

Community Impact Assessment for the State College Area Connector

January 2026



Table of Contents

1.0	Introduction	1
	1.1 Project History	1
	1.2 Project Location	1
	1.3 Project Purpose and Need	2
2.0	Data Collection	2
3.0	Existing Conditions	2
	3.1 Existing Land Use	2
	3.2 Zoning	3
	3.3 Future Land Use	5
	3.4 Neighborhoods and Communities	5
	3.5 Planning Initiatives	6
	3.6 Economics, Employment, and Business Conditions	8
	3.7 Community Facilities and Services	10
	3.7.1 Fire, EMS, Police and Medical Facilities	10
	3.7.2 Places of Worship and Cemeteries	10
	3.7.3 Parks and Recreation Areas	11
	3.7.4 Bicycle and Pedestrian Facilities	11
	3.7.5 Public Transit	11
	3.8 Public Outreach	13
4.0	Alternatives	13
	4.1 North Alternative	14
	4.2 Central Alternative	14
	4.3 South Alternative	14
5.0	Alternatives Impact Analysis	15
	5.1 North Alternative	15
	5.2 Central Alternative	16
	5.3 South Alternative	16
6.0	Preparers	17

List of Tables

Table 1. Land Use.....	3
Table 2. Zoning.....	4
Table 3. Neighborhoods, Communities, and Subdivisions by Municipality within the project area.....	6
Table 4. Planning Initiatives.....	7
Table 5. Census Data.....	9
Table 6. Public Outreach.....	13
Table 7. Alternatives Impact Summary.....	15

List of Figures

Figure 1 – Project Location Map
Figure 2 – Existing Land Use
Figure 3 – Clearwater Conservancy Conservation Easements
Figure 4 – Existing Zoning
Figure 5 – Future Land Use
Figure 6 – Public Water and Sewer Service Areas
Figure 7 – Neighborhoods and Communities
Figure 8 – Community Facilities and Services

Appendices

Appendix A: Figures
Appendix B: References

List of Acronyms

ACE	Agricultural Conservation Easement
ACS	American Community Survey
ASA	Agricultural Security Area
CATA	Centre Area Transportation Authority
CCPCDO	Centre County Planning and Community Development Office
COG	Council of Governments
CCOT	Centre County Office of Transportation
EIS	Environmental Impact Statement
FHWA	Federal Highway Administration
HUD	US Department of Housing and Urban Development
LAB	League of American Bicyclists
LOS	Level of Service
NEPA	National Environmental Policy Act
PA	Pennsylvania or Pennsylvania Route
PASDA	Pennsylvania Spatial Data Access
PEL	Planning and Environmental Linkages
PennDOT	Pennsylvania Department of Transportation
RGB	Regional Growth Boundary
US	United States

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 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 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, see Appendix A, Figure 1 – Project Location Map. 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.

1.3 Project Purpose and Need

Project Purpose

The purpose of this project is to improve roadway congestion by achieving acceptable Level 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 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 Data Collection

Data was collected from secondary sources including the Centre County Planning and Community Development Office (CCPCDO) and Pennsylvania Spatial Data Access (PASDA). Additionally, field reconnaissance and public outreach were conducted to verify secondary source information. Appendix B provides a list of the data sources and references used for the compilation and assessment of data for this technical memorandum. A review was conducted of county and municipal websites as well as numerous community planning documents.

3.0 Existing Conditions

3.1 Existing Land Use

Centre County is divided into seven planning regions. The project area is within the Penns Valley Region and Centre Region. The Penns Valley Region includes Potter Township within the project area and the Centre Region includes Harris Township within the project area. Existing land use in the project area is a mix of forest, agricultural, residential, public land, recreation, commercial and industrial land uses as summarized in Table 1 and shown in Appendix A, Figure 2 – Existing Land Use.

Table 1. Land Use

Land Use	Percent of Project Area
Agriculture	54%
Forest	17%
Residential	12%
Vacant and Unused Land	7%
Transportation	5%
Commercial	2%
Recreation	2%
Communications/Industrial/Mixed Use/Public or Semi-Public/Utility/Water/Vacant Structure	1%

Source: Centre County Open Data

Agricultural Conservation Easements (ACE) exist within the project area. In Centre County these types of easements are primarily purchased through the Centre County Farmland Trust (private, non-profit) and Centre County Agricultural Land Preservation Board (public). There are three properties currently preserved by ACEs located throughout the project area. The locations of ACEs are presented in the Agricultural Resource Technical Memorandum.

The ClearWater Conservancy also has conservation easements on two properties within the project area. The ClearWater Conservancy is a non-profit organization whose mission is to conserve and restore natural resources through land conservation, water resources stewardship, and environmental outreach across central Pennsylvania. Properties with conservation easements within the project area include Nittany Farms and Tussey View (Kuhn property). The locations of these properties can be seen in Appendix A, Figure 3 – Clearwater Conservancy Conservation Easements.

- Nittany Farms – 287-acre property in Harris Township that contains a stone farmhouse built in 1840. The property is still in active agriculture and was once owned by Dr. and Mrs. William Henning. Dr. Henning was the Secretary of Agriculture for the Commonwealth of Pennsylvania in the late 1950's and early 1960's. The property protects approximately 3,700 linear feet of Spring Creek, only 1.5 miles from the eastern-most headwater springs of the main stem of Spring Creek. It also contains the historic Old Stanford cemetery.
- Tussey View – 189-acre property in Potter Township that contains the headwaters of the main stem of Spring Creek, consisting of multiple springs on the property. The property also contains approximately 122 acres of mixed hardwood forest and 67 acres of early successional habitat. The property is adjacent to, and provides access, to Rothrock State Forest.

3.2 Zoning

Existing zoning in the project area is illustrated in Appendix A, Figure 4 – Existing Zoning. Potter and Harris Townships have adopted zoning ordinances. Current zoning in the project area includes Agricultural, Commercial, Open Space, Forest, Industrial, Residential, Rural Commercial, Rural Residential, and Village as summarized in Table 2.

Table 2. Zoning

Zoning	Percent of Project Area
Prime Agricultural District	41%
Rural Residential	22%
Agricultural	14%
Commercial – Industrial, Planned	6%
Residential	6%
Agricultural Residential	5%
Natural Areas	2%
Open Space/Forest	2%
Commercial, General	<1%
Commercial, Village	<1%
General Industrial	<1%
Village	<1%

Source: Centre County Open Data

Current zoning shows most of Potter Township is zoned as Agricultural. The second largest zoning type in the township is Open Space/Forest and includes First Mountain and Tussey Mountain to the south. Large parts of the township are also zoned Rural Residential. A small area along US 322 between Tussey View Lane and Taylor Hill Road has also been designated as Planned Commercial-Industrial. In addition, Tusseyville (along US 322 in the center of the township) is designated as Village. The goals and intent of the Potter Township zoning ordinance are to support the community development objectives of the Penns Valley Region including preserving the rural nature of the region and limiting growth that may result from improvements to the US 322 corridor. Potter Township does not currently have any proposed zoning changes or updates.

Harris Township zoning in the project area is predominantly designated as Agricultural, Agricultural Residential, Natural Areas, Residential and Industrial/Commercial. The Natural Areas zoning district is south of the project area encompassing Tussey Mountain. The Agricultural zoning districts are lands within the valley along US 322. The Boalsburg area is designated as Residential and there is a small area along US 322 designated as Industrial/Commercial.

Harris Township conducted a zoning review in 2012 and began the Designated Rural Areas Project in 2014 to identify long range planning goals for rural properties to preserve the rural feel of the township. These areas include the portion of the township within the project area. The rural rezoning was approved by the Township Board of Supervisors in March 2022. The rezoning divided the rural parts of the Township into four zoning districts: Natural Areas, Agricultural Areas, Agricultural Residential Areas, and Rural Centers.

1. The Natural Areas district includes areas primarily comprised of steep slopes and other environmental constraints along the southern forested ridge of the township. These areas have very low development densities and zoning is intended to reinforce the natural character of the district.

2. The Agricultural Areas district is primarily comprised of existing agricultural properties and parcels that are large enough to support agricultural uses and located primarily outside of the Centre Region's designated Regional Growth Boundary (RGB) (see Appendix A, Figure 2). The area also includes a limited number of residential parcels that are next to larger agricultural tracts. These areas are intended to remain primarily agricultural in nature, with additional agriculture-related uses being permitted in order to support farm operations.
3. The Agricultural Residential district is comprised of a mixture of smaller agricultural lots and residential properties that are less than 10 acres in size. Where this area is currently primarily developed as large-lot residential uses, future residential development would be permitted at similar densities.
4. The Designated Rural Areas Project envisions zoning regulations for these areas that support existing uses at current densities.

3.3 Future Land Use

Future land use (Appendix A, Figure 5 – Future Land Use) and development in the project area, as illustrated in the Centre Region and Penns Valley regional comprehensive plans, is influenced by the project area's proximity to the State College area and the Pennsylvania State University, agricultural preservation investments, the Centre Region RGB, and sewer service areas. The employment and educational opportunities of the Pennsylvania State University, along with the relatively high quality of living standard, make the County (and hence the project area) attractive for planned development. Population, employment and households are expected to increase in the project area (see Economics, Employment, and Business Conditions section).

Centre County has an active preservation program for protecting farmland from development. This effort not only includes the Agricultural Security Areas (ASA) created by local municipalities to extend benefits to farmers that ensure the viability of their operations, but it also includes ACEs that preserve the land for farming uses in perpetuity. In Centre County, there are three entities that purchase ACEs (development rights): Centre County Farmland Trust (private, nonprofit), Centre County Agricultural Land Preservation Board (public), and ClearWater Conservancy (private, nonprofit).

The Centre Region developed the RGB (illustrated on Figures 2 and 5) to use in the approval process for public sewer service extensions and to influence where development occurs. The adopted RGB extends into the western end of the project area and includes the residential subdivisions along US 322 in Harris Township, up to and including Huntridge Manor subdivision and Laurel Hills. Only approximately 18% of the project area lies within the RGB, and the availability of public sewer service is limited as well (see Appendix A, Figure 6 - Public Water and Sewer Service Areas).

3.4 Neighborhoods and Communities

Neighborhoods, communities, and subdivisions documented by the CCPCDO within the project area are illustrated in Appendix A, Figure 7 and are listed in Table 3. Community cohesion describes the social network and actions that provide satisfaction, security, camaraderie, support, and identity to members of a community or neighborhood. Assessing likely effects on community cohesion involves analysis and public input on safety, mobility, economic conditions, access to public services, and social/psychological aspects.

Three Section 8/HUD subsidized housing complexes exist in the western end of the project area in Harris Township including Centre Estates, Huntington Park and Ashworth Woods. Section 8 is a federally funded rental assistance program for low- and very low-income households. The program is administered by the Centre County Housing

Authority in the project area. Under the Section 8 program, the US Department of Housing and Urban Development (HUD) pays the landlord the difference between 30% of the family’s adjusted gross income and the approved fair market rent for that area. HUD also provides housing-related programming and funding. The Centre County Housing Authority does not own or maintain any public housing complexes within the project area.

Table 3. Neighborhoods, Communities, and Subdivisions by Municipality within the project area

Municipality	Neighborhood, Community, Subdivision
Potter Township	Tusseyville
	Swan Lane Subdivision
Harris Township	Laurel Meadow
	Nittany Grove
	Huntridge Manor
	Laurel Hills
	Bear Meadow Village
	Elksview Townhomes
	Huntington Park
	Centre Estates
	Brookside
	Ashworth Woods
	Willowbrook
	Liberty Hill
	Kaywood

3.5 Planning Initiatives

Table 4 lists various existing planning documents for Centre County, planning regions, and municipalities in the project area, and identifies the goals and visions in each document.

Table 4. Planning Initiatives

Planning Document	Goals, Visions, Plans for the Project Area
<p>Centre County Comprehensive Plan Phase I (2003)</p>	<p>Goals: -Identify, preserve, enhance and monitor agricultural resources. -Identify, preserve, and monitor environmental and natural resources. -Preserve historic and cultural resources. -Ensure decent, safe, sanitary and affordable housing in suitable living surroundings, compatible with the environment for all individuals. -Appropriately locate and maintain existing and proposed community facilities, utilities, and services for all residents. -Identify and promote economic development initiatives to maintain and grow a diverse economic base in each of the County’s planning regions.</p> <p>Land Use: Economic Development – Focus on the need to drive capital investment toward existing infrastructure, build on existing assets and support revitalization for communities where the economy is in transition. Energy Conservation – Focus on energy conservation and renewable energy sources. Specific to transportation, this includes pursuing the expansion of park and ride stations for commuters, including facilities in the Penns Valley Region. Public Safety – Focus on gaps in fire protection infrastructure, access to water, and the reliance on volunteer or state-based public services. Historic Resources – Focus on historic preservation, including the promotion of community revitalization and long-term sustainability. Penns and Nittany Valleys are the top two planning regions in the county with adverse impact potential to preservation efforts due to economic development and/or decline and the ever-present possibility that historic resources may be affected by encroachment of human activities, unintended land use conflicts, or rapid physical deterioration due to neglect. Recreation – Focus on access to recreation opportunities, interagency cooperation and municipal support to improve and construct recreation infrastructure, and to address gaps in the trail system. The Penns Valley Rail Trail was included as one of four trail gap assessments. Communications & Information Technology – Focus on access to broadband internet services and the need to mitigate the visual impacts associated with wireless infrastructure. Sewage Facilities Management – Focus on malfunctioning onlot sewage disposal systems and regionalization of public services management operations. The latter described the use of public sewer service areas to identify Regional Growth Boundaries used by the Centre Region to focus larger developments within the boundary and deter developments of regional impact outside the boundary. Community Facilities and Services – Focus on identifying more multi-use, shared facilities and more opportunities to increase citizen participation in planning for local and regional community facilities and services. This included multi-use facilities that serve as a park and ride location. The State College Connector (US 322 improvements) was also noted. Agriculture – Focus on opportunities to support agricultural related businesses and industries and the implementation of Best Management Practices to improve environmental conditions locally and regionally. Transportation limited to automobile access is a sign and symptom of “urban sprawl” that is the greatest challenge facing farmland preservation.</p>

Planning Document	Goals, Visions, Plans for the Project Area
2015 Centre County Planning Opportunities, Land Use - Centre County Comprehensive Plan – Phase II Implementation and Strategies	Addresses two issues with current and future land use: -Issue #1 – Current land use and zoning inconsistencies should be addressed and zoning ordinances amended to mitigate future land use conflicts. -Issue #2 – Qualitative land use conflict mapping is needed to promote smart growth, explore transfer of development rights, and assist municipalities with land use decisions.
Centre County Long Range Transportation Plan 2050 (2020)	Eight Goals: -Improve safety and security -Preserve the Existing Transportation System -Optimize system management and operation -Improve integration and connectivity of the transportation system -Improve accessibility and mobility options for people and freight -Complement planned growth and development areas -Maintain the environment and air quality conformity -Enhance economic vitality
Centre Region Comprehensive Plan (2013)	Multi-modal transportation planning initiatives. Regional growth boundary and sewer service are to influence where growth occurs.
Penns Valley Region Comprehensive Plan (2006)	“Community Vision” to preserve the region’s natural and cultural resources. Includes community planning goals to guide development and help the planning region preserve its rural character. Strategy that will enable a new road to convey vehicles into and through the region quickly and efficiently with controlled access points and to accommodate growth and development in a compact and dispersed configuration that reflects the Region’s past development patterns.
Harris Township Comprehensive Rural Rezoning Report (2019)	For areas of the Township outside the Regional Growth Boundary and Sewer Service Area. Long range planning goals for the rural properties in the Township along with a zoning implementation strategy.
Boalsburg Small Area Plan (2016)	Addresses three areas that encompass the Boalsburg area that are referenced as the village, commercial and cultural nodes. Boal Avenue (US 322 Business) corridor is part of the commercial node. The plan notes that the corridor lacks greenery and pedestrian/bicycle facilities. Future land use map, goals and actions that constitute the official policies for growth and development issues. Transforming Boal Avenue corridor into a “welcoming and attractive gateway” and providing transportation facilities that balance the needs of pedestrians, bicyclists and motorists through streetscape improvements. Plan recommends approaching PennDOT to reduce the number of travel lanes on Boal Avenue and provide a center turn lane and bike lanes. The Boal Avenue Road Diet Feasibility Study is nearing completion.

