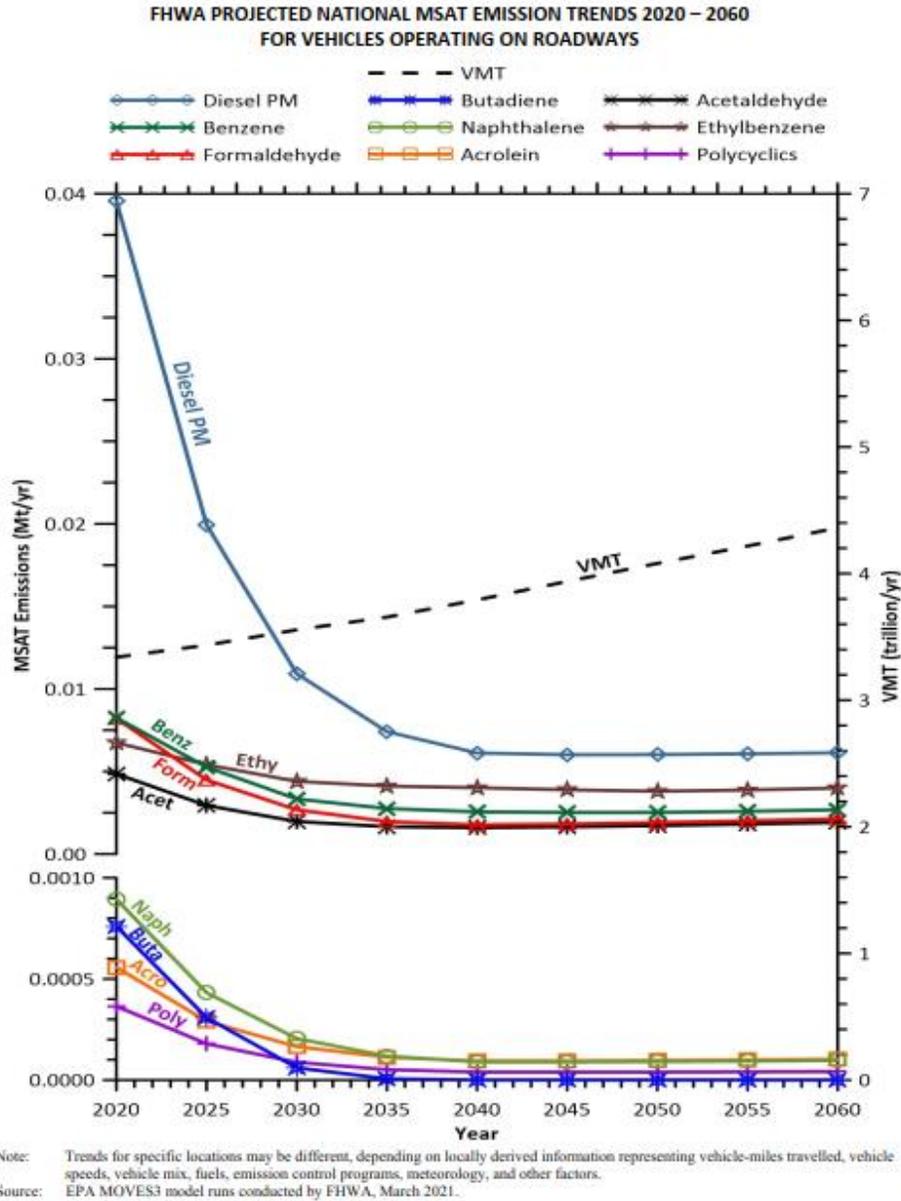
Controlling air toxic emissions became a national priority with the passage of the Clean Air Act Amendments (CAAA) of 1990, whereby Congress mandated that the EPA regulate 188 air toxics, also known as hazardous air pollutants. The EPA assessed this expansive list in its rule on the Control of Hazardous Air Pollutants from Mobile Sources (Federal Register, Vol. 72, No. 37, page 8430, February 26, 2007), and identified a group of 93 compounds emitted from mobile sources that are part of EPA’s Integrated Risk Information System (IRIS). In addition, EPA identified nine compounds with significant contributions from mobile sources that are among the national and regional-scale cancer risk drivers or contributors and non-cancer hazard contributors from the 2011 National Air Toxics Assessment (NATA).⁴ These are 1,3-butadiene, acetaldehyde, acrolein, benzene, diesel particulate matter (diesel PM), ethylbenzene, formaldehyde, naphthalene, and polycyclic organic matter. While FHWA considers these the priority mobile source air toxics, the list is subject to change and may be adjusted in consideration of future EPA rules.

Motor Vehicle Emissions Simulator (MOVES)

According to EPA, MOVES3 is a major revision to MOVES2014 and improves upon it in many respects. MOVES3 includes new data, new emissions standards, and new functional improvements and features. It incorporates substantial new data for emissions, fleet, and activity developed since the release of MOVES2014. These new emissions data are for light- and heavy-duty vehicles, exhaust and evaporative emissions, and fuel effects. MOVES3 also adds updated vehicle sales, population, age distribution, and vehicle miles travelled (VMT) data. In the November 2020 EPA issued *MOVES3 Mobile Source Emissions Model Questions and Answers*, EPA states that for on-road emissions, MOVES3 updated heavy-duty (HD) diesel and compressed natural gas (CNG) emission running rates and

updated HD gasoline emission rates. They updated light-duty (LD) emission rates for hydrocarbon (HC), carbon monoxide (CO) and nitrogen oxide (NOx) and updated light-duty (LD) particulate matter rates, incorporating new data on Gasoline Direct Injection (GDI) vehicles.

Using EPA's MOVES3 model, as shown in Graphic 1 below, FHWA estimates that even if VMT increases by 31 percent from 2020 to 2060 as forecast, a combined reduction of 76 percent in the total annual emissions for the priority MSAT is projected for the same time period.



Graphic 1. FHWA Projected National MSAT Emission Trends 2020-2060.

Diesel PM is the dominant component of MSAT emissions, making up 36 to 56 percent of all priority MSAT pollutants by mass, depending on calendar year. Users of MOVES3 will notice some differences in emissions compared with MOVES2014. MOVES3 is based on updated data on some emissions and pollutant processes compared to MOVES2014, and also reflects the latest Federal emissions standards in place at the time of its release. In addition,

MOVES3 emissions forecasts are based on slightly higher VMT projections than MOVES2014, consistent with nationwide VMT trends.

MSAT Research

Air toxics analysis is a continuing area of research. While much work has been done to assess the overall health risk of air toxics, many questions remain unanswered. In particular, the tools and techniques for assessing project-specific health outcomes as a result of lifetime MSAT exposure remain limited. These limitations impede the ability to evaluate how potential public health risks posed by MSAT exposure should be factored into project-level decision-making within the context of NEPA.

Nonetheless, air toxics concerns continue to arise on highway projects during the NEPA process. Even as the science emerges, the public and other agencies expect FHWA to address MSAT impacts in its environmental documents. The FHWA, EPA, the Health Effects Institute, and others have funded and conducted research studies to try to more clearly define potential risks from MSAT emissions associated with highway projects. The FHWA will continue to monitor the developing research in this field.

Project-Level MSAT Discussion

For each alternative in this EIS, the amount of MSATs emitted is proportional to vehicle miles traveled, or VMT, assuming that other variables such as fleet mix are the same for each alternative. The VMT estimated for the Build Alternative therefore may be slightly higher than that for the No-Build Alternative because the new roadway attracts rerouted trips from elsewhere in the transportation network. This increase in VMT could lead to higher MSAT emissions for the Build alternative along the roadway corridor, along with a corresponding decrease in MSAT emissions along the parallel routes. The emissions increase would be offset somewhat by lower MSAT emission rates due to increased speeds; according to EPA's MOVES3 model, emissions of all of the priority MSATs decrease as speed increases.

There may also be localized areas where VMT would increase and other areas where it would decrease. Therefore, it is possible that localized increases and decreases in MSAT emissions may occur. However, even if these increases do occur, they too will be substantially reduced in the future due to implementation of EPA's vehicle and fuel regulations. Also, regardless of the alternative chosen, emissions will likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce annual MSAT emissions by over 76 percent between 2020 and 2060 (Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents, Federal Highway Administration, January 18, 2023). Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases.