3.6 Economics, Employment, and Business Conditions

Analysis of US Census Data determined that the population in Centre County has been steadily increasing over the past 30 years (see Table 5). Centre County population and employment projections indicate that population and employment will continue to increase in the future. According to the Center for Rural Pennsylvania Population

Projections 2020-2050, Centre County population in 2050 is projected to be 177,459, an 11% increase from the 2020 population. From 1990 to 2020, the population in Centre County increased by 26%. This is greater than the population growth rate that the state of Pennsylvania experienced (9%) but less than the US population growth of 33%. Given that the expected population growth between 2020 and 2050 is only 11%, the population growth in Centre County is anticipated to slow down over the next 25 years.

Top Employers in Centre County include The Pennsylvania State University, State Government, Mount Nittany Medical Center, State College Area School District, Glenn O. Hawbaker, Inc., Wal-Mart, Centre County Government, Geisinger Health System (Risant Health), Giant Food Stores, and the Federal Government. The Pennsylvania State University is the largest employer in Centre County and employs more than 20,000 full-time faculty and staff.

According to the CCPCDO 2023 Census Profile, the average travel time to work for Centre County residents is 20 minutes. Most commuters in Centre County commute to work within the County, however, 75% of residents work in a different municipality than in which they live. Approximately 54% of the population in Centre County is in the labor force and 46% are not in the labor force. In 2024, 2.4% of the Centre County population in the labor force was unemployed.

Table 5. Census Data

Data Category		Centre County	Pennsylvania	USA
Population	1990	125,155	11,881,643	248,709,873
	2000	135,830	12,281,054	281,421,906
	2010	153,990	12,709,630	309,349,689
	2020	158,172	13,002,700	331,449,281
Race ¹	White Alone	87.6%	79.6%	72.0%
	Black or African American	3.8%	11.4%	12.8%
	American Indian & Alaska Native	0.1%	0.2%	0.9%
	Asian	6.1%	3.5%	5.7%
	Native Hawaiian & Other Pacific Islander	0%	0%	0.2%
	Some other Race	0.6%	2.6%	5.0%
	Two or More Races	1.8%	2.6%	3.4%
Poverty Rate ¹		18.7%	12.0%	12.5%
Median Age ¹		34	41	39.2
Foreign Born ¹		8.1%	8.0%	14.3%
Language other than English Spoken at Home ¹		13.2%	13%	22.5%
High School Graduate or Higher ¹		94.3%	91.0%	88.6%
Bachelor's Degree or Higher ¹		47.6%	35.3%	36.2%
Total Households ¹		58,201	5,119,249	122,802,852
Median Household Income ¹		\$69,101	\$73,824	\$77,719
Median Home Price ¹		\$325,146	\$269,878	\$240,500
Average Rent ¹		\$1,198/month	\$1,197/month	\$1,406/month
Home Ownership Rate ¹		59%	69.5%	65.2%

¹ American Community Survey, 2023 estimates

According to the Centre Region Comprehensive Plan, home ownership and rental housing are becoming increasingly expensive for existing and new residents in the Centre Region. This is mostly because income is not keeping pace with housing costs. In addition, over the last several decades, the Centre Region's new residential developments have consisted mostly of single-family homes built in traditional suburban and rural subdivisions. As shown in Table 6, the

average home price in Centre County in 2024 was \$325,146. This is greater than the average home price for the state of Pennsylvania at \$269,878.

On January 20, 2025, President Trump signed Executive Order (EO) 14148 - *Initial Rescissions of Harmful Executive Orders and Actions* and EO 14154 - *Unleashing American Energy*. The EOs revoked EO 14096 - *Revitalizing Our Nation's Commitment to Environmental Justice for All* (April 21, 2023). Subsequently on January 21, 2025, President Trump signed EO 14173 - *Ending Illegal Discrimination and Restoring Merit-Based Opportunity*. This EO revoked E.O. 12898 - *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (February 11, 1994). On February 25, 2025, the Council on Environmental Quality (CEQ) published an Interim Final Rule removing the CEQ's NEPA implementing regulations, effective April 11, 2025 (90 FR 10610). As a result of these actions, all federal environmental justice requirements are revoked and no longer apply to the federal environmental review process. FHWA, FTA, and FRA's Joint NEPA regulations (23 CFR § 771) and the agencies Interim Final Guidance on "*Section 139 Environmental Review Process: Efficient Environmental Reviews for Project Decision making and One Federal Decision*" (December 17, 2024) do not require an environmental justice analysis. Accordingly, no analysis of environmental justice is included in this NEPA Evaluation. Any purported environmental justice impacts will not be considered in the federal decision. Social, economic, and community impacts will continue to be disclosed where applicable in accordance with 23 CFR § 771.

As a result of EO 14148, EO 14154, EO 14173, and the removal of the CEQ's regulations, all federal environmental justice requirements are revoked and no longer applicable to the federal environmental review process. Accordingly, this NEPA Evaluation does not consider public comments regarding environmental justice.

3.7 Community Facilities and Services

Community facilities and services in the project area include places of worship, cemeteries, parks and recreation areas, bicycle and pedestrian facilities, and public transit (see Appendix A, Figure 8 – Community Facilities and Services). The Harris Township maintenance facility and PennDOT maintenance facility at the western end of the project area were identified on Figure 8 as community facilities and services as well as the Cole Transportation bus garage at the eastern end of the project area. Cole Transportation is a privately owned school bus and charter bus company that currently provides buses for the Penns Valley School District.

3.7.1 Fire, EMS, Police and Medical Facilities

The project area is serviced by the State College Police Department and the Pennsylvania State Police. It is also served by the Centre Hall Fire Company, Boalsburg Fire Company, Penns Valley EMS, and Centre Life Link. Mount Nittany Medical Center is the major hospital in the region and is located outside of the project area in State College. No fire, police or EMS stations are present within the project area.

3.7.2 Places of Worship and Cemeteries

Places of worship are considered community facilities because they often serve as important community resources and gathering places for the community. In addition, they can provide a critical conduit for contacting and reaching out to communities and can be used to obtain feedback from these communities to address their needs. A few churches exist throughout the project area as seen in Appendix A, Figure 8 – Community Facilities and Services. Multiple cemeteries are located within the project area, most are associated with the local churches.

3.7.3 Parks and Recreation Areas

The Potter Township Athletic Complex, which consists of two baseball fields, exists in the central portion of the project area on Summer Lane south of the existing US 322 (see Appendix A, Figure 8). Eugene Fasick Memorial Park is partially within the project area along Spring Creek and behind the apartment and townhome communities in the western end of the project area. The Calvary Harvest Fields Church on Discovery Drive just south of the western end of the project area also provides some public recreation areas such as mountain bike trails.

The Clearwater Conservancy conservation easement on the Kuhn property (private property) is open to the public for passive recreation per the easement agreement. Clearwater Conservancy utilized a Growing Greener 2 recreation grant (overarching initiative that includes Keystone and Environmental Stewardship Fund) from the Pennsylvania Department of Conservation Easement (PA DCNR) Bureau of Recreation and Conservation for the acquisition of development rights for the property and encumbrance of the conservation easement. The grant appears to also have been used for the acquisition of a 71.12-acre parcel south of the Kuhn property that was deeded to the PA DCNR Bureau of Forestry to be part of Rothrock State Forest.

3.7.4 Bicycle and Pedestrian Facilities

Within the Centre Region, there has been progress toward developing a comprehensive and interconnected bicycle network. The Centre Region Council of Governments (COG) prepared the Centre Region Bike Plan (adopted December 15, 2015; amended March 28, 2022). The Bike Plan identifies future linkages and programs to further expand the existing network. The Bike Plan is also expected to enhance the Region's application to the League of American Bicyclists (LAB) to maintain its Bicycle Friendly Community designation and raise the current designation from Silver level to Gold. Recommendations in the Bike Plan specific to the project area include a connection from Elks Club Road along Spring Creek to Earlstown Road (SR 45) (see Figure 8 in Appendix A), a connection from the US 322 and Earlstown Road interchange to Boal Avenue (see Figure 8 in Appendix A), and a connection from Earlstown Road to Oak Hall Regional Park beyond the project area (see Figure 8 in Appendix A). The Earlstown Road to Oak Hall Regional Park route appears to be proposed adjacent to US 322 and the Kaywood neighborhood as seen in Appendix A, Figure 8.

Mountain bike trails were developed at the Calvary Harvest Fields Church property by the Nittany Mountain Bike Association, a local mountain bike advocacy non-profit, and the Calvary Harvest Fields Church. Additionally, Earlstown Road from the US 322 interchange to the Huntridge Manor subdivision is recommended as bikeway corridor Hh (see Appendix A, Figure 8). A bikeway corridor would include a designated bike lane or shared lane markings on the roadway. Pedestrian facilities are currently non-existent within the rest of the project area given the rural nature of the area

3.7.5 Public Transit

Public transit in Centre County is primarily provided by the Centre Area Transportation Authority (CATA) with additional on-demand ride services provided by the Centre County Office of Transportation (CCOT). There is no passenger rail service in Centre County. The closest Amtrak Station is in the Borough of Lewistown, over 18 miles south of the village of Potters Mills and outside of the project area. This station is located along the primary Pennsylvanian Amtrak route that extends along the southern portion of the state connecting Philadelphia and Pittsburgh. Intercity bus services are all based in the State College area and include Greyhound, Fullington Trailways, and Megabus. These bus companies

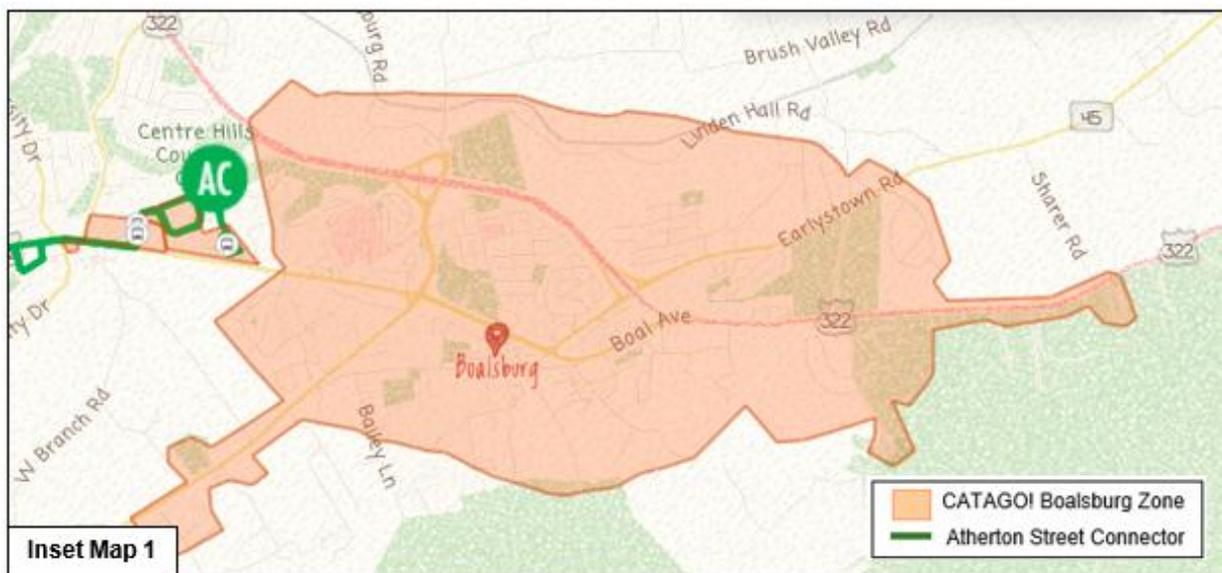
state college area **CONNECTOR**

PennDOT.gov/SCAC

all provide daily intercity bus service that connects to urban areas located outside of the county and focus on serving the large student population of the Penn State University versus daily commuter trips.

CATA is a joint municipal authority, comprised of State College Borough and College, Ferguson, Harris, and Patton Townships. CATA conducts public transportation operations within the boundaries of the participating municipalities. The CATA Board of Directors extends public transportation services to three municipalities outside of the Centre Region on a contract basis: Bellefonte Borough, and Benner and Spring Townships. CATA operates service directly (CATABUS fixed route service and CATAGO! Microtransit service); purchases services from a subcontractor (CATARIDE shared ride/demand responsive service); and administers some services that use a decentralized, volunteer driver model (CATACOMMUTE ridesharing services for individuals whose trip either begins or ends in Centre County). The CATACOMMUTE program provides services to users traveling to/from Centre County and eleven surrounding counties (Bedford, Blair, Cambria, Clearfield, Clinton, Huntingdon, Indiana, Juniata, Lycoming, Mifflin, and Somerset Counties).

Because of the impact of the COVID-19 pandemic on travel patterns, CATABUS fixed route service no longer extends into Boalsburg or to Tussey Mountain as of 2024. People residing in the Boalsburg service area identified in Inset Map 1 below can call and schedule a CATAGO! ride to the nearest bus stop on the Atherton Street Connector Route. There are no longer any CATA bus stops or routes within the project area.



Source: CATA System Map, <https://catabus.com/system-map/>

The CATAGO! service provides on-demand transit for Boalsburg, Houserville, Lemont and Centre Area West. Trip reservations can be made through the CATAGO! app during the scheduled service hours Monday through Saturday. Ridesharing services are also provided through CATACOMMUTE and include a vanpool program and carpool program. CATA also offers CATARIDE which is an origin-destination transportation for persons 65 and over and persons whose disabilities prevent their use of the CATABUS system.

The CCOT is a department of Centre County Government that operates a shared ride, demand-responsive transit system providing door-to-door services. All trips must have both an origin and destination within Centre County and/or

selected out-of-county destinations. CCOT service is available to anyone with travel needs, but reduced fares are available only for those age 65 or older and those eligible under certain special programs. For most of the project area, the CCOT service is the only transit service available and often serves as lifeline service for members of the public, particularly elderly residents.

3.8 Public Outreach

Multiple public outreach activities were conducted for the project and are listed in Table 7. Early feedback from the public included the concern that there are not many affordable housing options in and surrounding the State College area. State College has a higher-than-average cost of living when compared to the Pennsylvania average given its higher quality of living. Avoidance options for the low-income complexes on US 322 were implemented very early in the alternative development process following this feedback.

Table 6. Public Outreach

Meeting Type	Date	PEL or EIS Phase	Location	Attendees	Comments Received
Virtual Public Meeting #1	10/28/20 through 11/4/20	PEL	Virtual	358	30
Public Meeting #2	9/22/21 and 9/23/21	PEL	Wyndham Garden State College, Boalsburg PA	859	410
Public Meeting #3	4/5/22 and 4/6/22	PEL	Calvary Church Harvest Fields, Boalsburg PA and Centre Hall Fire Station, Centre Hall PA	859	148
Public Meeting #4	10/19/22 and 10/20/22	PEL	Mt. Nittany Middle School, State College PA	502	36
Public Meeting #5	8/15/24	EIS	Mt. Nittany Middle School, State College PA	395	162
Public Meeting #6	5/8/25	EIS	Wyndham Garden State College, Boalsburg PA	425	95

Other concerns related to environmental and socioeconomic resources received from the public included highway noise, air quality, residential and farm displacements, bicycle and pedestrian improvements/connections, and wildlife crossings.

4.0 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. Descriptions of each alternative are listed below and the alternatives can be seen on all resource figures referenced.

4.1 North Alternative

The western end alignment would be the same for all three alternatives, from the SR 45 (Earlstown Road) interchange to just east of the Elks 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 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 Elks Club Road, the alignment would start to move north of the existing US 322 through the Nittany Farms 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 US 322 in Potter Township. The alignment would return to the existing US 322 alignment through 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.

4.2 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.

4.3 South Alternative

The western end alignment would be the same for all three alternatives, from the SR 45 (Earlstown Road) interchange to just east of the Elks 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 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 Elks Club Road, the alignment would start to move south of the existing US 322 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 US 322. It would then cross over Sleepy Creek (stream that drains to Tussey Sink) and start 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.

5.0 Alternatives Impact Analysis

All three alternatives would impact the Grace Church (place of worship) on Mountain Back Road and two commercial businesses including the Cole Transportation school bus depot adjacent to the Potters Mills interchange and the storage unit business on US 322 near Cider Press Road. All three alternatives would avoid the Section 8/HUD subsidized housing complexes in Harris Township, the Calvary Harvest Fields Church and recreational area, all cemeteries, the Harris Township maintenance facility, and the PennDOT maintenance facility. All three alternatives would include a bicycle and pedestrian path adjacent to the local US 322 on the western end of the corridor connecting Boal Avenue and Bear Meadows Road. All three alternatives would also not impact public transit routes or existing bicycle and pedestrian facilities. All alternatives are consistent with local planning goals and initiatives. Any alternative that is chosen would convert a significant amount of land currently in residential and agricultural land use to transportation. Future development within the corridor will be controlled by local zoning.

Table 7. Alternatives Impact Summary

Resource	North	Central	South
Residential Displacements	22	15	18
Commercial Displacements	3	2	2
Section 8/HUD Subsidized Housing Complexes	0	0	0
Places of Worship	1	1	1
Parks/Recreation Areas	0	1	0
Community Facilities/Services	1	1	1
Neighborhoods/Communities	2	0	1
Public Transit/Bicycle and Pedestrian Facilities	0	0	0
Clearwater Conservancy Conservation Easements	21 acres	37 acres	26 acres

5.1 North Alternative

The North Alternative would have the highest impact to residential properties and would require the displacement of approximately 22 residential structures. The North alternative would affect the Tusseyville community. Tusseyville is a small unincorporated community (zoned as “Village”) in Potter Township that was determined to be a historic district and eligible for the National Register of Historic Places. The community consists of a small collection of older homes and the Emmanuel Union Church and Cemetery on Neff and Tusseyville Roads surrounded by some agricultural properties. The North Alternative would also impact properties within the Swan Lane subdivision just northwest of Tusseyville.

The North Alternative would not affect any community’s ability to travel through and around the area to required facilities and services; however, it would impact almost half of the residential properties in the Tusseyville community and would change the look and feel of it for the remaining residents. The existing US 322 Corridor will generally remain as a local two-lane roadway with access to side roads. The North Alternative was designed to bridge side roads so access can be maintained except on Neff Road in Tusseyville where many of the structures would be displaced.

In addition to the Cole Transportation school bus depot and storage unit business, the North Alternative would impact a third commercial business/structure on US 322 in Tusseyville. The commercial property was previously a sandwich

shop and is planned to be an ice cream shop that also sells hamburgers, hot dogs, produce, canned goods and baked goods.

The North Alternative would impact 21 acres of the Nittany Farm Clearwater Conservancy conservation easement and would not impact the Kuhn property conservation easement. Coordination with Clearwater Conservancy would be required.

5.2 Central Alternative

The Central Alternative would impact about 6 acres of the Potter Township Athletic Complex; however, would not impact the baseball fields or associated buildings and parking area. The Potter Township Athletic Complex would continue to function for recreational purposes. The Central Alternative would not affect any neighborhoods, subdivisions, or communities. It would have approximately 15 residential displacements, the least number of displacements of all three alternatives. The Central Alternative would not affect the community's ability to travel through and around the area to required facilities and services. The US 322 corridor will generally remain as a local two-lane roadway with access to side roads. The Central Alternative was designed to bridge side roads so access can be maintained.

The Central Alternative would impact approximately 19.74 acres of the Nittany Farm Clearwater Conservancy conservation easement and approximately 17.26 acres of the Kuhn property Clearwater Conservancy conservation easement. Coordination with Clearwater Conservancy would be required as well as the DCNR for the recreation grant used for the Kuhn property easement. Proposed mitigation would include fee simple payment for the land acquired to the property owner and fee simple payment for the lost easement acreage to Clearwater Conservancy. Clearwater Conservancy would be responsible for paying back a portion of the recreation grant to the PA DCNR Bureau of Recreation and Conservation for the partial loss of conservation easement.

5.3 South Alternative

The South Alternative would impact at least one property within the Laurel Meadow development on the south side of US 322 but would not divide or sever any neighborhoods, subdivisions, or communities. It would have approximately 18 residential displacements. The South Alternative would not affect the community's ability to travel through and around the area to required facilities and services. The US 322 corridor will generally remain as a local two-lane roadway with access to side roads. The South Alternative was designed to bridge side roads so access can be maintained.

The South Alternative would not impact the Nittany Farm Clearwater Conservancy conservation easement but would impact approximately 26 acres of the Kuhn property Clearwater Conservancy conservation easement. Coordination with Clearwater Conservancy would be required as well as the DCNR for the recreation grant used for the Kuhn property easement. Proposed mitigation would include fee simple payment for the land acquired to the property owner and fee simple payment for the lost easement acreage to Clearwater Conservancy. Clearwater Conservancy would be responsible for paying back a portion of the recreation grant to the PA DCNR Bureau of Recreation and Conservation for the partial loss of conservation easement.

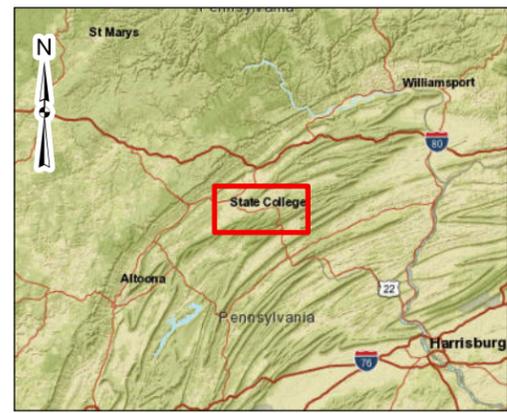
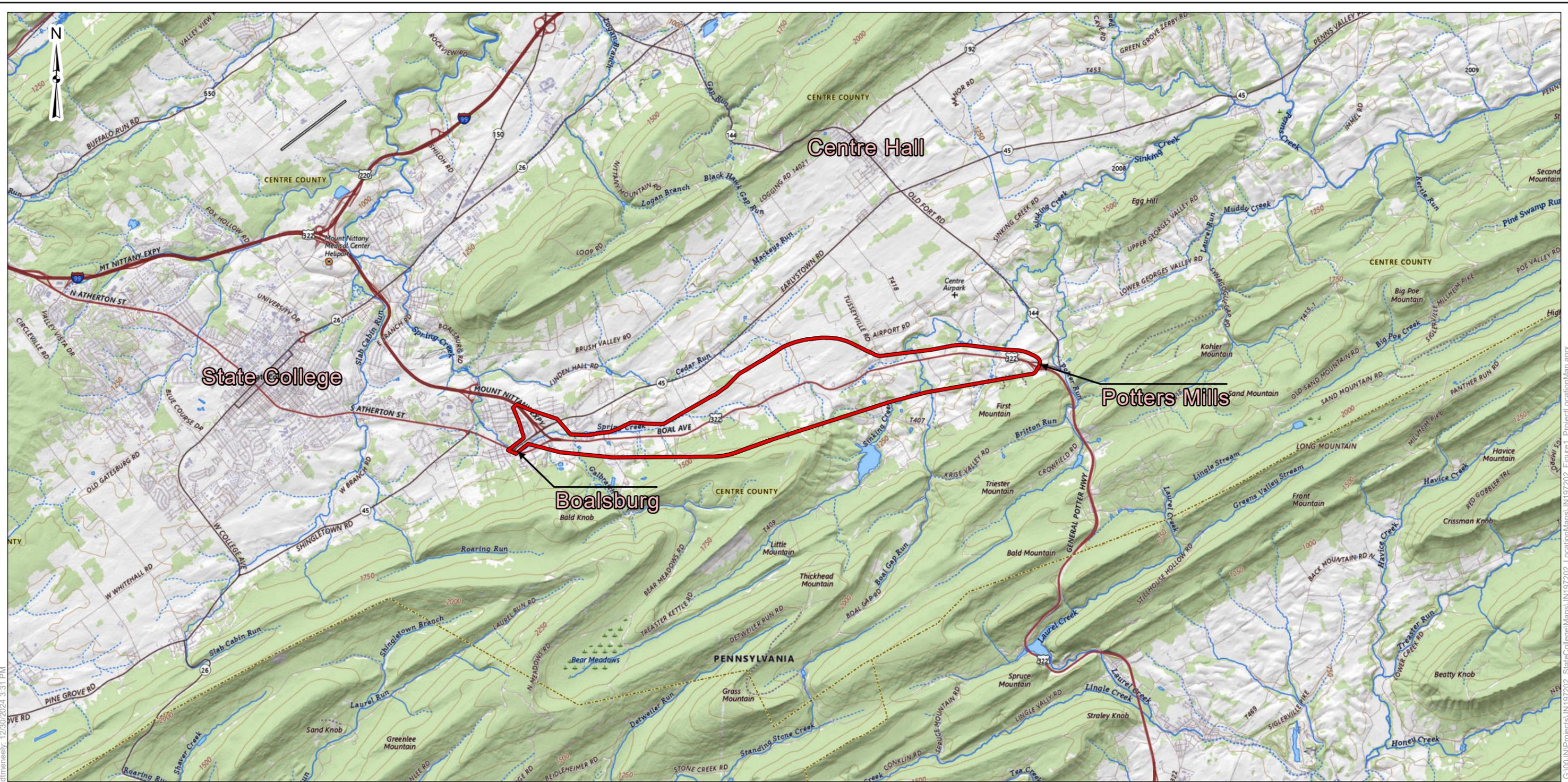
6.0 Preparers

Alyssa R. Lynd, Senior Staff Scientist, Skelly and Loy, Inc., *A Terracon Company*

Doug T. Meneely, Senior GIS Analyst, Skelly and Loy, Inc., *A Terracon Company*

Paul DeAngelo, Senior Principal, Skelly and Loy, Inc., *A Terracon Company*

APPENDIX A - FIGURES



Legend
 Project Location

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



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 Date: December 2024
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 Reviewed By: BSR

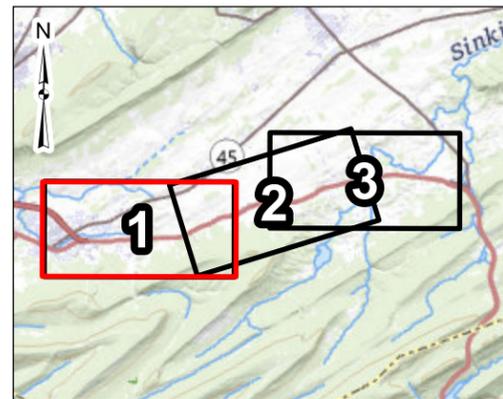
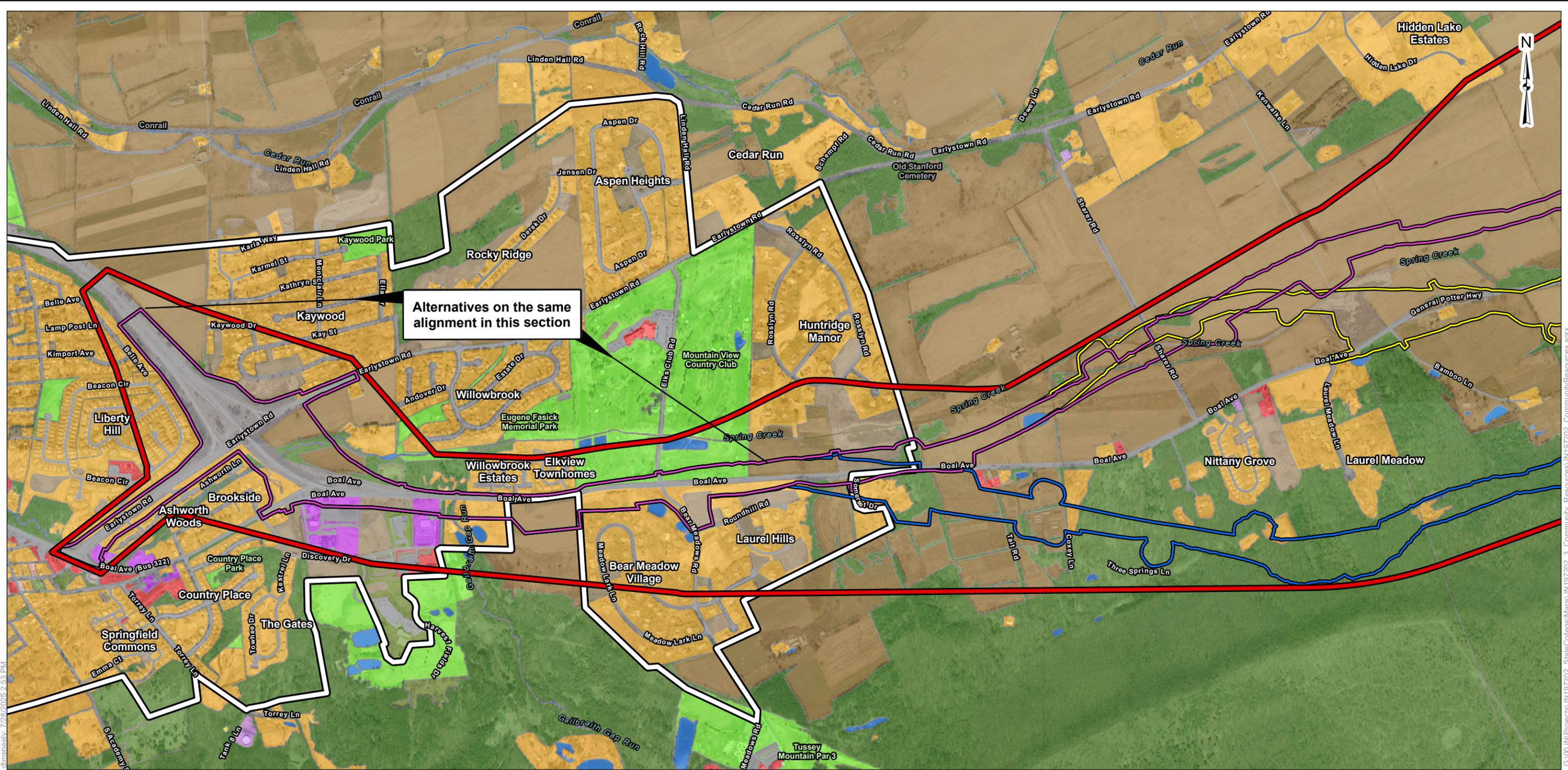
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Project Location Map
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 Centre County, Pennsylvania

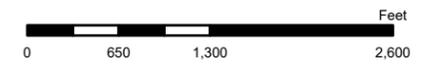
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Legend			
	Project Area		Transportation
	North Alternative		Forests
	Central Alternative		Utility
	South Alternative		Vacant Structure
	Regional Growth Boundary		Vacant and Unused Land
	Agriculture		Water
	Commercial		Communications
	Forests		Mixed Use
	Industrial		Public or Semi-Public
	Recreation		Residential