Any additional travel lanes contemplated as part of the project may have the effect of moving some traffic closer to nearby homes, schools, and businesses; therefore, there may be localized areas where ambient concentrations of MSATs could be higher for the Build Alternative than for the No-Build Alternative. However, the magnitude and the duration of these potential increases compared to the No-Build alternative cannot be reliably quantified due to incomplete or unavailable information in forecasting project-specific MSAT health impacts.

In sum, the localized level of MSAT emissions for the Build Alternative could be higher relative to the No-Build Alternative, but this could be offset due to increases in speeds and reductions in congestion (which are associated with

lower MSAT emissions). In addition, MSAT emissions will be lower in other locations when traffic shifts away from them. However, on a regional basis, EPA's vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be significantly lower than today.

Incomplete or Unavailable Information for Project-Specific MSAT Health Impacts Analysis

In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in MSAT emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by the uncertainty introduced into the process through assumption and speculation rather than any genuine insight into the actual health impacts directly attributable to MSAT exposure associated with a proposed action.

The EPA is responsible for protecting the public health and welfare from any known or anticipated effect of an air pollutant. They are the lead authority for administering the Clean Air Act and its amendments and have specific statutory obligations with respect to hazardous air pollutants and MSAT. The EPA is in the continual process of assessing human health effects, exposures, and risks posed by air pollutants. They maintain the Integrated Risk Information System (IRIS), which is "a compilation of electronic reports on specific substances found in the environment and their potential to cause human health effects" (EPA, <https://www.epa.gov/iris/>). Each report contains assessments of non-cancerous and cancerous effects for individual compounds and quantitative estimates of risk levels from lifetime oral and inhalation exposures with uncertainty spanning perhaps an order of magnitude.

Other organizations are also active in the research and analyses of the human health effects of MSAT, including the Health Effects Institute (HEI). A number of HEI studies are summarized in Appendix D of FHWA's Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents. Among the adverse health effects linked to MSAT compounds at high exposures are: cancer in humans in occupational settings; cancer in animals; and irritation to the respiratory tract, including the exacerbation of asthma. Less obvious is the adverse human health effects of MSAT compounds at current environmental concentrations (HEI Special Report 16, <https://www.healtheffects.org/publication/mobile-source-air-toxics-critical-review-literature-exposure-and-health-effects>) or in the future as vehicle emissions substantially decrease.

The methodologies for forecasting health impacts include emissions modeling; dispersion modeling; exposure modeling; and then final determination of health impacts – each step in the process building on the model predictions obtained in the previous step. All are encumbered by technical shortcomings or uncertain science that prevents a more complete differentiation of the MSAT health impacts among a set of project alternatives. These difficulties are magnified for lifetime (i.e., 70 year) assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over that time frame, since such information is unavailable.

It is particularly difficult to reliably forecast 70-year lifetime MSAT concentrations and exposure near roadways; to determine the portion of time that people are actually exposed at a specific location; and to establish the extent attributable to a proposed action, especially given that some of the information needed is unavailable.

There are considerable uncertainties associated with the existing estimates of toxicity of the various MSAT, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population, a concern expressed by HEI (Special Report 16, <https://www.healtheffects.org/publication/mobile-source-air-toxics-critical-review-literature-exposure-and-health-effects>). As a result, there is no national consensus on air dose-response

values assumed to protect the public health and welfare for MSAT compounds, and in particular for diesel PM. The EPA states that with respect to diesel engine exhaust, “[t]he absence of adequate data to develop a sufficiently confident dose-response relationship from the epidemiologic studies has prevented the estimation of inhalation carcinogenic risk.” (EPA IRIS database, Diesel Engine Exhaust, Section II.C. https://iris.epa.gov/static/pdfs/0642_summary.pdf).

There is also the lack of a national consensus on an acceptable level of risk. The current context is the process used by the EPA as provided by the Clean Air Act to determine whether more stringent controls are required in order to provide an ample margin of safety to protect public health or to prevent an adverse environmental effect for industrial sources subject to the maximum achievable control technology standards, such as benzene emissions from refineries. The decision framework is a two-step process. The first step requires EPA to determine an “acceptable” level of risk due to emissions from a source, which is generally no greater than approximately 100 in a million. Additional factors are considered in the second step, the goal of which is to maximize the number of people with risks less than 1 in a million due to emissions from a source. The results of this statutory two-step process do not guarantee that cancer risks from exposure to air toxics are less than 1 in a million; in some cases, the residual risk determination could result in maximum individual cancer risks that are as high as approximately 100 in a million. In a June 2008 decision, the U.S. Court of Appeals for the District of Columbia Circuit upheld EPA’s approach to addressing risk in its two-step decision framework. Information is incomplete or unavailable to establish that even the largest of highway projects would result in levels of risk greater than deemed acceptable

<https://media.cadc.uscourts.gov/opinions/docs/2008/06/07-1053-1120274.pdf>.

Because of the limitations in the methodologies for forecasting health impacts described, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against project benefits, such as reducing traffic congestion, accident rates, and fatalities plus improved access for emergency response, that are better suited for quantitative analysis.

Conclusions for MSATs

As discussed above, technical shortcomings of emissions and dispersion models and uncertain science with respect to health effects prevent meaningful or reliable estimates of MSAT emissions and effects of this project at this time. While it is possible that localized increases in MSAT emissions may occur as a result of this project, emissions will likely be lower than present levels in the design year of this project as a result of EPA’s national control programs that are projected to reduce annual MSAT emissions by over 76 percent between 2020 and 2060. Although local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases. This is not a project with substantial construction-related MSAT emissions that are likely to occur over an extended building period or a post-construction scenario where the NEPA analysis indicates potentially meaningful MSAT levels.

4.0 Conclusions

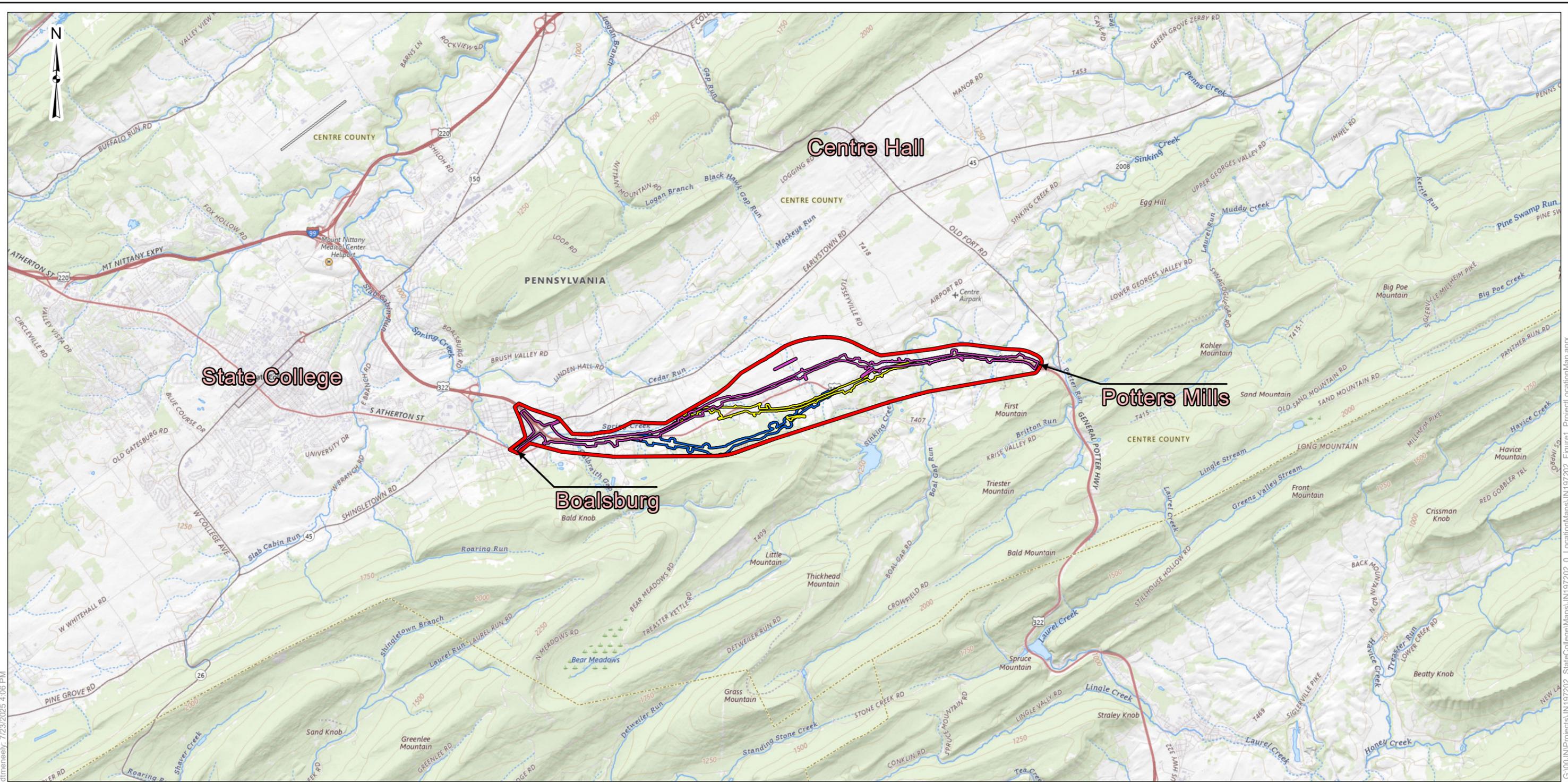
As the assessment of these pollutants is dependent on an evaluation of traffic volumes, the analysis is not in terms of a comparison between the three proposed alternatives as there is no difference between the proposed traffic volumes for any of the alternatives. The only comparison to be made would be between the design year build condition and the design year no-build condition.

The assessment indicates that the project would meet all applicable air quality requirements of NEPA and, as applicable, federal and state transportation conformity regulations. As such, the project will not cause or contribute to a new violation, increase the frequency or severity of any violation, or delay timely attainment of NAAQS established by the EPA.

5.0 Preparers

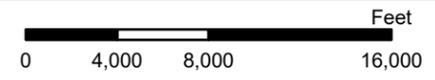
Al Dunay, Senior Scientist, Acoustics, Skelly and Loy, Inc., A Terracon Company

APPENDIX A - FIGURES



- Legend**
- Project Location
 - Central Alternative
 - North Alternative
 - South Alternative

DATA SOURCE(S):
USGS Quadrangle - Centre Hall and State College, Pennsylvania 2023



Project No.: JN197202
Date: July 2025
Drawn By: DTM
Reviewed By: ARL

SKELLY AND LOY

A **Terracon** Company

449 Eisenhower Blvd #300 Harrisburg, PA 17111
PH. (717) 232-0593 terracon.com

Alternatives Project Location Map

State College Area Connector Project
Centre County, Pennsylvania

Figure

1

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APPENDIX B – TIP APPROVAL AND PROJECT LIST

Centre County Metropolitan Planning Organization (CCMPO)

c/o Centre Regional Planning Agency
2643 Gateway Drive, Suite #4
State College, PA 16801
Phone (814) 231-3050 / FAX (814) 231-3083
www.crcog.net

Centre County Planning and Community Development Office
Willowbank Office Building
420 Holmes Street
Bellefonte, PA 16823-1488
Phone (814) 355-6791 / FAX (814) 355-8661
www.centrecountypa.gov

July 17, 2024

Ms. Kristin Mulkerin
Deputy Secretary for Planning
Pennsylvania Department of Transportation
Center for Program Development and Management
P.O. Box 3365
Harrisburg, PA 17105-3365

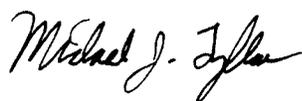
RE: 2025-2028 Centre County Transportation Improvement Program (TIP)

Dear Ms. Mulkerin:

We have enclosed the Highway/Bridge and Transit elements of the 2025-2028 Centre County TIP, including the 2024 Centre County Air Quality Conformity Analysis Report, as adopted by the CCMPO Coordinating Committee on June 25, 2024. Also enclosed is the supporting documentation for the TIP.

If you have any questions or need additional information about the attached documents, please contact us.

Sincerely,



Michael J. Tylka, AICP
Secretary, Centre County Metropolitan Planning Organization

Enclosures

cc: L. Eric Bernier, CCMPO Chair
Raymond J. Stolinās, Centre County Planning and Community Development Office
Tom Prestash, P.E., PennDOT District 2-0
Mark Schultz, PennDOT District 2-0
David Rishel, CATA



U.S. Department
of Transportation

Federal Transit Administration
Region III
1835 Market Street, Suite 1910
Philadelphia, PA 19103
(215) 656-7100
(215) 656-7260 (fax)

Federal Highway Administration
Pennsylvania Division
30 North Third Street, Suite 700
Harrisburg, PA 17101-1720
(717) 221-3461
Pennsylvania.FHWA@dot.gov

September 27, 2024

Reply To:
HPD-PA

Mr. Michael Carroll
Secretary of Transportation
Pennsylvania Department of Transportation
Keystone Building
400 North St.
Harrisburg, Pennsylvania 17120

Re: Pennsylvania FFY 2025-2028 Statewide Transportation Improvement Program & Air
Quality Conformity Determinations

Dear Secretary Carroll:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our joint review of the Pennsylvania Federal Fiscal Year (FFY) 2025-2028 Statewide Transportation Improvement Program (STIP) submitted with your letter dated August 14, 2024. Based on our review of the information provided, certifications of Statewide and Metropolitan transportation planning processes for and within the Commonwealth of Pennsylvania, and our participation in those transportation planning processes (including planning certification reviews conducted in Transportation Management Areas), we hereby take the following actions:

1. FHWA and FTA, in concurrence with the Environmental Protection Agency (EPA), have determined that the conformity determinations for the FFY 2025-2028 TIPs in all nonattainment and maintenance areas of the Commonwealth adequately address and meet the requirements as specified in the Transportation Conformity Rule [40 CFR Part 93], as amended. This includes all ten (10) conformity determinations for areas that are currently designated under the existing National Ambient Air Quality Standards (NAAQS) and the nine (9) areas impacted by the U.S. Court of Appeals for the D.C. Eighth Circuit decision in *South Coast Air Quality Management District v. EPA*, which addresses conformity requirements for former 1997 ozone “orphan” regions (Please see the enclosed table for the Pennsylvania regions requiring transportation conformity). The air quality conformity determination approval for these regions will reset the 4-year conformity timeclock to begin on the date of this letter.
2. The FHWA and FTA approve the Pennsylvania FFY 2025-2028 STIP, which includes the individual Transportation Improvement Programs (TIPs) for all Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), the independent Wayne County, Statewide Items, and the Interstate Management Program.
3. The FHWA and FTA find that the projects contained in the STIP and MPO/RPO TIPs are

based on transportation planning processes that meet the requirements of the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58, also known as the Bipartisan Infrastructure Law); 23 U.S.C. Sections 134 and 135; 49 U.S.C. Sections 5303 and 5304; and 23 CFR part 450.

4. Based on our joint review of the overall Pennsylvania statewide, metropolitan, and rural transportation planning processes, the FHWA and FTA are issuing the FFY 2025-2028 STIP Federal Planning Finding, as enclosed.
5. In addition, several MPOs/RPOs have updated their Long Range Transportation Plans (LRTPs) in accordance with 23 CFR Part 450.324. These areas include the Lebanon MPO, Lancaster MPO, and Cambria County MPO. The Delaware Valley Regional Planning Commission (DVRPC) MPO and the Southwestern Pennsylvania Commission (SPC) MPO have amended their LRTPs. FHWA and FTA, in concurrence with EPA, have determined that the conformity determinations for the above mentioned LRTPs adequately address and meet the requirements as specified in the Transportation Conformity Rule [40 CFR Part 93], as amended. The air quality conformity determination approvals for the Lebanon, Lancaster, and Cambria County MPOs will reset their respective 4-year LRTP update timeclocks to begin on the date of this letter.

If you have any questions regarding this determination, please do not hesitate to contact either Gene Porochniak, FHWA Pennsylvania Division, at eugene.porochniak@dot.gov or (717) 221-4438, or Laura Keeley, FTA Region III, at laura.keeley@dot.gov or (215) 656-7111.