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

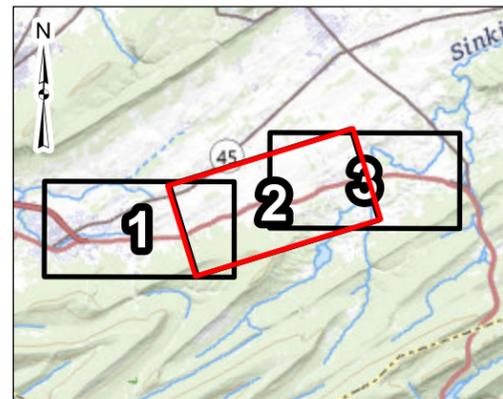
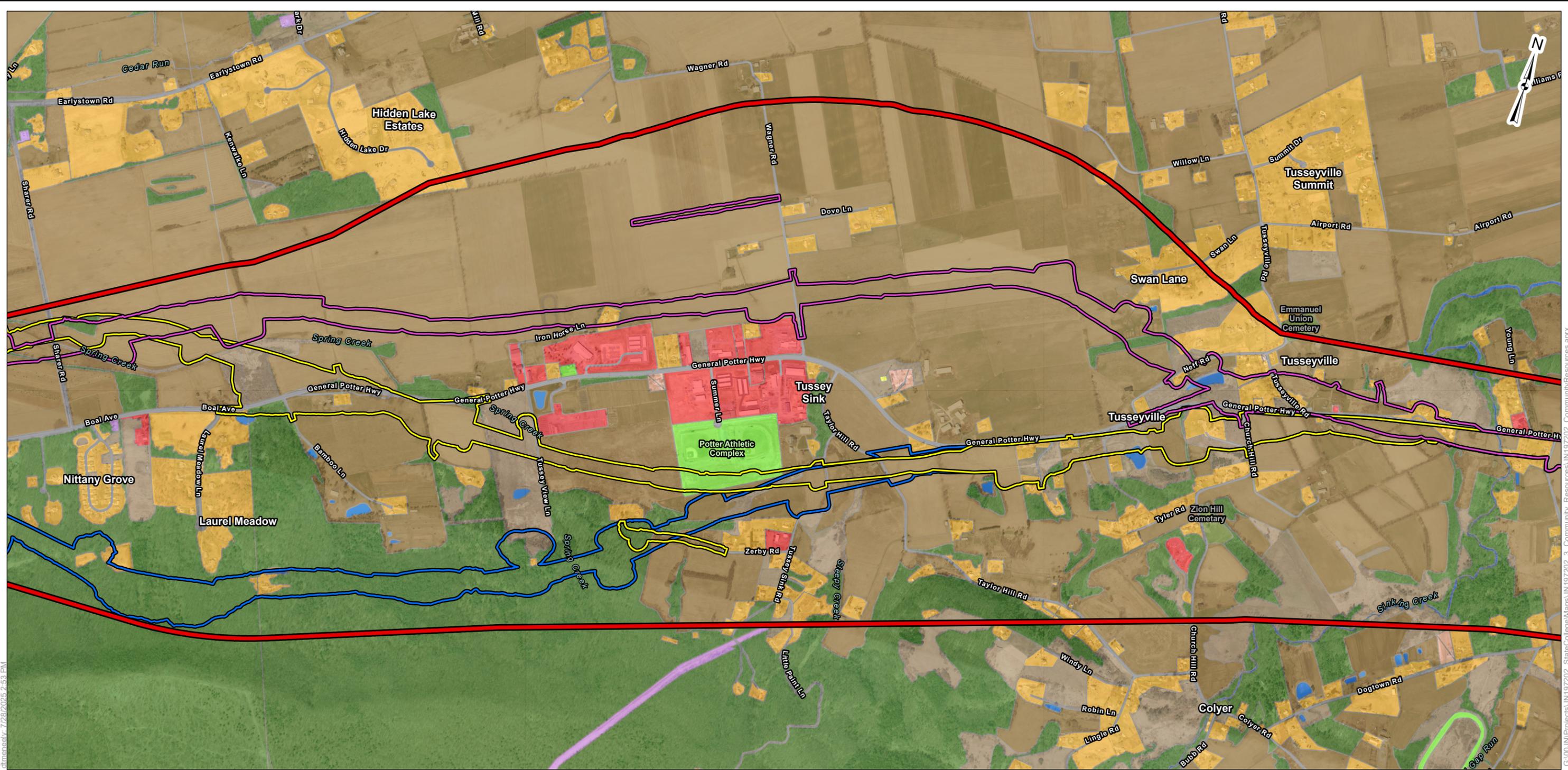
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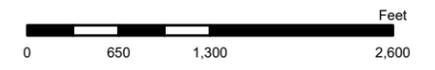
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Legend			
	Project Area		Transportation
	North Alternative		Utility
	Central Alternative		Vacant and Unused Land
	South Alternative		Water
	Agriculture		Forests
	Commercial		Public or Semi-Public
	Communications		Recreation
	Mixed Use		Residential



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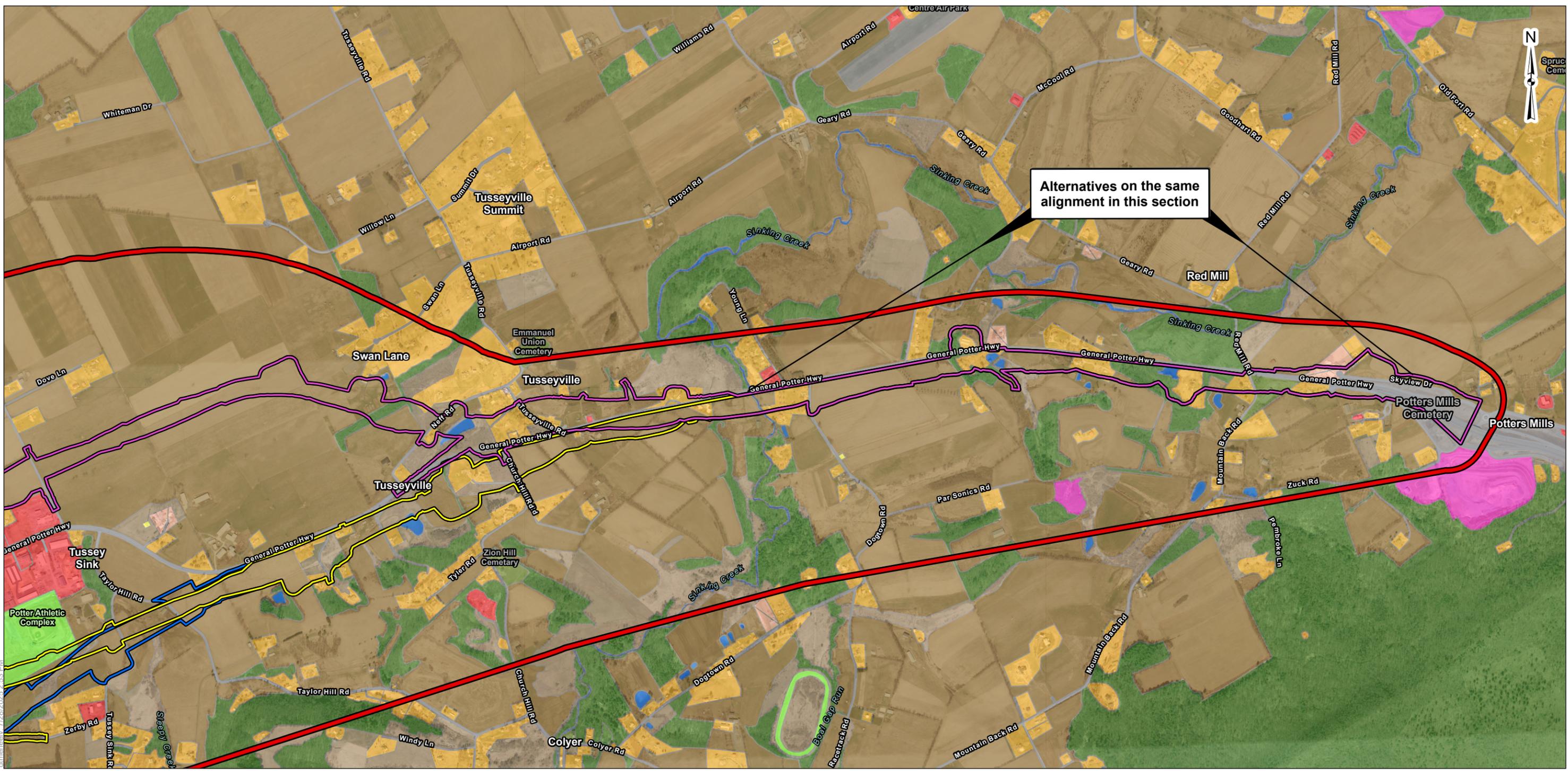
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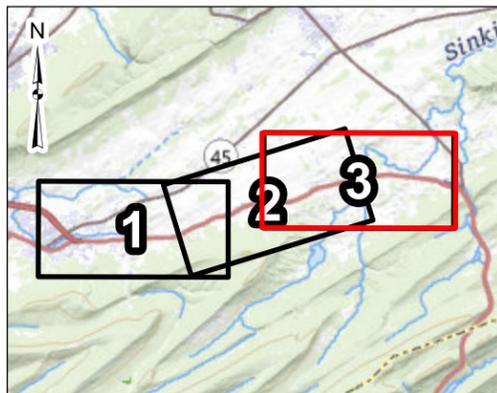
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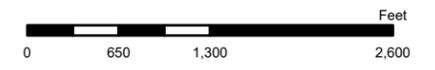
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Alternatives on the same alignment in this section



Legend					
	Project Area		Communications		Residential
	North Alternative		Forests		Transportation
	Central Alternative		Mined Land		Vacant and Unused Land
	South Alternative		Mixed Use		Water
	Agriculture		Public or Semi-Public		
	Commercial		Recreation		



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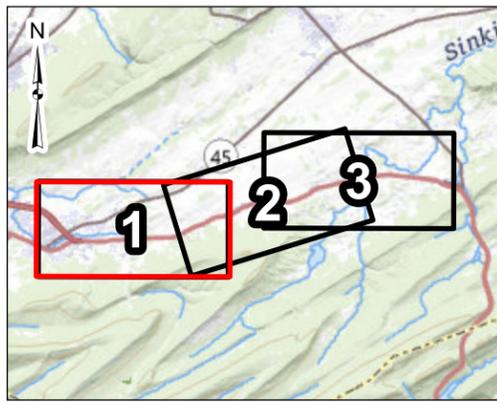
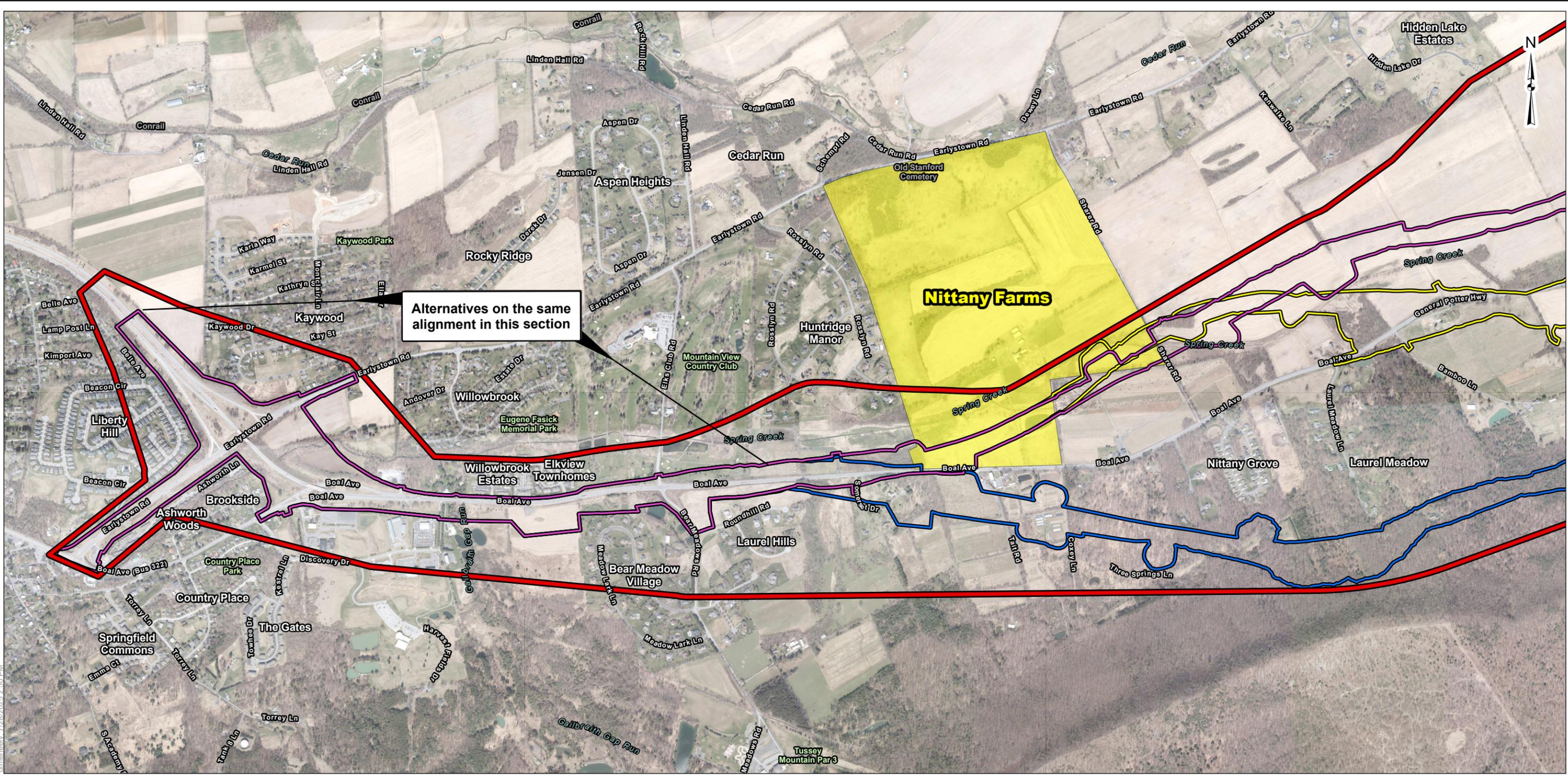
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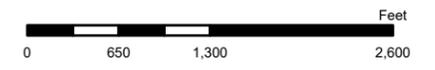
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- Legend**
- Project Area
 - North Alternative
 - Central Alternative
 - South Alternative
 - Clearwater Conservancy Conservation Easement



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Clearwater Conservancy Conservation Easements

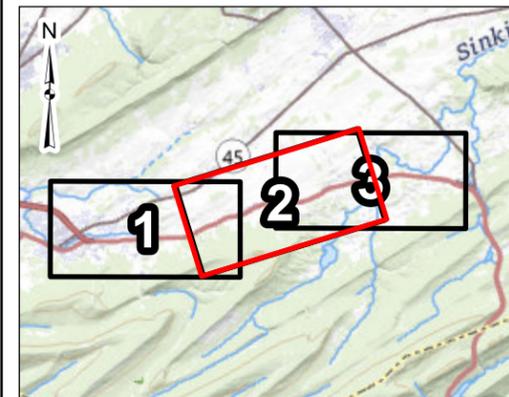
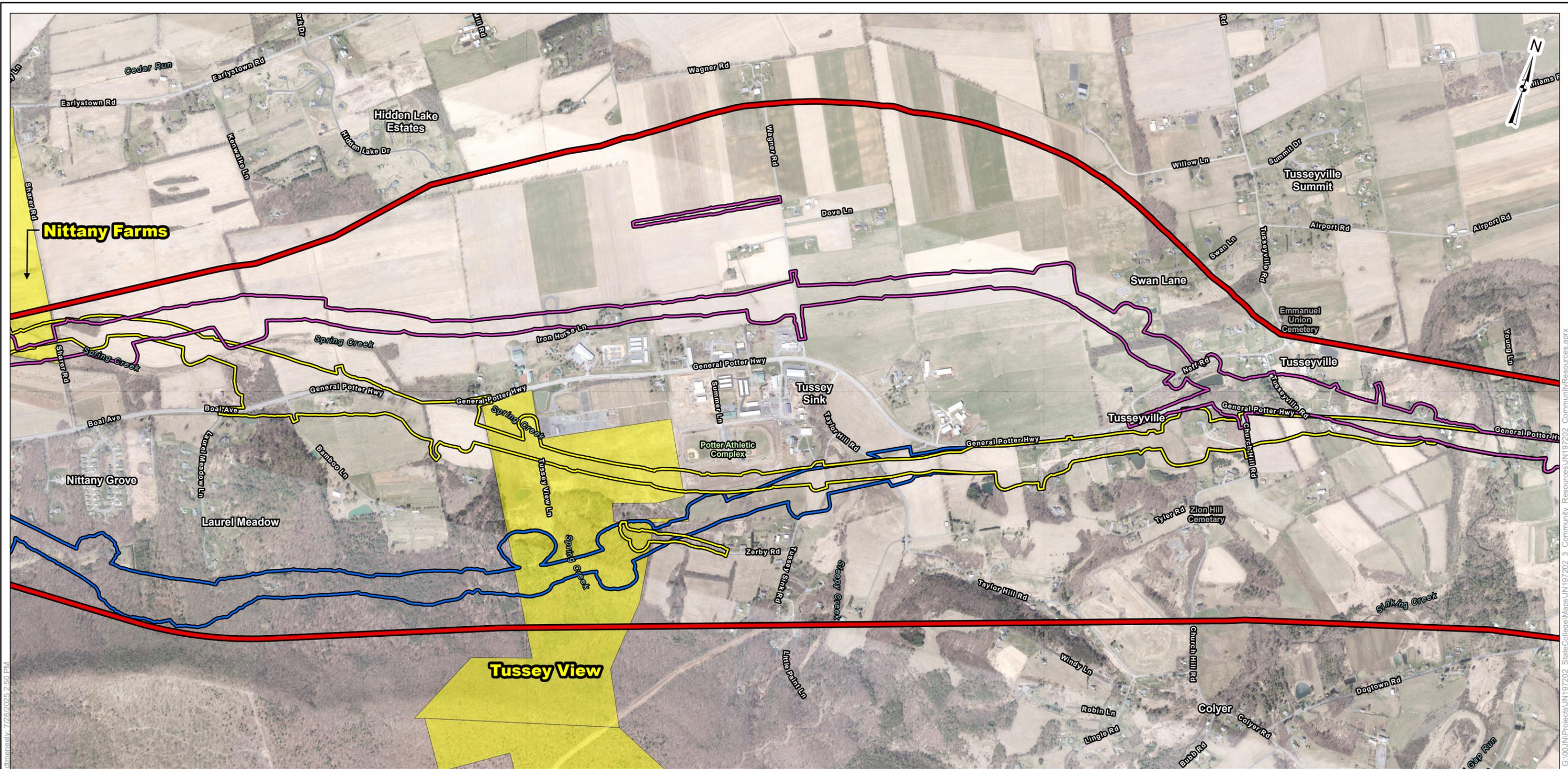
State College Area Connector Project
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Figure 3