Sincerely,


Digitally signed by
THERESA
GARCIA CREWS
Date: 2024.09.27
13:08:01 -04'00'

Terry Garcia Crews
Regional Administrator
FTA Region III

**ALICIA
ESTHER
NOLAN**

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ALICIA ESTHER
NOLAN
Date: 2024.09.27
14:00:01 -04'00'

Alicia Nolan
Division Administrator
FHWA Pennsylvania Division

Enclosures

ec: Larry Shifflet, Executive Deputy Secretary
Kristin Mulkerin, Deputy Secretary for Planning
Meredith Biggica, Deputy Secretary for Multimodal Transportation
Chris Norris, P.E., Deputy Secretary for Highway Administration
Corey Pellington, Deputy Secretary for Administration
Robert Mulkerin, Special Advisor to the Executive Deputy Secretary
Casey Markey, Special Assistant, Office of the Deputy Secretary for Planning
Mark Tobin, Bureau Director, Center for Program Development & Management (CPDM)
Andrea Bahoric, Director, Bureau of Planning & Research
Danielle Spila, Director, Bureau of Public Transportation
Natasha Fackler, Infrastructure Implementation Coordinator

Gavin Gray, P.E., Chief Engineer
Nathan Walker, PennDOT CPDM
Michelle Adolini, PennDOT CPDM
Jim Mosca, PennDOT CPDM
Jess Clark, PennDOT CPDM
Mike Rimer, PennDOT CPDM
Dan Farley, Director, Bureau of Operations
Doug Tomlinson, Chief, Highway Safety and Traffic Operations (HSTO) Division
Thomas Glass – HSTO Division
Mike Long – Chief, Asset Management Division
Steve Gault - Chief, TSMO Arterials & Planning Section
Justin Bruner – Chief, Bridge Asset Management Section
PennDOT District Executives
MPO/RPO Executive Directors
MPO/RPO Assistant Directors/Planners
Christina Fernandez, EPA Region 3
Megan Goold, EPA Region 3
David Talley, EPA Region 3
Gregory Becoat, EPA Region 3
Michael Trone, PA DEP
Chris Trostle, PA DEP
Tony Tarone, FTA Region 3
Laura Keeley, FTA Region 3
Mark Wolanski, FTA Region 3
Tim Lidiak, FTA Region 3
Camille Otto, FHWA Pennsylvania (PA) Division
Jennifer Crobak, FHWA PA
Jonathan Crum, FHWA PA
Clint Beck, FHWA PA
Gene Porochniak, FHWA PA
Ronnique Bishop, FHWA PA
Kenana Zejcirovic, FHWA PA
Matt Smoker, FHWA HQ

Pennsylvania FFY 2025-2028 STIP Federal Planning Finding

This is the documented Federal Planning Finding (FPF) for the Pennsylvania FFY 2025-2028 Statewide Transportation Improvement Program (STIP) and all incorporated Transportation Improvement Programs (TIPs). This FPF is issued by the Federal Highway Administration (FHWA) Pennsylvania Division and the Federal Transit Administration (FTA) Region III for Statewide, metropolitan, and nonmetropolitan transportation planning and programming processes.

The FHWA and FTA find that the Pennsylvania FFY 2025-2028 STIP substantially meets the requirements of 23 United States Code (U.S.C.) 134, 135; 49 U.S.C. 5303-5305; 23 Code of Federal Regulations (CFR) part 450, and 49 CFR part 613.

The FPF includes **3 Commendations** where the Pennsylvania Department of Transportation (PennDOT) and Planning Partners have demonstrated excellence in the planning process and **5 Recommendations** for continued improvement. There are **no Corrective Actions**. Please see the Findings beginning on page 3 for details.

FHWA and FTA are committed to assisting PennDOT and the Planning Partners to review and address the Recommendations identified in the FPF. FHWA and FTA request the opportunity to meet with PennDOT to discuss the FPF and develop an Action Plan to address the Recommendations within 90 days of the STIP approval date.

What is the Federal Planning Finding (FPF)?

The FPF is a formal action taken by FHWA and FTA to evaluate and ensure that STIPs and TIPs are developed according to Statewide, metropolitan, and nonmetropolitan transportation planning processes consistent with 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, 23 CFR part 450 and 500, and 49 CFR part 613.

The FPF is a formal opportunity to highlight what works well and opportunities for improvement in the Statewide, metropolitan, or nonmetropolitan transportation planning process.

The FPF applies to both PennDOT and the Planning Partners.

The FPF is a required prerequisite to FHWA's and FTA's joint approval of the STIP.

What are the statutory and regulatory requirements for the FPF?

- The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, Pub. L. 109-59) contained statutory requirements, codified in Title 23 and Title 49, that the Secretary determine, at least every four years, whether the transportation planning process through which Statewide transportation plans and programs are developed is consistent with 23 U.S.C. 134-135 and 49 U.S.C. 5303-5304.
- The Moving Ahead for Progress in the 21st Century Act (MAP-21, Pub. L. 112-141), the Fixing America's Surface Transportation Act (FAST Act, Pub. L. 114-94), and the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58, also known as the "Bipartisan Infrastructure Law" or BIL) maintain this requirement.
- A FPF is required for the approval of a STIP [23 U.S.C. 135(g)(7) and 49 U.S.C. 5304(g)(7)].

Pennsylvania FFY 2025-2028 STIP Federal Planning Finding

- The FHWA and FTA adopted joint implementing regulations for these requirements, found in 23 CFR part 450. Pursuant to the regulations, the requirement for the FPF applies to both the STIP (23 CFR 400.220(b)) and TIPs (23 CFR 450.330(a)).

How are the findings identified and tracked?

FHWA and FTA work collaboratively to identify potential observations to include in the FPF. These observations are identified through each agency's involvement, stewardship, and oversight activities with PennDOT, Metropolitan and Rural Planning Organizations (MPOs/RPOs), Transit agencies, and key stakeholders. FHWA and FTA use several opportunities and methods to assess the quality of the Statewide and regional metropolitan transportation planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. In addition to the STIP/TIP review, this involvement includes the Unified Planning Work Program (UPWP) approval, Long Range Transportation Plan (LRTP) coordination, and Air Quality (AQ) conformity determinations (in nonattainment and maintenance areas), as well as a range of other activities.

There are three finding categories:

- 1) **Corrective Actions:** Items identified where the activity does not meet statutory and regulatory requirements. Each Corrective Action requires action by the State and/or MPOs and the FPF provides a date to complete the Corrective Action(s).
- 2) **Recommendations:** Items that meet the statutory and regulatory requirements but may represent opportunities to improve one or more elements of the transportation planning process. Recommendations could include enhancements to planning processes, planning emphasis areas, emerging technologies, and agency initiatives.
- 3) **Commendations:** Activities or initiatives that demonstrate innovative, highly effective, and well thought out procedures for implementing the planning requirements or represent a national model for implementation that can be cited as a good practice example for others.

Pennsylvania FFY 2025-2028 STIP Federal Planning Finding

Findings:

The following **Commendations** of the Statewide, metropolitan, and nonmetropolitan transportation planning processes have been identified:

1. BIL Implementation

FHWA and FTA commend PennDOT and the Planning Partners on their efforts to support implementation of the BIL/IIJA new formula funding programs and discretionary grant opportunities. Notable achievements include:

- PennDOT has completed three rounds of National Electric Vehicle Infrastructure (NEVI) project awards, has 91 active projects as of August 15, 2024, and has successfully completed their first operational charging stations.
- PennDOT has updated their Design Manual (DM2) to incorporate a chapter on resilience and is currently working on developing a Resilience Improvement Plan (RIP).
- PennDOT's cooperative development of their State Carbon Reduction Strategy (CRS) with input from the Planning Partners, their creation of an eligibility resource guide for potential Carbon Reduction Program (CRP) projects, and their utilization of CRP funding for their Transportation Systems Management & Operations (TSMO) Funding Initiative program have been key elements in the implementation of the CRP in Pennsylvania.
- Regional efforts by the Planning Partners to educate the public and local officials on new formula funding programs, promote discretionary grant opportunities, establish new regional CRP project selection processes, and increase efforts to consider equity in planning.