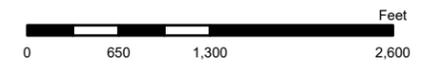
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- Legend**
- Project Area
 - North Alternative
 - Central Alternative
 - South Alternative
 - Clearwater Conservancy Conservation Easement



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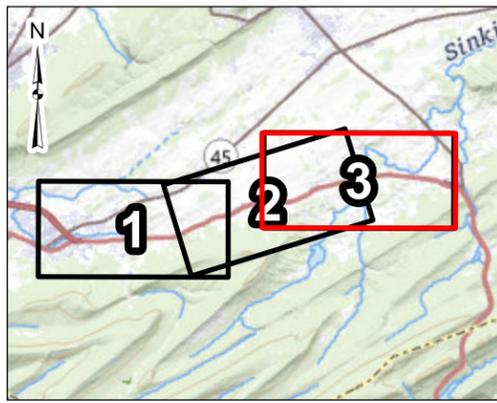
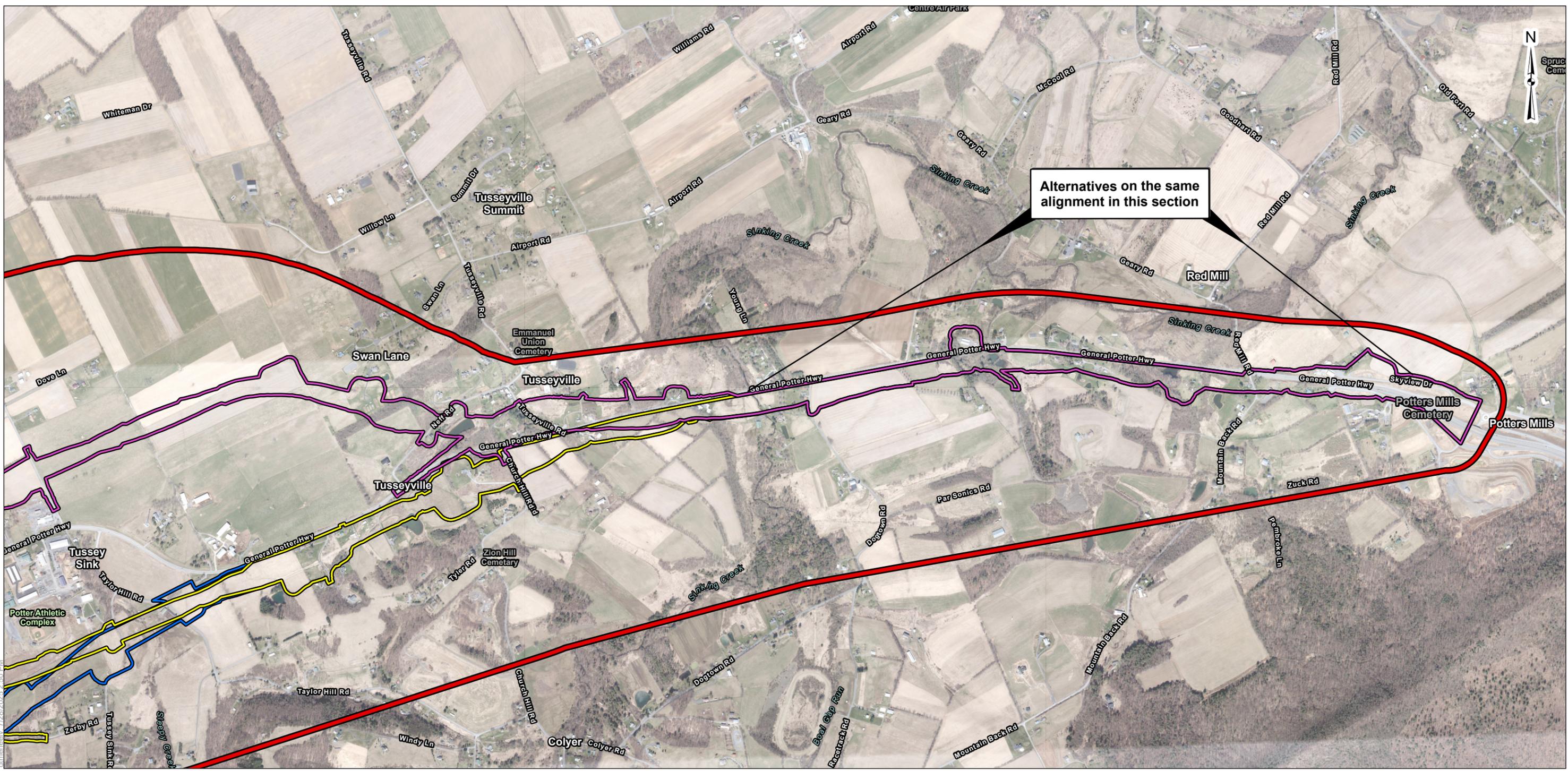
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Clearwater Conservancy Conservation Easements
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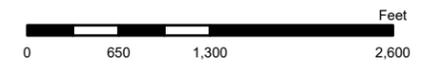
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- Legend**
- Project Area
 - North Alternative
 - Central Alternative
 - South Alternative



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**Clearwater Conservancy
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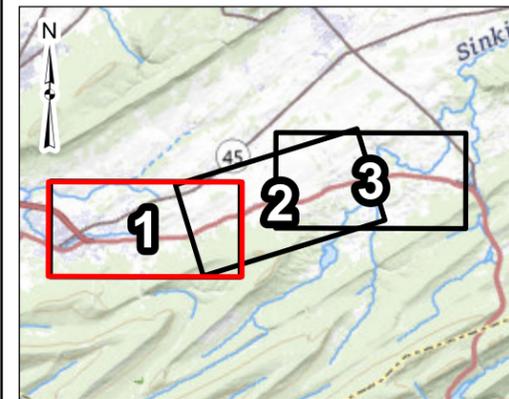
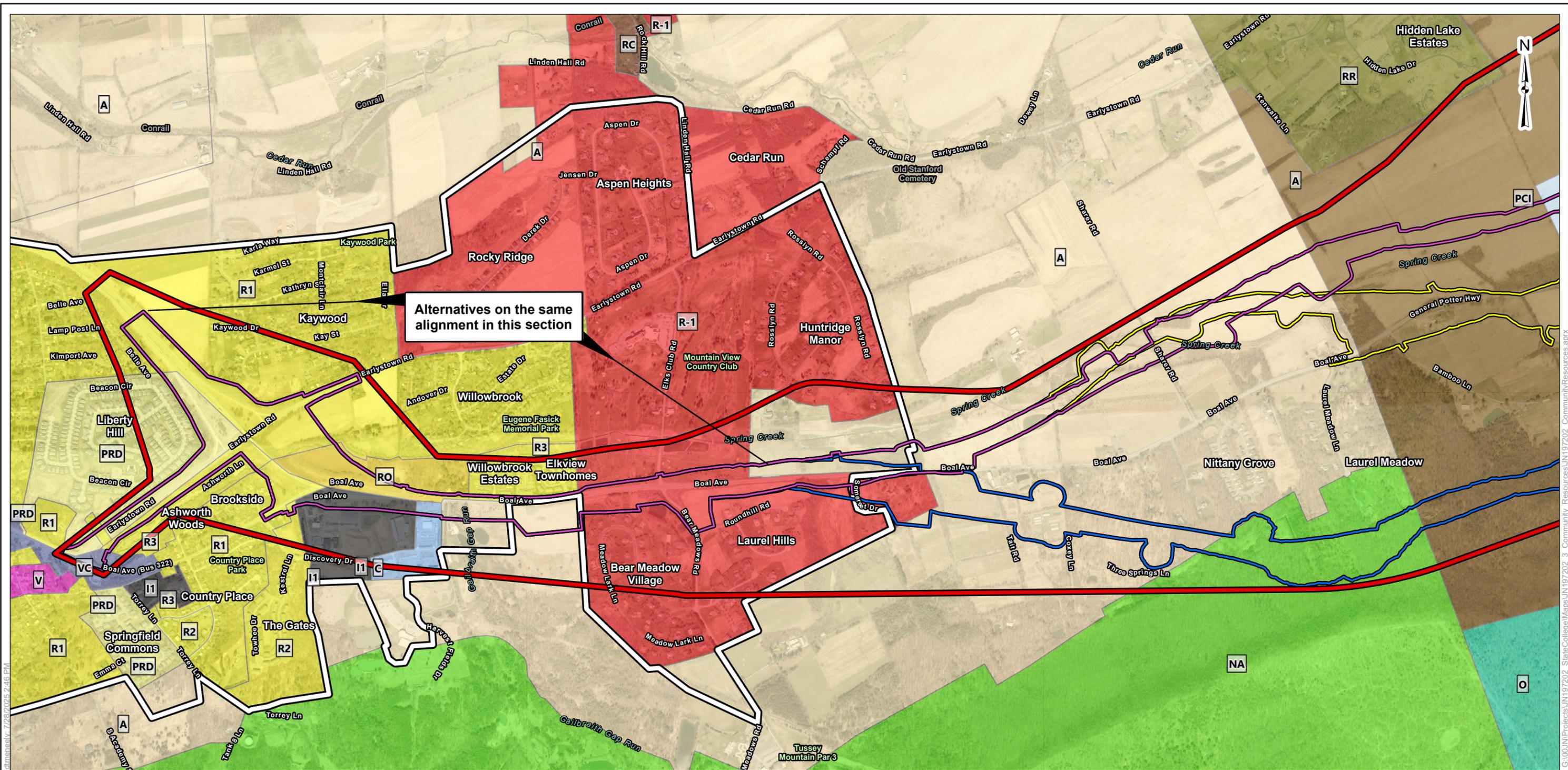
State College Area Connector Project
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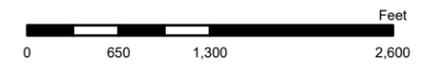
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Legend	
	Project Area
	North Alternative
	Central Alternative
	South Alternative
	Regional Growth Boundary
	Prime Agricultural District, A
	Rural Residential, RR
	Rural Centers, RC
	Agriculture, A
	Commercial - Industrial, Planned, PCI
	Residential, R, R1, R2, R3
	Planned Residential, PRD
	Residential Office, RO
	Agricultural Residential, R-1
	Natural Areas, NA
	Open Space/Forest, O
	Commercial, General, C
	Commercial, Village, VC
	General Industrial, I1
	Village, V



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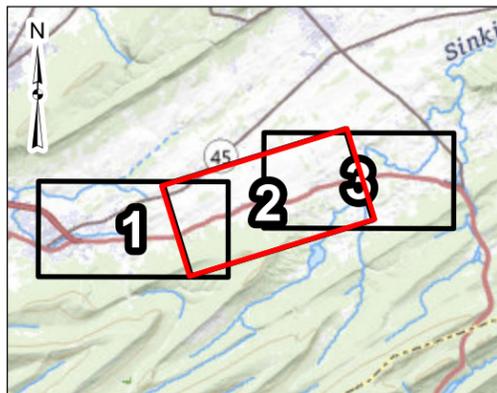
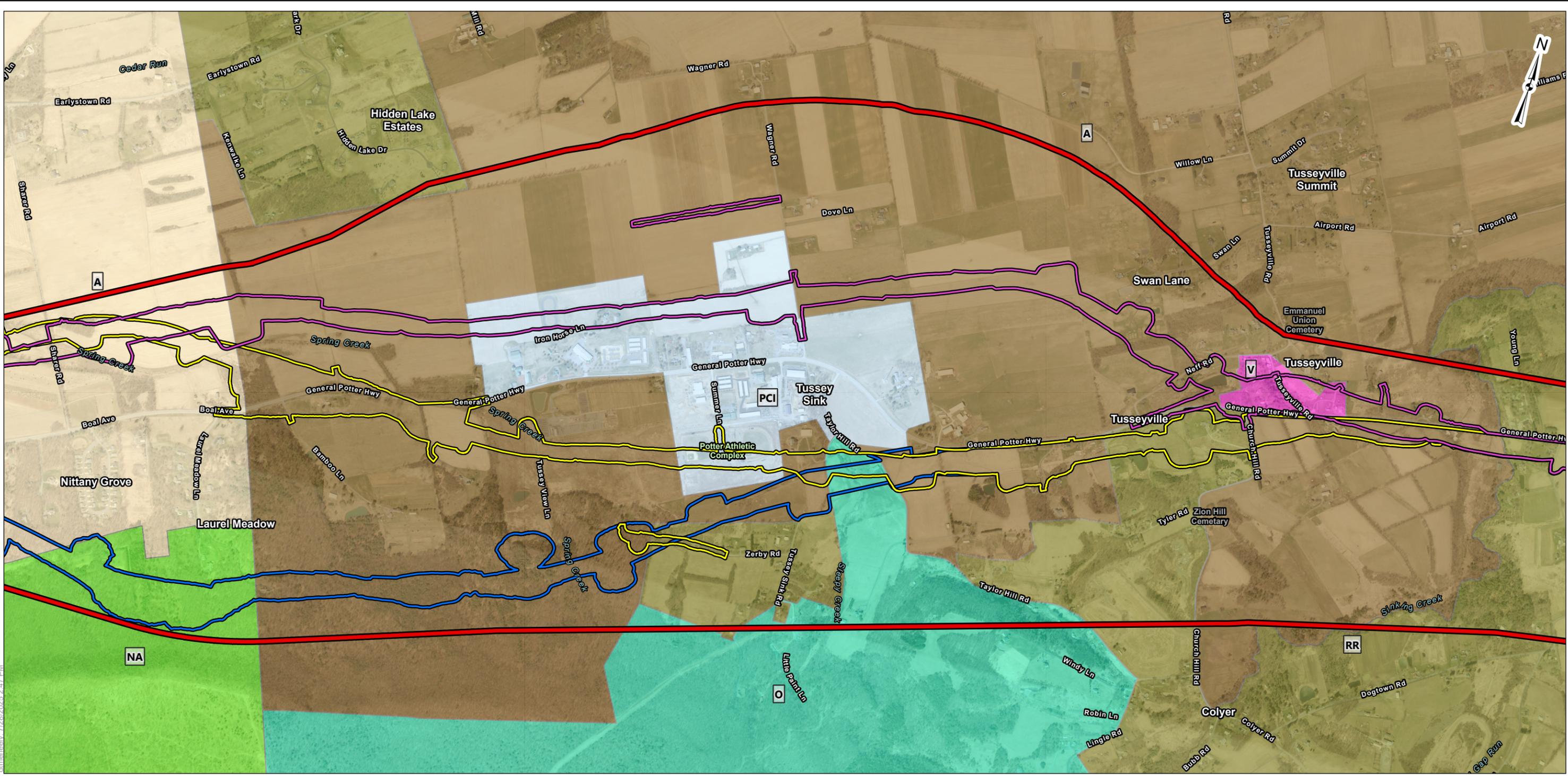
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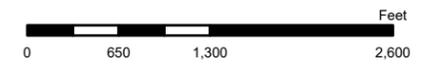
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Legend			
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	North Alternative		Commercial - Industrial, Planned, PCI
	Central Alternative		Natural Areas, NA
	South Alternative		Open Space/Forest, O
	Prime Agricultural District, A		Village, V
	Rural Residential, RR		