PennDOT's IIJA website provides resources, current grant alerts, and a listing of projects that have received discretionary grant awards, which is a great resource for both the Planning Partners and other transportation stakeholders in Pennsylvania. PennDOT's assistance to local grant recipients has supported successful project delivery. Through these efforts, PennDOT has continued their focus on exploring and implementing funding solutions for the needs of the Commonwealth's transportation network.

Finally, FHWA and FTA commend PennDOT on their continued use of August redistribution as another tool to effectively deliver the transportation program in Pennsylvania. PennDOT has applied for additional annual obligation limitation on a consistent basis and has utilized the available obligation authority to the maximum extent possible. This is especially notable given the large increase in August redistribution levels in recent years, which has presented a challenge for PennDOT to obligate larger amounts in a short period of time.

2. Planning and Environmental Linkages Process

FHWA and FTA would like to commend PennDOT on their effective use of the Planning and Environment Linkages (PEL) process to improve project development and lead to better decision-making. PEL studies have been particularly valuable for the US 219-Section 050 and State College Area Connector projects, which the project teams have been able to utilize to initiate Environmental Impact Statements (EISs). A PEL is also in-process for the particularly complex

Pennsylvania FFY 2025-2028 STIP Federal Planning Finding

Skidders Falls Bridge project. The use of PELs demonstrates PennDOT's commitment to early consideration of project Purpose and Needs, preliminary alternatives, potential impacts, and public and agency feedback to improve project delivery on large, complex projects, while also providing additional input to inform and improve the National Environmental Policy Act (NEPA) process.

3. Unified Planning Work Program

FHWA and FTA commend PennDOT and the Planning Partners on their ongoing efforts to improve UPWP invoice procedures and address the findings from the Tier 2 Invoicing Procedures and Internal Controls Review. PennDOT's development of internal procedures, external and internal handbooks, training, and a Management Plan has helped to roll out the new internal controls and invoicing process. FHWA looks forward to working with PennDOT to build on this progress and assist them with the completion of the initial testing of the invoice sampling plan.

FHWA and FTA also wish to recognize PennDOT's efforts to update the State Planning and Research (SPR) Memorandum of Understanding (MOU), which outlines procedures for the administration of the SPR Work Program in the Commonwealth of Pennsylvania, as well as PennDOT's coordination on updates to the UPWP Guidance following the administration of a 1-year Work Program to separate Pennsylvania's TIP and UPWP development cycles.

The following **Recommendations** for the Statewide, metropolitan, and nonmetropolitan transportation planning processes have been identified:

1. Safety Planning, Programming and Project Delivery

Improving safety is the top priority for FHWA, FTA and PennDOT. However, Pennsylvania has not met or made significant progress towards meeting the Safety Performance Measures under 23 CFR Part 490 for the last five reporting periods [Calendar Year (CY) 2018 through CY 2022]. Historically, since Federal Fiscal Year (FFY) 2017, PennDOT has obligated on average less than 85% of their full Highway Safety Improvement Program (HSIP) annual apportionment, which diminishes Pennsylvania's capacity to deliver important safety projects. To reduce fatalities and serious injuries, PennDOT needs to take a comprehensive approach to safety by proactively identifying safety projects, utilizing the full HSIP annual apportionment, and integrating safety into projects. This finding is being carried over from the 2023 FPF.

FHWA and FTA recognize that there has been a concerted effort by PennDOT to improve the HSIP obligation process over the last few years, including achieving a larger percentage of obligation occurring earlier in the FFY and obligating more than the minimum required in FFY 2024. In addition, beginning in CY 2025, around April 15 each year PennDOT plans to move current fiscal year HSIP funding remaining in regional line items and not assigned to projects to the Statewide line item for redistribution to other projects that are ready to obligate. FHWA and FTA support this proactive approach to improve HSIP utilization rates. FHWA and FTA request that PennDOT continue to schedule regular coordination meetings and bring the Planning Partners into the conversation to discuss ongoing funding challenges and identify further opportunities to improve safety planning, programming, and project delivery.

Pennsylvania FFY 2025-2028 STIP Federal Planning Finding

2. Integration of Asset Management (AM) and Transportation Performance Management (TPM)

FHWA and FTA recognize that PennDOT has long maintained a preservation-first focus and has made considerable progress in identifying investment needs by developing and improving their Bridge and Pavement Asset Management Systems (AMS) and now beginning development on AssetFox. However, based on the Pennsylvania Transportation Asset Management Plan (TAMP) consistency determination, TIP submissions, and feedback, it still appears that PennDOT's AMS are not being widely used to guide investment priorities and drive project selection to achieve optimal performance. This finding is being carried over from the 2023 FPF.

Through the 2025 TIP development process, FHWA and FTA observed continuing challenges to PennDOT and the Planning Partners on fully utilizing the AMS outputs, including the timing of AMS outputs, competing project priorities, and technical training needs on how to effectively use the data outputs in the planning process. PennDOT did not evaluate the expected performance outcomes of the draft 2025 STIP during the STIP development process.

FHWA and FTA request that PennDOT work with the Planning Partners towards greater consistency between the TAMP, the STIP/Twelve-Year Program (TYP), and regional MPO/RPO LRTPs. To do this, PennDOT should continue holding monthly coordination meetings with FHWA, PennDOT AMS technical experts and the PennDOT Program Center. The purpose of these meetings should be to discuss asset management challenges, identify opportunities for improvement, and monitor progress in implementing the required changes needed for PennDOT to successfully integrate their AMS more fully into project selection.

3. LRTP Development Process

Since the 2019 FPF, progress has been made in many areas to improve the LRTP update process, including the development of PennDOT's updated Regional LRTP Guidance (Pub. 575). However, FHWA and FTA continue to observe issues with LRTP updates, including rushed development of plans, late agency coordination, a lack of awareness about air quality conformity requirements, limited review time for FHWA and FTA prior to plan public comment periods or plan adoptions, and potential for plan expirations. These continuing issues demonstrate there is still a need for further improvement and greater focus by the Planning Partners and PennDOT on the LRTP development process. This finding is being carried over from the 2023 FPF.

To address the issues outlined above, FHWA and FTA continue to emphasize the importance of the Planning Partner scheduling a LRTP kickoff meeting early in the update process. For LRTP updates, FHWA and FTA recommend that the Planning Partners work with PennDOT, FHWA, and FTA to jointly develop reasonable update schedules with key milestones identified. FHWA and FTA also recommend that PennDOT consider ways they can further promote the LRTP Guidance to increase awareness and use of this resource, such as webinars and the sharing of effective practices.

Pennsylvania FFY 2025-2028 STIP Federal Planning Finding

4. Metropolitan Planning Agreements (MOUs/MOAs)

As required by 23 CFR 450.314, each Metropolitan Planning Area (MPA) must have a written agreement among the MPO, the State(s), and the providers of public transportation which identifies their mutual responsibilities in carrying out the metropolitan transportation planning process. In several recent Certification Reviews, FHWA and FTA have identified outdated agreements and missing requirements in the written provisions between PennDOT, the MPO, and the Transit provider(s), which have resulted in Corrective Actions. FHWA and FTA recommend that PennDOT, the Planning Partners, and the Transit agencies evaluate their Memorandums of Understanding/Memorandums of Agreement (MOUs/MOAs) as needed to ensure that the current documents include all required parties as signatories and identify the mutual responsibilities of all required parties in carrying out the metropolitan planning process in each region.

As part of fully meeting the requirements found in 23 CFR 450.314, planning agreements between PennDOT, the Planning Partner(s), and the Transit provider(s) must also include specific provisions for the development of financial plans that support the LRTP and TIP, the development of the annual listing of obligated projects for both highway/bridge and transit, and written provisions on meeting performance measure requirements (if not documented elsewhere). The Planning Partners, PennDOT, and the providers of public transportation should periodically review and update these agreements, as appropriate, to reflect and account for changes in transportation planning requirements.

5. Transit Coordination

FTA and FHWA recommend that PennDOT, the Planning Partners, and Transit providers identify ways to strengthen multimodal planning, communication, and collaboration. Stronger coordination between different stakeholders, inclusive of Public Transportation, is necessary to meet the federal planning requirements and PennDOT plays a crucial role in leading and modeling that across Pennsylvania.