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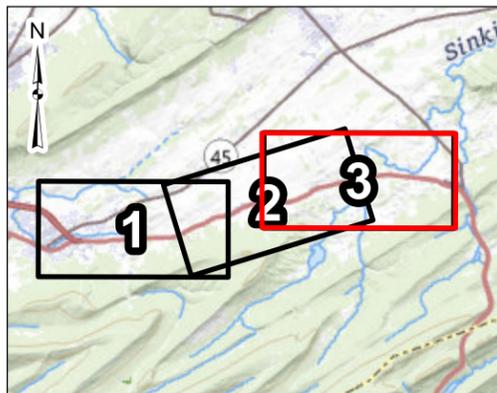
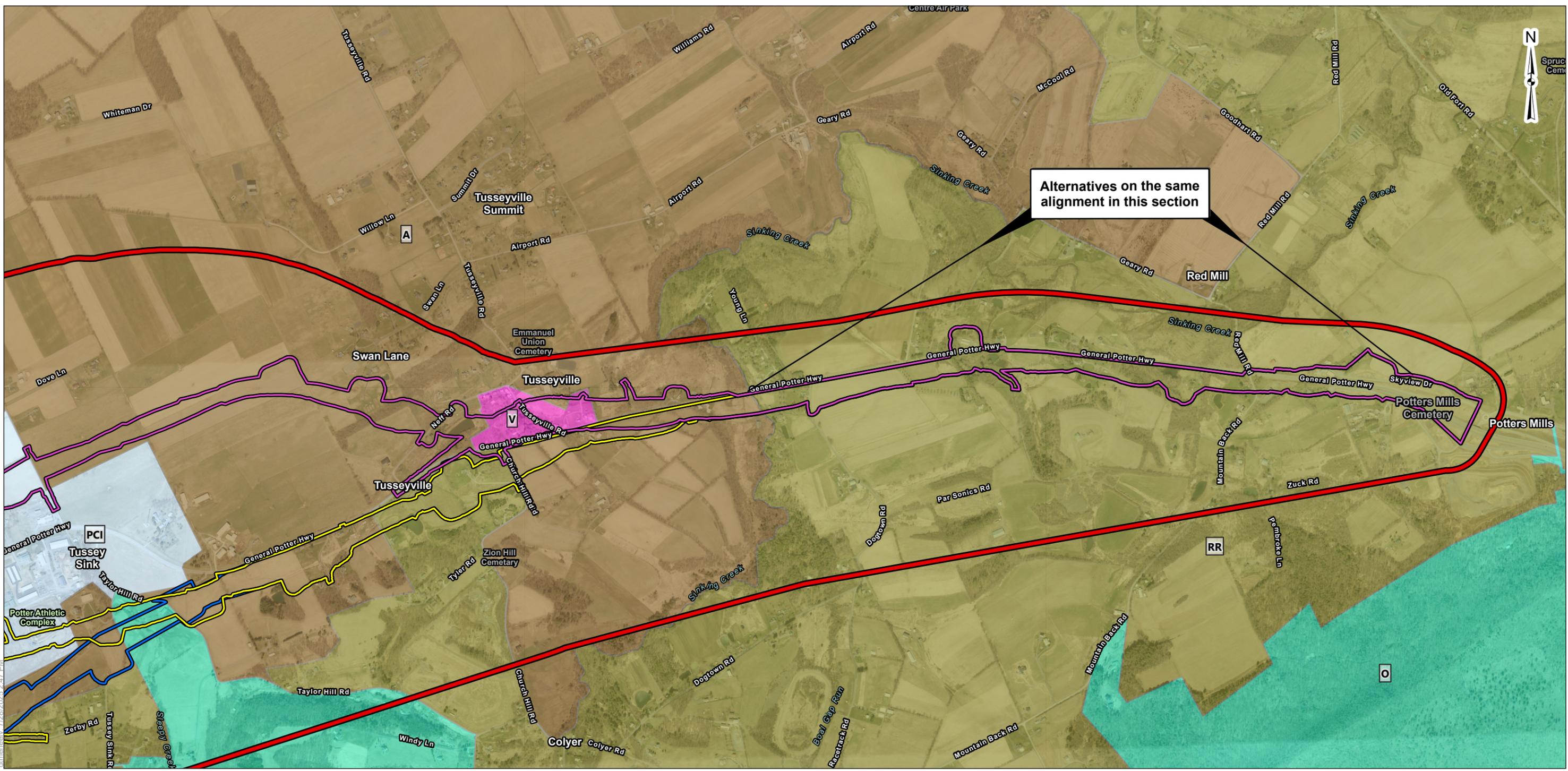
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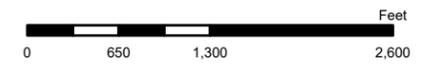
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Legend			
	Project Area		Rural Residential, RR
	North Alternative		Commercial - Industrial, Planned, PCI
	Central Alternative		Open Space/Forest, O
	South Alternative		Village, V
	Prime Agricultural District, A		



Project No.: JN197202
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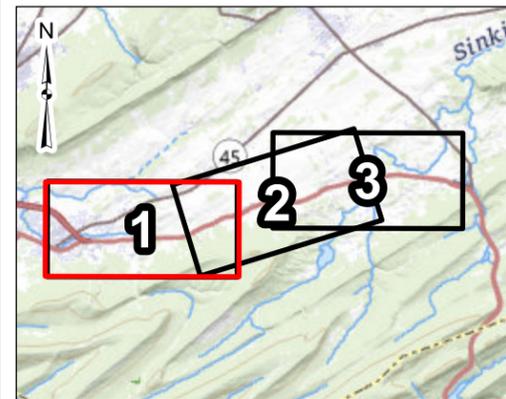
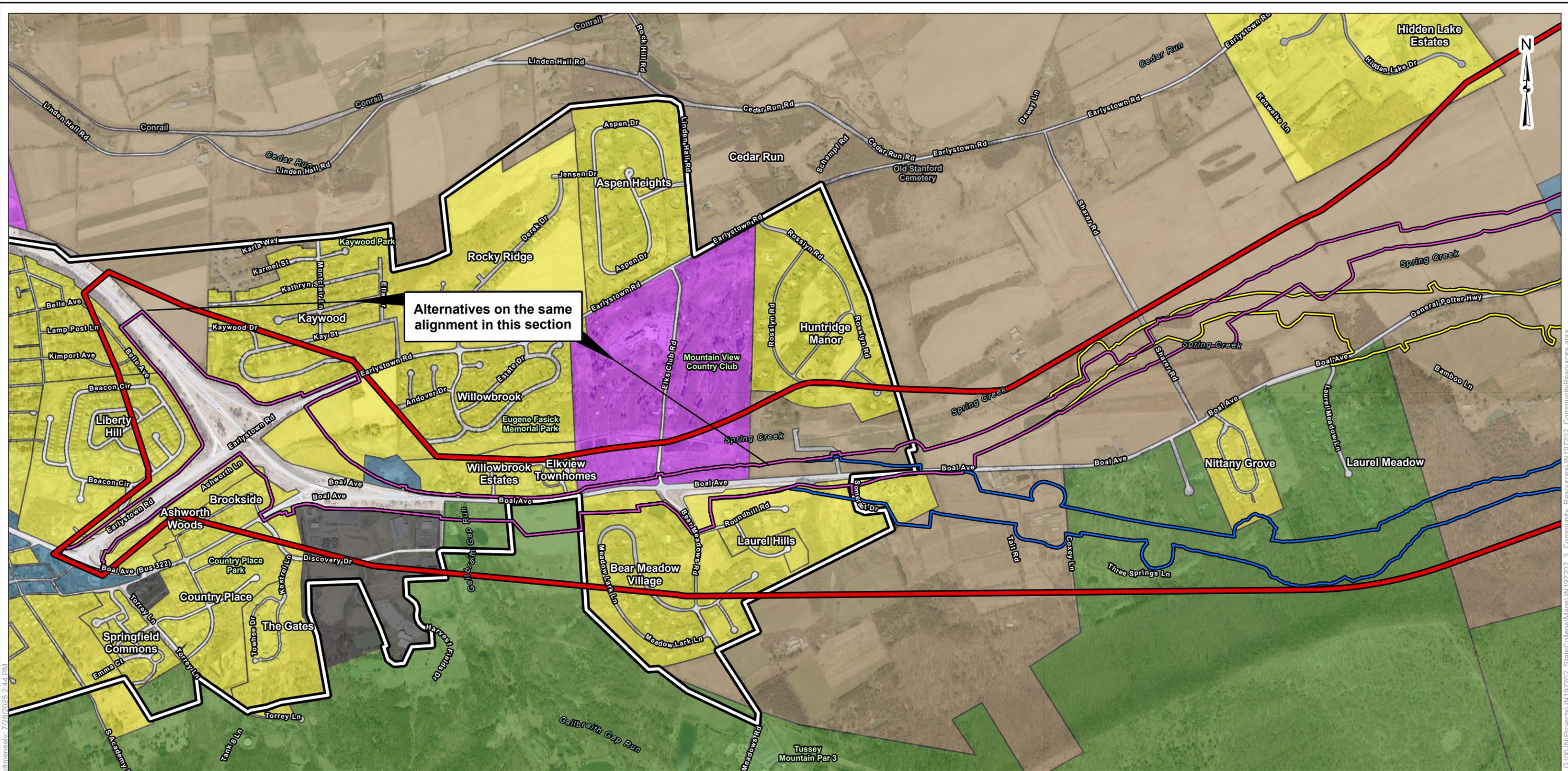
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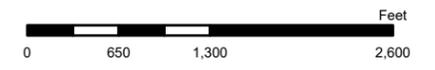
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Legend			
	Project Area		Industrial
	North Alternative		Agriculture
	Central Alternative		Commercial
	South Alternative		Conservation
	Regional Growth Boundary		Recreation
			Residential



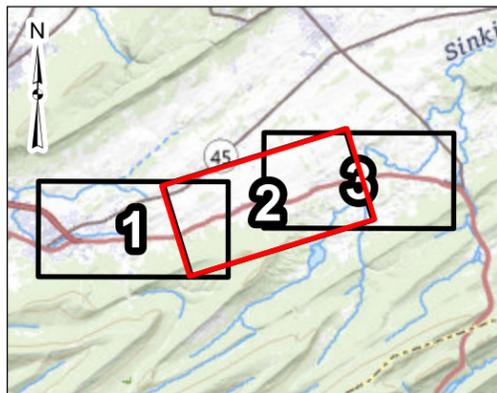
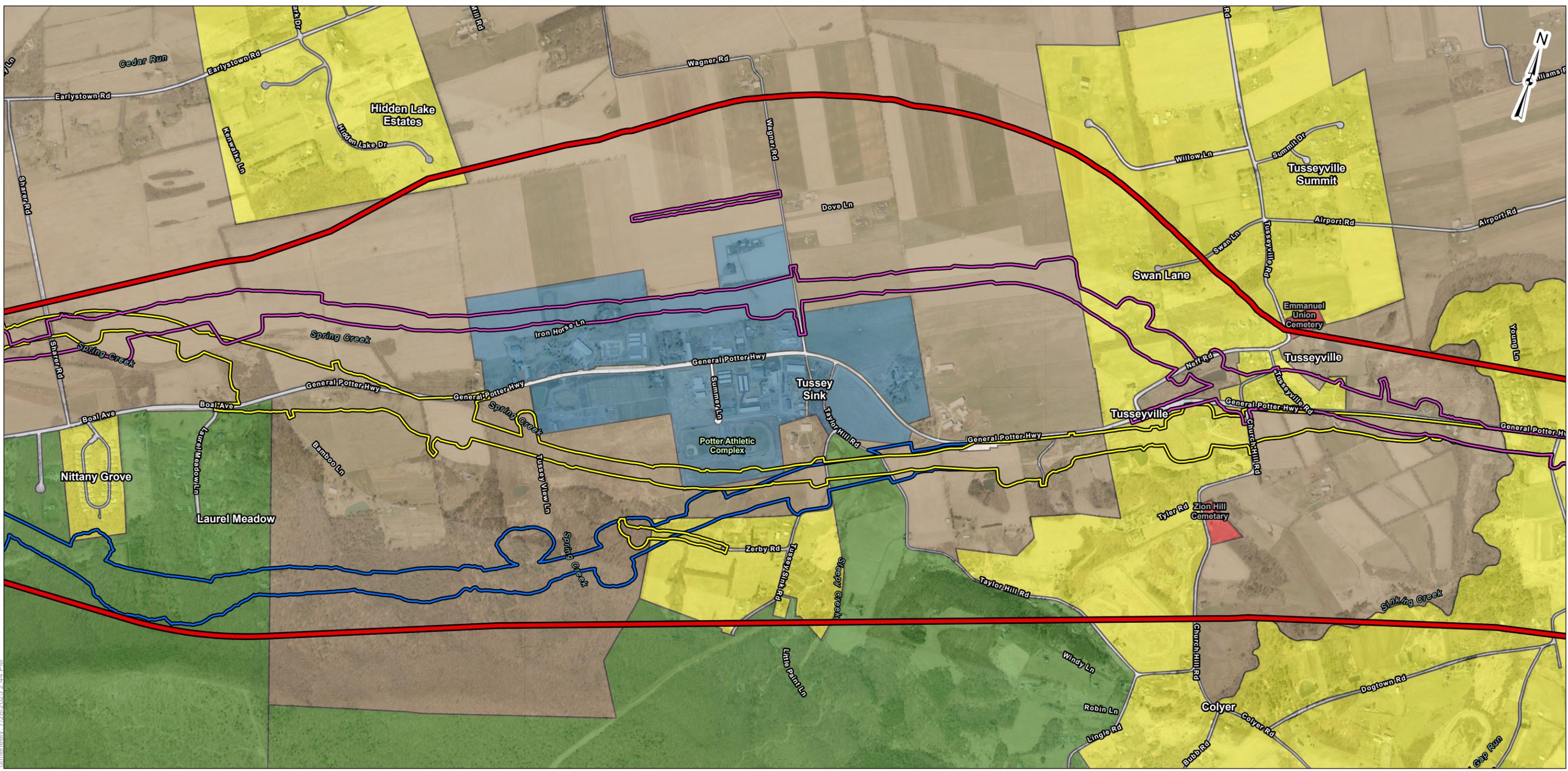
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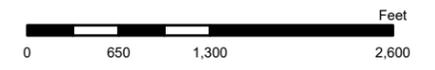
Future Land Use
 State College Area Connector Project
 Centre County, Pennsylvania

Figure 5
Sheet 1 of 3

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Legend			
	Project Area		Commercial
	North Alternative		Conservation
	Central Alternative		Public/Semi-Public
	South Alternative		Residential
	Agriculture		



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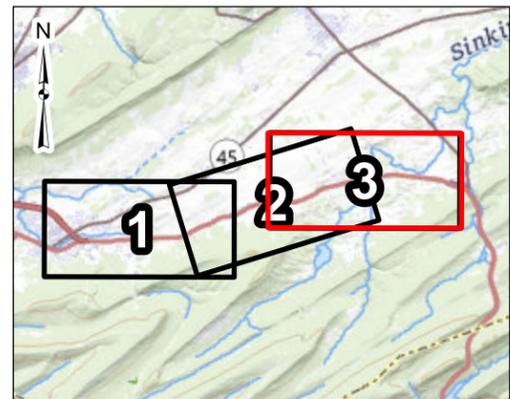
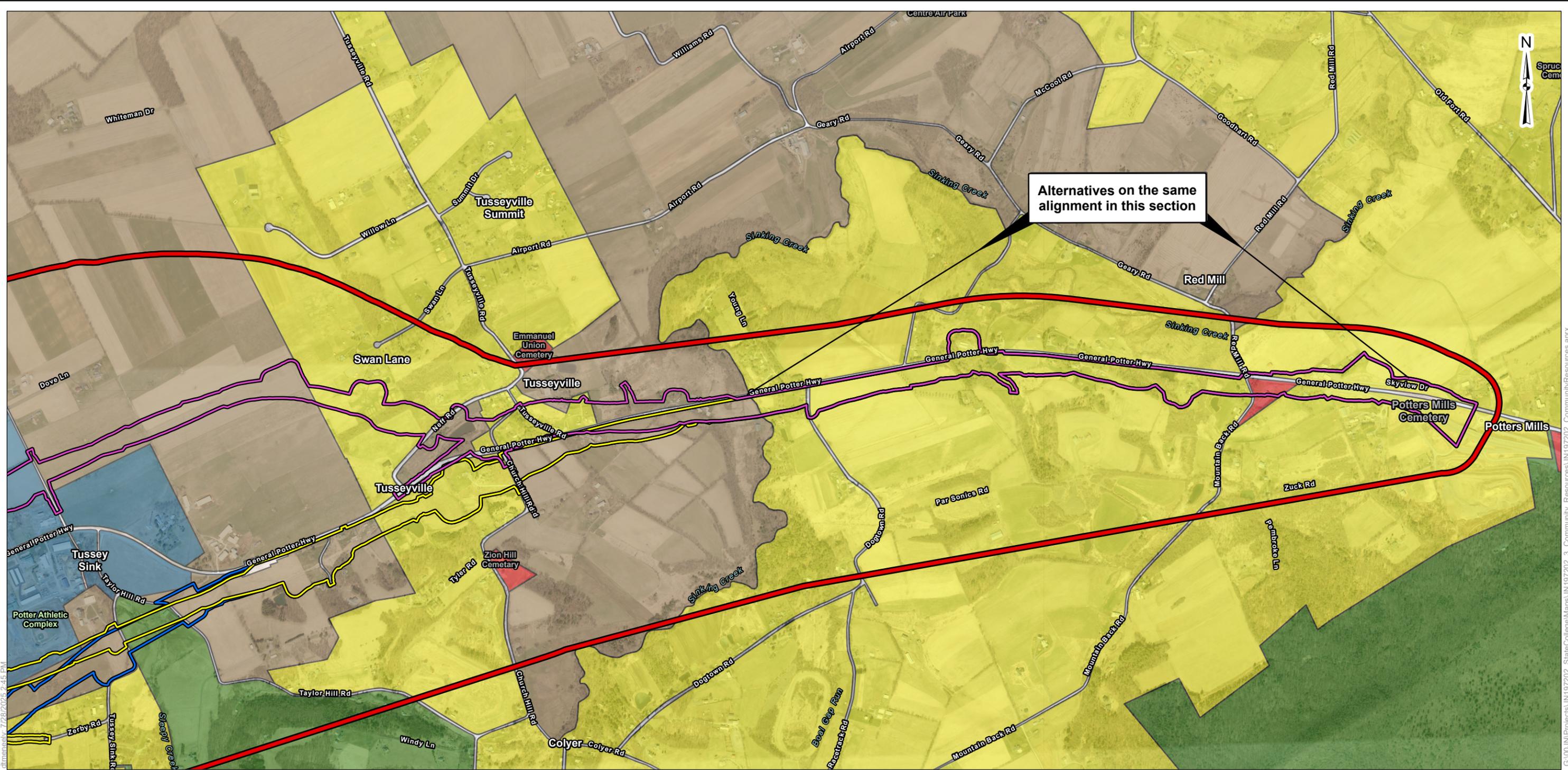
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Future Land Use
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 Centre County, Pennsylvania

Figure 5
Sheet 2 of 3

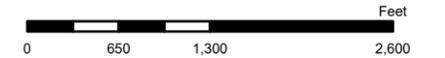
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Legend

- | | | | |
|---|---------------------|---|--------------------|
|  | Project Area |  | Commercial |
|  | North Alternative |  | Conservation |
|  | Central Alternative |  | Public/Semi-Public |
|  | South Alternative |  | Residential |
|  | Agriculture | | |



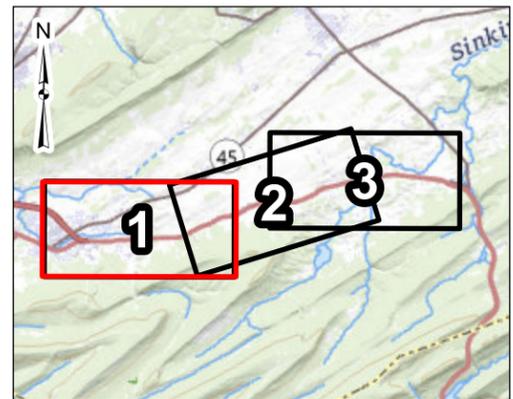
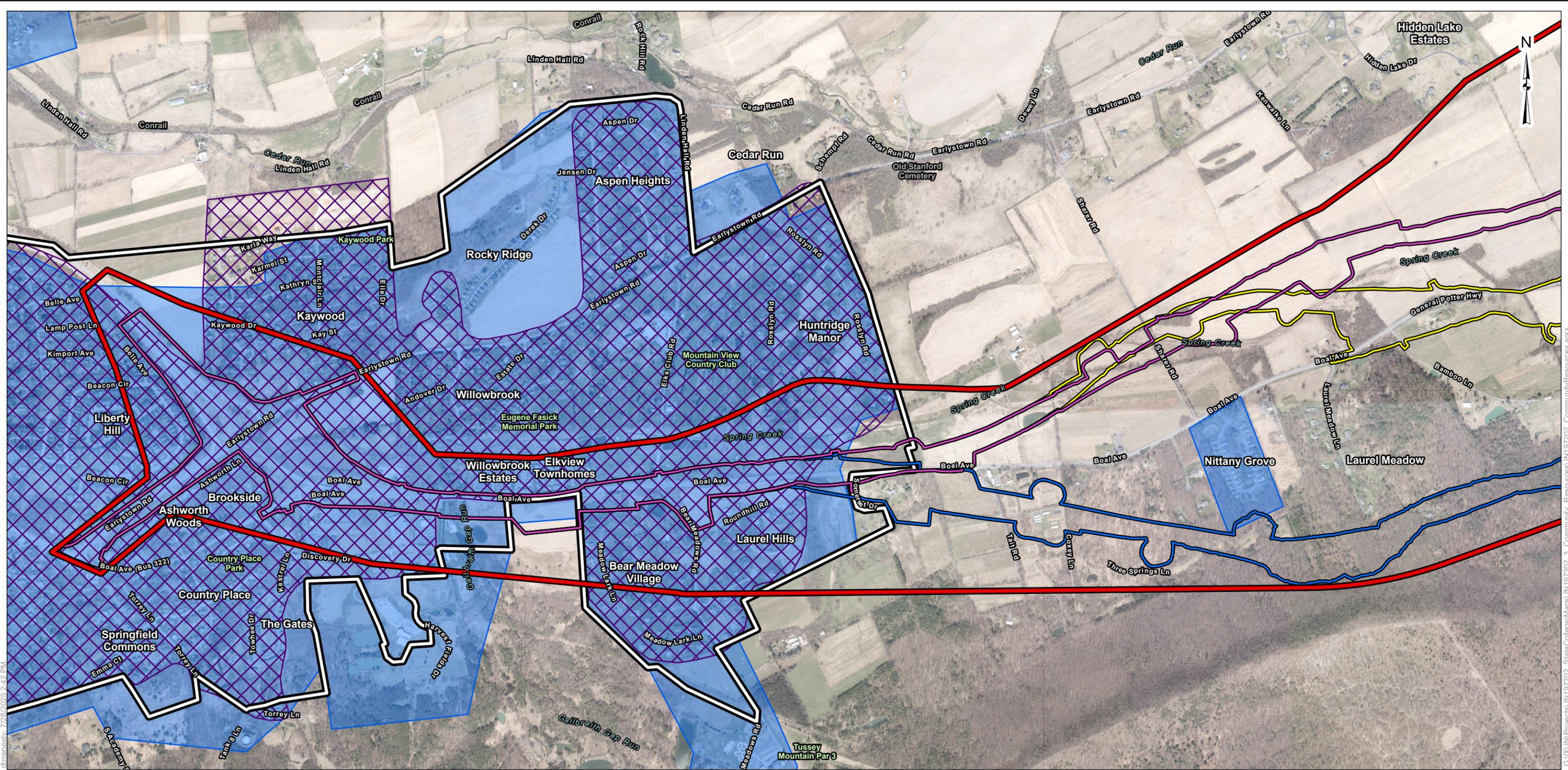
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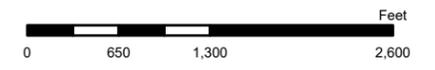
Future Land Use
 State College Area Connector Project
 Centre County, Pennsylvania

Figure 5
Sheet 3 of 3

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- Legend**
- Project Area
 - Regional Growth Boundary
 - North Alternative
 - Central Alternative
 - South Alternative
 - Sewer Service Area
 - Water Service Area



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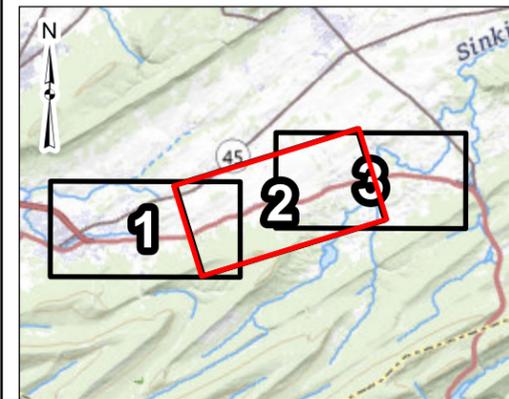
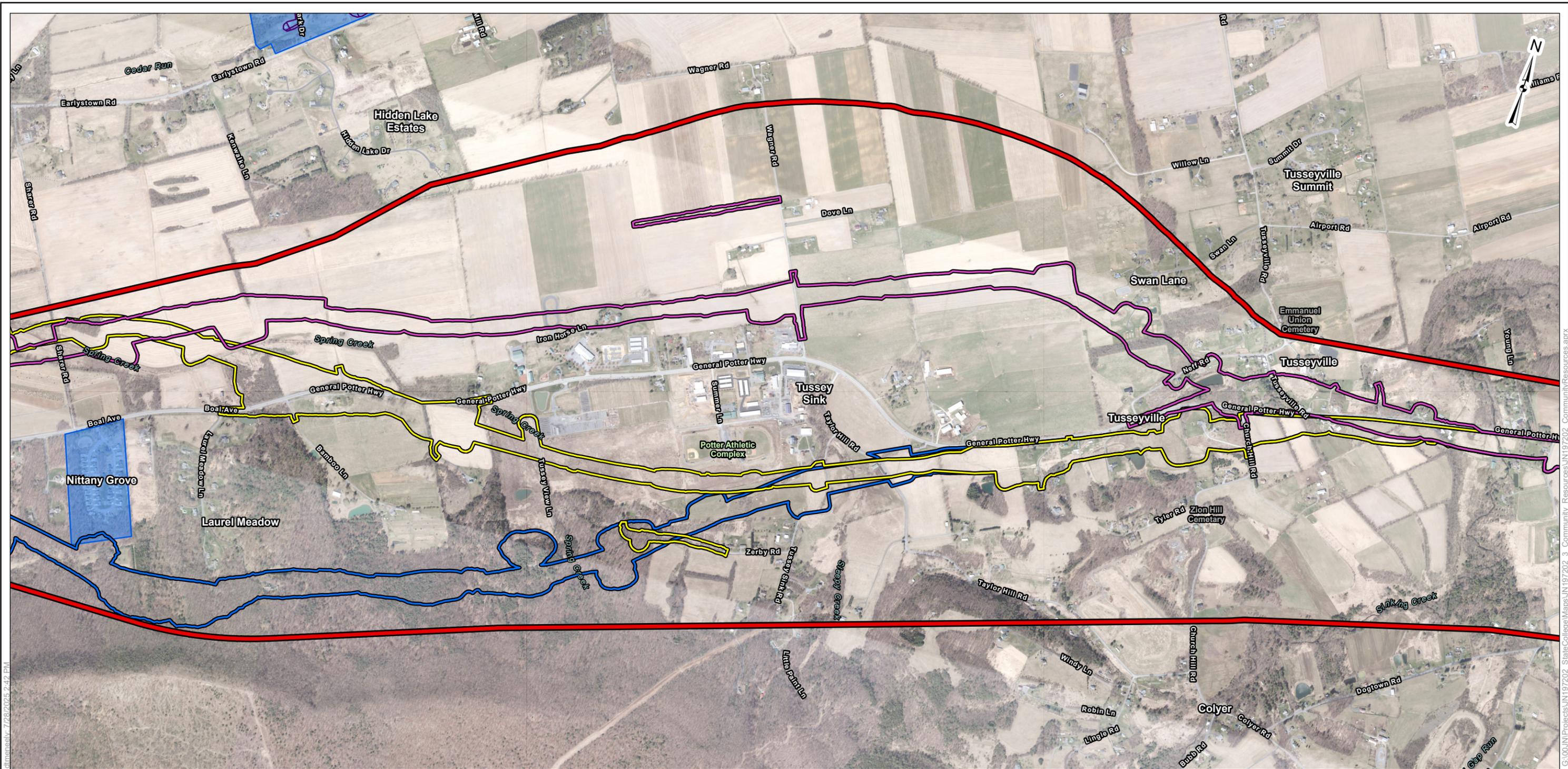
State College Area Connector Project
 Centre County, Pennsylvania

Figure 6

Sheet 1 of 3

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- Legend**
- Project Area
 - North Alternative
 - Central Alternative
 - South Alternative
 - Sewer Service Area
 - Water Service Area



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Public Water and Sewer Service Areas

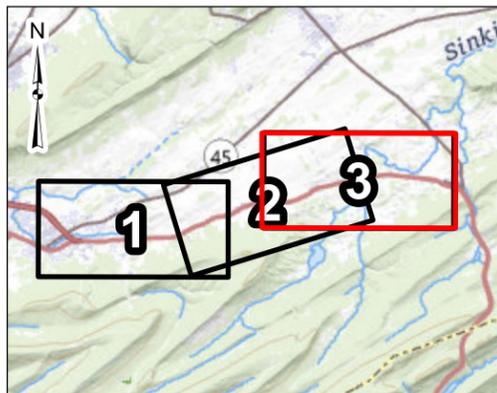
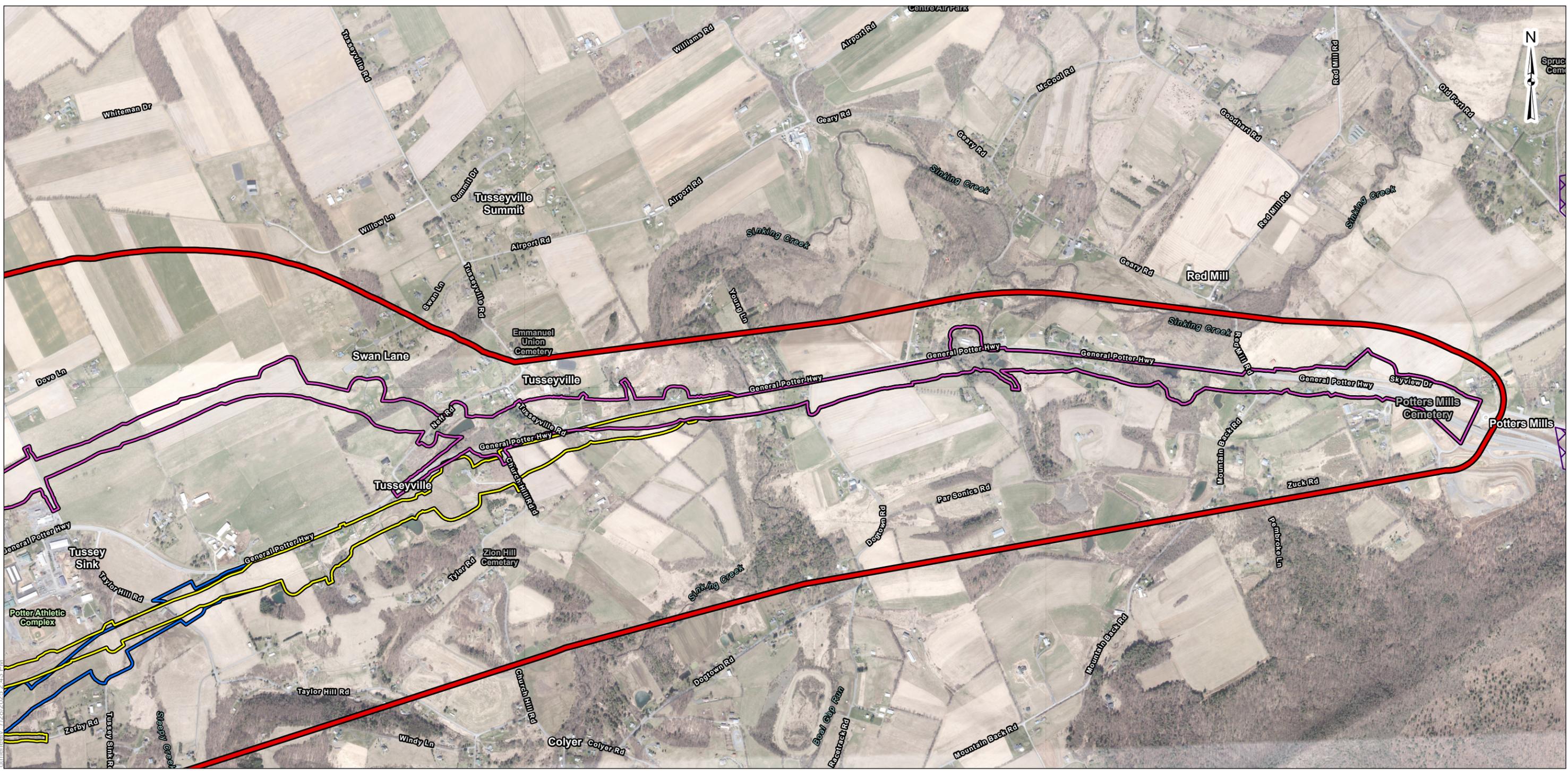
State College Area Connector Project
 Centre County, Pennsylvania