PennDOT has undertaken large efforts to update planning guidance, like Pub. 575, but has often not fully incorporated FTA requirements in these documents. In addition, when comments have been provided by FTA or BPT, they have not been addressed. This has resulted in guidance documents and materials that are incomplete and missing information on federal requirements. Furthermore, during the review of the FY2025-2028 TIPs, FTA and FHWA identified several inconsistencies within the TIPs in how Transit projects are included, how fiscal constraint is demonstrated together with the transit financial capacity analysis, and how the projects meet performance-based planning and programming requirements.

FTA and FHWA recommend that PennDOT evaluate and develop internal procedures for how the Department will coordinate reviews between the Bureau of Public Transit (BPT) and the Center for Program Development & Management (CPDM-Program Center) when addressing federal planning requirements. In addition, PennDOT should take actions to clarify and strengthen procedures to ensure adequate transit coordination between PennDOT CPDM, BPT, Districts, and the Planning Partners.

Pennsylvania FFY 2025-2028 STIP Federal Planning Finding

Furthermore, Planning Partners and Transit providers should, with assistance from PennDOT, evaluate their procedures for addressing how transit activities are correctly recorded and reflected in the TIPs and STIP, LRTP System Performance Reports, UPWPs and other planning documents. The selection of projects for inclusion in the Annual Listing of Obligated Projects, UPWP amendments, the programming of transit planning projects with non-PL funds, and the inclusion of transit performance measures and reporting are all aspects that should be considered. To provide additional assistance to the Planning Partners, PennDOT may explore additional measures at their discretion, including supplementing General and Procedural Guidance and other guidance documents with FTA-specific details.

Pennsylvania Areas Requiring Transportation Conformity

Note: The table reflects the revocation of the 1997 PM_{2.5} NAAQS on October 24, 2016. The table includes the 1997 8-hour ozone NAAQS per the February 16, 2018 D.C Circuit decision in South Coast Air Quality Management District v. EPA (Case No. 15-1115). The impact of this court decision is only on areas that were maintenance or nonattainment of the 1997 ozone NAAQS at the time of revocation and are designated as attainment for the 2008 and 2015 ozone NAAQS. These areas are referred to as “orphan” maintenance areas.

MPO/RPO	Applicable NAAQS	Nonattainment / Maintenance Area Name	Counties in Area	Nonattainment Status
Reading	2008 8-hour Ozone	Reading, PA	Berks	Marginal
Allentown	2008 8-hour Ozone	Allentown-Bethlehem-Easton, PA	Lehigh, Northampton	Marginal
	2006 24-Hour PM _{2.5}	Allentown, PA	Lehigh, Northampton	Maintenance
Harrisburg	2006 24-Hour PM _{2.5}	Harrisburg-Lebanon-Carlisle-York, PA	Cumberland, Dauphin	Maintenance
	1997 8-hour Ozone	Harrisburg-Lebanon-Carlisle, PA	Cumberland, Dauphin, Perry	Orphan Maintenance
York	2006 24-Hour PM _{2.5}	Harrisburg-Lebanon-Carlisle-York, PA	York	Maintenance
	1997 8-hour Ozone	York, PA	York	Orphan Maintenance
Lancaster	2008 8-hour Ozone	Lancaster, PA	Lancaster	Marginal
	2006 24-Hour PM _{2.5}	Lancaster, PA	Lancaster	Maintenance
Lebanon	2012 Annual PM _{2.5}	Lebanon County, PA	Lebanon	Maintenance
	2006 24-Hour PM _{2.5}	Harrisburg-Lebanon-Carlisle-York, PA	Lebanon	Maintenance
	1997 8-hour Ozone	Harrisburg-Lebanon-Carlisle, PA	Lebanon	Orphan Maintenance
Cambria County	1997 8-hour Ozone	Johnstown, PA	Cambria	Orphan Maintenance
	2006 24-Hour PM _{2.5}	Johnstown, PA	Cambria	Maintenance
NEPA	2008 8-hour Ozone	Allentown-Bethlehem-Easton, PA	Carbon	Marginal
	1997 8-hour Ozone	Scranton-Wilkes-Barre, PA	Monroe	Orphan Maintenance

MPO/RPO	Applicable NAAQS	Nonattainment / Maintenance Area Name	Counties in Area	Nonattainment Status
DVRPC	2015 8-hour Ozone	Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE	Bucks, Chester, Delaware, Montgomery, Philadelphia	Serious
	2012 Annual PM _{2.5}	Delaware County, PA	Delaware	Maintenance
	2008 8-hour Ozone	Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE	Bucks, Chester, Delaware, Montgomery, Philadelphia	Marginal
	2006 24-Hour PM _{2.5}	Philadelphia-Wilmington, PA-NJ-DE	Bucks, Chester, Delaware, Montgomery, Philadelphia	Maintenance
SPC	2012 Annual PM _{2.5}	Allegheny County, PA	Allegheny	Moderate
	2008 8-hour Ozone	Pittsburgh-Beaver Valley, PA	Allegheny, Armstrong, Beaver, Butler, Fayette, Washington, Westmoreland	Marginal
	2006 24-Hour PM _{2.5}	Pittsburgh-Beaver Valley, PA	Allegheny (P), Armstrong (P), Beaver, Butler, Greene (P), Lawrence (P), Washington, Westmoreland	Maintenance
	2006 24-Hour PM _{2.5}	Johnstown, PA	Indiana (P)	Maintenance
	2006 24-Hour PM _{2.5}	Liberty-Clairton, PA	Allegheny (P)	Moderate
	1997 8-hour Ozone	Clearfield and Indiana Cos, PA	Indiana	Orphan Maintenance
	1997 8-hour Ozone	Greene Co, PA	Greene	Orphan Maintenance
	1987 24-Hour PM ₁₀	Clairton & 4 Boroughs, PA	Allegheny (P)	Maintenance

MPO/RPO	Applicable NAAQS	Nonattainment / Maintenance Area Name	Counties in Area	Nonattainment Status
Blair County	1997 8-hour Ozone	Altoona, PA	Blair	Orphan Maintenance
North Central	1997 8-hour Ozone	Clearfield and Indiana Cos, PA	Clearfield	Orphan Maintenance
Erie	1997 8-hour Ozone	Erie, PA	Erie	Orphan Maintenance
Franklin	1997 8-hour Ozone	Franklin Co, PA	Franklin	Orphan Maintenance
Scranton	1997 8-hour Ozone	Scranton-Wilkes-Barre, PA	Lackawanna, Luzerne	Orphan Maintenance
Northern Tier	1997 8-hour Ozone	Scranton-Wilkes-Barre, PA	Wyoming	Orphan Maintenance
	1997 8-hour Ozone	Tioga Co, PA	Tioga	Orphan Maintenance
Centre	1997 8-hour Ozone	State College, PA	Centre	Orphan Maintenance
Adams	1997 8-hour Ozone	York, PA	Adams	Orphan Maintenance
Shenango Valley	1997 8-hour Ozone	Youngstown-Warren-Sharon, OH-PA	Mercer	Orphan Maintenance

(P) = designates partial county areas that are included in the nonattainment/maintenance area

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Project Information							FFY 2025 Costs					FFY 2026 Costs					FFY 2027 Costs					FFY 2028 Costs					^ Milestones					
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal		St.	State	Local	Total	
Centre			84515	Local Retro Bridges	C	BRDG									183	600,000	150,000	750,000										183	600,000	150,000	750,000	
Centre			92422	CEN Bridge Plank/Channel Program	C	BRDG			185	250,000		250,000			185	250,000		250,000			185	250,000		250,000			185	250,000		250,000	8/20/2020 A	
Centre			117920	Infrastructure Investment Reserve Line Item	C	AIR	CRPU	226,000				226,000	CRPU	230,000				230,000	CRPU	230,000				230,000	CRPU	230,000				230,000		
Centre			117920	Infrastructure Investment Reserve Line Item	C	AIR	CRP	471,000				471,000	CRP	483,000				483,000	CRP	483,000				483,000	CRP	483,000				483,000		
Centre			118401	St College Shared Use Path, TASA	C	TENH	TAP	1,100,000				1,100,000																			2/27/2025 E	
Centre		SAF	75808	Line Item Safety	C	SAMI	HSIP	1,065,000				1,065,000	HSIP	1,098,000				1,098,000	HSIP	1,098,000				1,098,000	HSIP	1,098,000				1,098,000		
Centre	26		119687	SR 26 Allen Street Improvements TIF	C	TENH			e581	1,600,000		1,600,000			e581	1,500,000		1,500,000														
Centre	26	147	112588	Jacksonville Road Betterment	C	HRST			581	1,033,418		1,033,418																			6/20/2024 E	
Centre	26	A06	88169	SEDA-COG/Nit & Bald Eagle	P	BRDG	STP	357,332	185	89,333		446,665																				
Centre	26	A06	88169	SEDA-COG/Nit & Bald Eagle	+F	BRDG							STP	273,181				273,181														
Centre	26	A06	88169	SEDA-COG/Nit & Bald Eagle	+U	BRDG							STP	81,955				81,955														
Centre	26	A06	88169	SEDA-COG/Nit & Bald Eagle	+R	BRDG							STP	54,636				54,636														
Centre	26	A06	88169	SEDA-COG/Nit & Bald Eagle	C	BRDG													BRIP	1,038,943	185	226,546		1,265,489	BRIP	1,706,662	185	448,759		2,155,421	9/30/2027 E	
Centre	26	N41	93262	Howard Intersection	C	SAMI	HSIP	10,000				10,000																			5/23/2024 E	
Centre	26	P35	110368	2026 Centre Bridge Preservation	+P	BRDG	BRIP	10,000				10,000																			8/14/2025 E	
Centre	26	P35	110368	2026 Centre Bridge Preservation	+U	BRDG	BRIP	51,500				51,500																				
Centre	26	P35	110368	2026 Centre Bridge Preservation	+R	BRDG	BRIP	51,500				51,500																				
Centre	26	P35	110368	2026 Centre Bridge Preservation	C	BRDG							BRIP	1,871,489				1,871,489			581	459,000		459,000							4/9/2026 E	
Centre	26	P53	116885	SR 26 over Spring Creek	P	BRDG			581	10,000		10,000																			7/21/2024 E	
Centre	26	P53	116885	SR 26 over Spring Creek	U	BRDG			581	10,000		10,000																				
Centre	26	P53	116885	SR 26 over Spring Creek	R	BRDG			581	10,000		10,000																				
Centre	26	P53	116885	SR 26 over Spring Creek	C	BRDG	NHPP	104,291				104,291	STP	344,335				344,335													2/12/2026 E	
Centre	26	P53	116885	SR 26 over Spring Creek	C	BRDG	BRIP	1,230,150	185	379,315		1,609,465	NHPP	327,000	185	151,135		478,135													2/12/2026 E	
Centre	45	A06	88333	Branch Pine Creek Bridge.	P	BRDG																					581	347,783		347,783		
Centre	45	P59	119880	SR's 26, 45 & 3011 Bridge Preservations	+P	BRDG	STP	245,578				245,578																				
Centre	45	P59	119880	SR's 26, 45 & 3011 Bridge Preservations	+P	BRDG	NHPP	200,000				200,000																				
Centre	45	P59	119880	SR's 26, 45 & 3011 Bridge Preservations	+U	BRDG							BRIP	81,954				81,954														
Centre	45	P59	119880	SR's 26, 45 & 3011 Bridge Preservations	R	BRDG							BRIP	81,954				81,954														
Centre	45	P59	119880	SR's 26, 45 & 3011 Bridge Preservations	+C	BRDG							NHPP	700,000				700,000													4/29/2027 E	
Centre	45	P59	119880	SR's 26, 45 & 3011 Bridge Preservations	+C	BRDG							BRIP	706,886				706,886													4/29/2027 E	
Centre	45	TSA	118402	Pine Grove Mills Bike/Ped Improvements, TASA	C	TENH	TAP	700,000				700,000																			1/30/2025 E	
Centre	53	R19	121373	West Maple Street RR Upgrade	C	SAMI							RRX	400,000				400,000	RRX	100,000				100,000							6/30/2025 E	
Centre	99	166	119468	Centre Concrete Preservation	+C	HRST	STP	1,500,000				1,500,000																			1/16/2025 E	
Centre	99	166	119468	Centre Concrete Preservation	+C	HRST	NHPP	1,500,000				1,500,000																			1/16/2025 E	
Centre	144	164	113550	SR 144 Runville Area, Drainage Imp.	C	HRST			581	562,755		562,755																			2/1/2025 E	
Centre	144	A16	116739	SR 144 Potter Run Concrete Arch Culvert	P	BRDG			185	445,578		445,578																			6/20/2025 E	
Centre	144	A16	116739	SR 144 Potter Run Concrete Arch Culvert	F	BRDG															581	393,929		393,929								
Centre	144	A16	116739	SR 144 Potter Run Concrete Arch Culvert	U	BRDG															581	61,494		61,494								
Centre	144	A16	116739	SR 144 Potter Run Concrete Arch Culvert	R	BRDG															581	61,494		61,494								
Centre	144	A16	116739	SR 144 Potter Run Concrete Arch Culvert	C	BRDG															185	1,125,509		1,125,509							1/29/2027 E	
Centre	150	A01	88222	Holt Hollow Run Bridge	P	BRDG							STP	367,157	581	91,790		458,947													8/19/2026 E	
Centre	150	A01	88222	Holt Hollow Run Bridge	F	BRDG													STP	270,122	581	67,531		337,653								
Centre	150	A01	88222	Holt Hollow Run Bridge	U	BRDG													STP	67,531	581	16,883		84,414								
Centre	150	A01	88222	Holt Hollow Run Bridge	R	BRDG													STP	67,531	581	16,883		84,414								
Centre	150	A01	88222	Holt Hollow Run Bridge	C	BRDG																					581	956,402		956,402	3/30/2028 E	
Centre	150	A02	88362	Logan Branch Bridge	P	BRDG													STP	429,859	581	107,465		537,324								
Centre	150	N40	106365	SR 150 and Phoenix Ave Intersection	P	HRST	NHPP	509,232	581	127,308		636,540																			9/29/2028 E	
Centre	150	N40	106365	SR 150 and Phoenix Ave Intersection	F	HRST															581	576,123		576,123								
Centre	150	N40	106365	SR 150 and Phoenix Ave Intersection	U	HRST													NHPP	315,143	581	78,786		393,929								
Centre	150	N40	106365	SR 150 and Phoenix Ave Intersection	R	HRST													STP	315,143	581	78,786		393,929								

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FFY 2025 Centre TIP

Project Information							FFY 2025 Costs					FFY 2026 Costs					FFY 2027 Costs					FFY 2028 Costs					^ Milestones					
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal		St.	State	Local	Total	
Centre	150	N40	106365	SR 150 and Phoenix Ave Intersection	C	HRST																			STP	451,012				451,012	11/30/2028 E	
Centre	150	N40	106365	SR 150 and Phoenix Ave Intersection	C	HRST																			NHPP	142,000	581	2,286,604	2,428,604	11/30/2028 E		
Centre	322	A06	88349	Sinking Creek Bridge.	P	BRDG							STP	367,157	581	91,790		458,947												8/19/2027 E		
Centre	322	A06	88349	Sinking Creek Bridge.	F	BRDG													STP	270,122	185	67,531		337,653								
Centre	322	A06	88349	Sinking Creek Bridge.	R	BRDG													STP	45,021	581	11,255		56,276								
Centre	322	A06	88349	Sinking Creek Bridge.	C	BRDG																			STP	1,391,129	185	372,161	1,763,290	8/31/2028 E		
Centre	322	D10	112784	State College Area Connector	P	HCON			OTH-S	1,000,000		1,000,000																		1/29/2030 E		
Centre	322	D10	112784	State College Area Connector	F	HCON			s581	5,000,000		5,000,000			s581	5,000,000		5,000,000			s581	22,000,000		22,000,000			s581	8,000,000	8,000,000			
Centre	322	D10	112784	State College Area Connector	U	HCON															s581	10,000,000		10,000,000			s581	10,000,000	10,000,000			
Centre	322	D10	112784	State College Area Connector	R	HCON															OTH-S	9,000,000		9,000,000			OTH-S	9,000,000	9,000,000			
Centre	445	A05	115653	SR 445 Bridge Restoration	P	BRDG													BRIP	378,171	185	94,543		472,714						8/19/2026 E		
Centre	445	A05	115653	SR 445 Bridge Restoration	F	BRDG																			BRIP	278,226	185	69,556	347,782			
Centre	445	A05	115653	SR 445 Bridge Restoration	U	BRDG																			BRIP	69,556	185	17,389	86,945			
Centre	445	A05	115653	SR 445 Bridge Restoration	R	BRDG																			BRIP	69,556	185	17,389	86,945			
Centre	504	A06	109582	Steel Arch Culvert	C	BRDG			581	10,000		10,000																		10/5/2023 A		
Centre	504	P36	110305	2024 Bridge Preservation	C	BRDG	BRIP	670,850	185	136,912		807,762																		4/25/2024 E		
Centre	879	A02	3188	Centre 2024 Br. Preserv.	+P	BRDG	STP	106,090				106,090																				
Centre	879	A02	3188	Centre 2024 Br. Preserv.	+C	BRDG							STP	785,579				785,579													3/26/2026 E	
Centre	879	A02	3188	Centre 2024 Br. Preserv.	+C	BRDG							BRIP	88,603				88,603													3/26/2026 E	
Centre	1009	A01	116791	SR 1009 over Lick Run	+P	BRDG													BOF	227,841				227,841	BOF	209,250			209,250	8/19/2027 E		
Centre	1009	A01	116791	SR 1009 over Lick Run	+F	BRDG																			BOF	298,513			298,513			
Centre	1009	A01	116791	SR 1009 over Lick Run	+U	BRDG																			BOF	59,702			59,702			
Centre	1009	A01	116791	SR 1009 over Lick Run	+R	BRDG																			BOF	59,702			59,702			
Centre	1009	A01	116791	SR 1009 over Lick Run	+C	BRDG																			BOF	747,833			747,833	9/30/2028 E		
Centre	2005	A01	91500	SR 2005 Sinking Cr Bridge	+F	BRDG	BRIP	10,000				10,000																				
Centre	2005	A01	91500	SR 2005 Sinking Cr Bridge	C	BRDG	BOF	1,325,000	581	886,287		2,211,287	BOF	937,909				937,909	BOF	937,091				937,091						11/7/2024 E		
Centre	2006	A02	93268	Hayes Run Bridge BOX	P	BRDG																					185	337,653	337,653		5/1/2027 E	
Centre	2006	A02	93268	Hayes Run Bridge BOX	U	BRDG																						581	57,963	57,963		
Centre	2006	A02	93268	Hayes Run Bridge BOX	R	BRDG																						185	57,963	57,963		
Centre	2010	A01	93332	Trib to Muddy Run BOX	P	BRDG																						185	347,783	347,783		
Centre	2011	A08	120550	SR 2011 over Penns Creek	P	BRDG			581	106,090		106,090																				
Centre	2011	A08	120550	SR 2011 over Penns Creek	+C	BRDG							BOF	277,023				277,023	BOF	210,068				210,068							3/26/2026 E	
Centre	3006	A04	76162	Mill Race Bridge	F	BRDG			185	367,284		367,284																				
Centre	3006	A04	76162	Mill Race Bridge	U	BRDG			581	10,609		10,609																				
Centre	3006	A04	76162	Mill Race Bridge	R	BRDG			581	84,413		84,413																				
Centre	3006	A04	76162	Mill Race Bridge	C	BRDG									581	1,311,272		1,311,272													1/26/2026 E	
Centre	3014	153	101960	Atherton Street Phase III	C	HRST	NHPP	100,000				100,000																			5/26/2022 A	
Centre	3014	154	101961	Atherton Street Phase IV	+P	HRST	NHPP	100,000				100,000																			4/13/2023 E	
Centre	3014	154	101961	Atherton Street Phase IV	F	HRST	NHPP	424,360	581	106,090		530,450																				
Centre	3014	154	101961	Atherton Street Phase IV	U	HRST	NHPP	400,000	581	200,000		600,000	NHPP	400,000				400,000														
Centre	3014	154	101961	Atherton Street Phase IV	R	HRST	NHPP	400,000	581	200,000		600,000	NHPP	400,000				400,000														
Centre	3021	A01	119885	SR 3021 Steele Hollow Rd Bridge	P	BRDG																						581	347,783	347,783		
Centre	3022	P48	116881	2024 Centre Bridge Preservation	C	BRDG	BRIP	100,000				100,000																			4/18/2024 E	
Centre	3030	A01	113123	SR 3030 over Branch Dix Run	P	BRDG			185	445,578		445,578																			9/18/2025 E	
Centre	3030	A01	113123	SR 3030 over Branch Dix Run	F	BRDG									581	337,653		337,653														
Centre	3030	A01	113123	SR 3030 over Branch Dix Run	U	BRDG									581	57,964		57,964														
Centre	3030	A01	113123	SR 3030 over Branch Dix Run	R	BRDG									581	57,964		57,964														
Centre	3030	A01	113123	SR 3030 over Branch Dix Run	C	BRDG															581	922,918		922,918							10/1/2026 E	
Centre	3036	A01	116747	SR 3036 over Mulligan Run	P	BRDG			185	10,000		10,000																			8/18/2025 E	
Centre	3036	A01	116747	SR 3036 over Mulligan Run	F	BRDG									581	281,377		281,377														
Centre	3036	A01	116747	SR 3036 over Mulligan Run	U	BRDG									581	59,703		59,703														
Centre	3036	A01	116747	SR 3036 over Mulligan Run	R	BRDG									581	59,703		59,703														
Centre	3036	A01	116747	SR 3036 over Mulligan Run	C	BRDG																										

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Project Information							FFY 2025 Costs				FFY 2026 Costs				FFY 2027 Costs				FFY 2028 Costs				^ Milestones								
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State		Local	Total	Fed.	Federal	St.	State	Local	Total
Centre	4004	A05	109581	Bridge ov Trib Wallace Run	C	BRDG									185	934,282		934,282													8/13/2026 E
Centre	4005	A02	88217	SR 4005 Bridge over I-80.	F	BRDG	NHPP	360,706	581	90,177		450,883																			
Centre	4005	A02	88217	SR 4005 Bridge over I-80.	U	BRDG	NHPP	16,975	581	4,244		21,219																			
Centre	4005	A02	88217	SR 4005 Bridge over I-80.	R	BRDG	NHPP	42,436	581	10,609		53,045																			
Centre	4005	A02	88217	SR 4005 Bridge over I-80.	C	BRDG													STP	484,857				484,857							9/17/2026 E
Centre	4005	A02	88217	SR 4005 Bridge over I-80.	C	BRDG							NHPP	2,800,000	581	1,183,919		3,983,919	NHPP	2,461,857	581	750,000		3,211,857	NHPP	3,000,000	581	750,000	3,750,000	9/17/2026 E	
Centre	7218	000	2898	T-633, Potter Run Bridge	C	BRDG	sSTP	707,824				707,824																			1/9/2025 E
Centre	7218	000	2898	T-633, Potter Run Bridge	C	BRDG	BOF	50,000			229,473.00	279,473	BOF	160,068				160,068													1/9/2025 E
Centre	7224	000	2963	T-467, Fishing Creek Bridge	C	BRDG	sSTP	655,636				655,636																			10/10/2024 E
Totals for: Centre								14,801,460		13,286,000	229,473	28,316,933		11,911,000		12,622,000	150,000	24,683,000		11,160,000		47,601,000		58,761,000		10,724,000		34,035,000	150,000	44,909,000	156,669,933
Overall Totals:								14,801,460		13,286,000	229,473	28,316,933		11,911,000		12,622,000	150,000	24,683,000		11,160,000		47,601,000		58,761,000		10,724,000		34,035,000	150,000	44,909,000	156,669,933

d Discretionary

e Economic Development

f Flex

fd Flexed

s Spike

+ Indicates phase qualifies for TOLL funds

* Includes Conversion Amount

 Obligations have occurred

^ PE-NEPA, FD-PSE CO, UTL-Fnl UTL Clr, ROW-Cond ROW, CON-Let