Figure 6

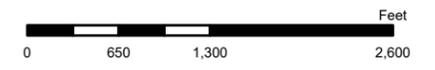
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- Legend**
- Project Area
 - North Alternative
 - Central Alternative
 - South Alternative
 - Sewer Service Area



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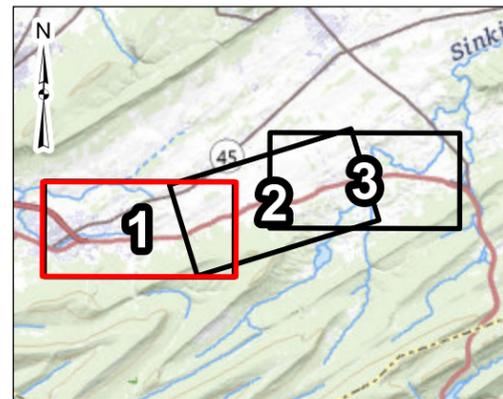
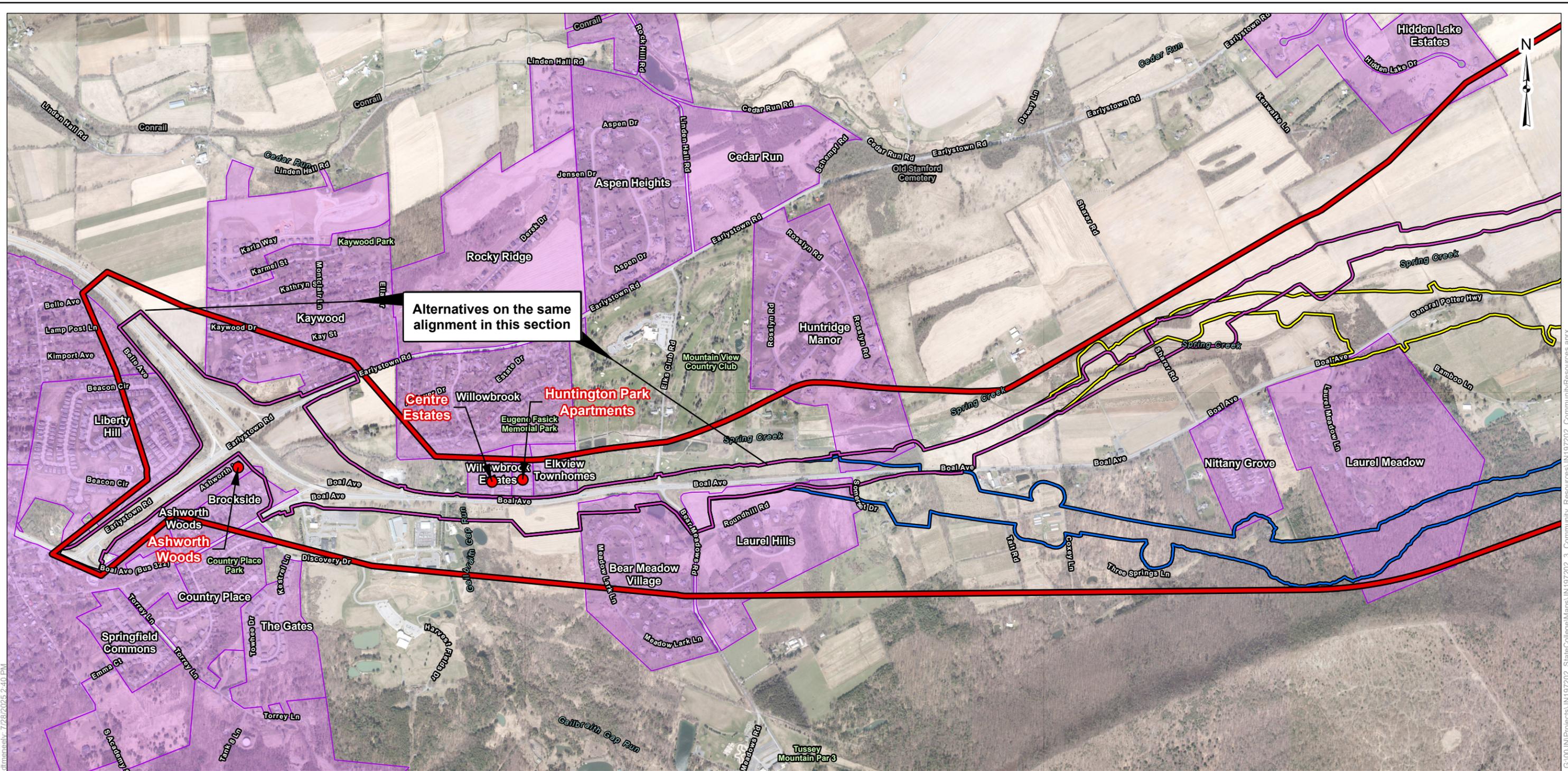
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Figure 6

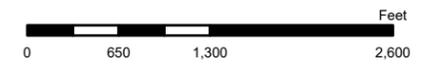
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- Legend**
- Project Area
 - North Alternative
 - Central Alternative
 - South Alternative
 - HUD Subsidized Housing
 - Community / Neighborhood



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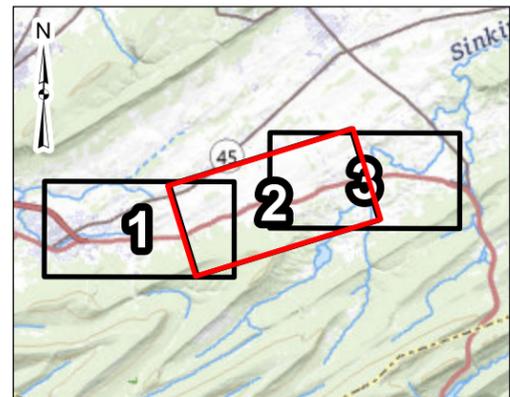
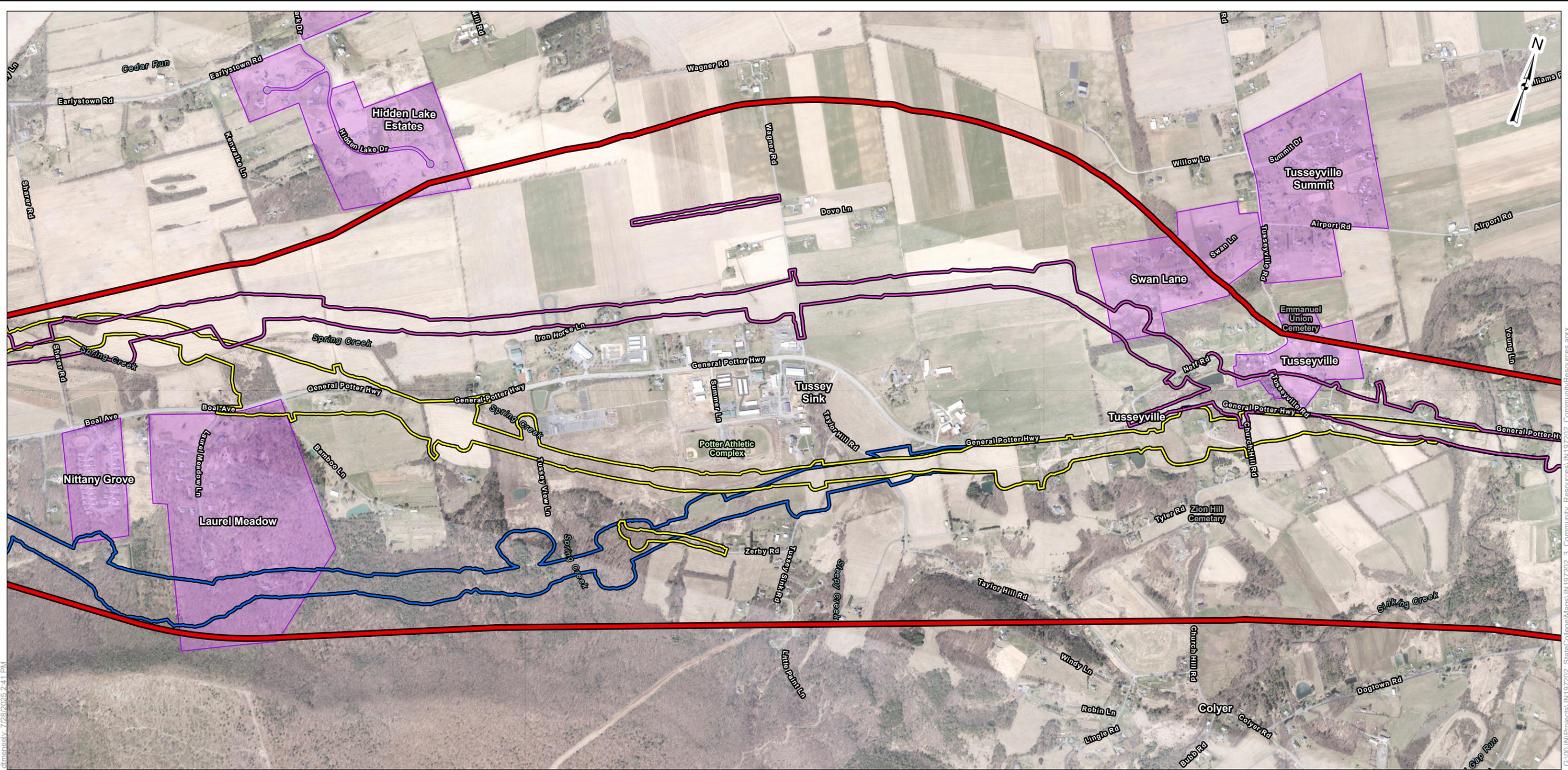
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Nighborhoods and Communities
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 Centre County, Pennsylvania

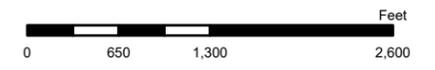
Figure 7
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- Legend**
- Project Area
 - North Alternative
 - Central Alternative
 - South Alternative
 - Community / Neighborhood



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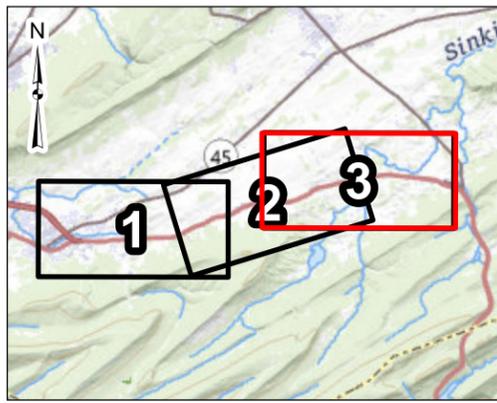
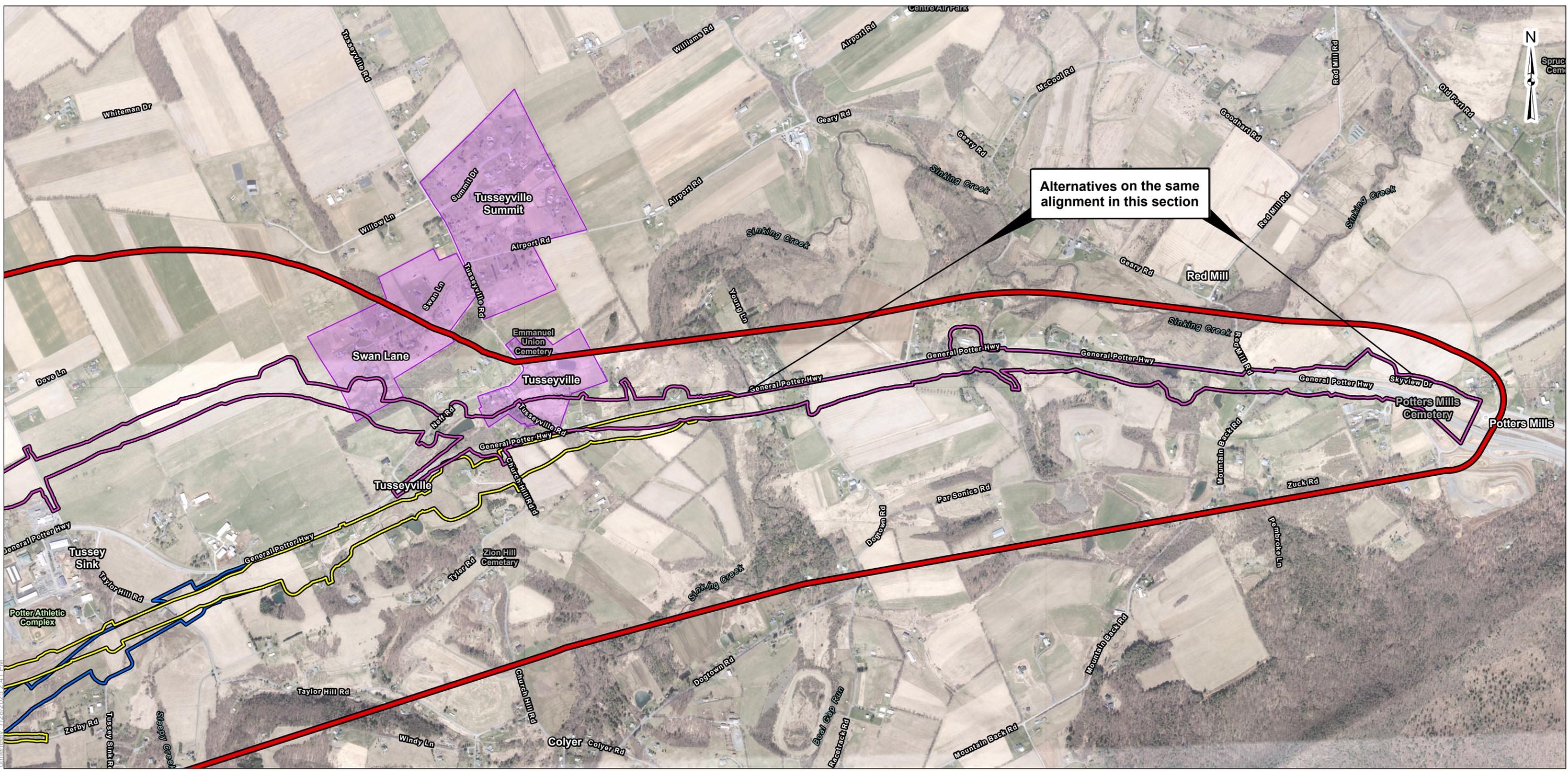
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Nighborhoods and Communities
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 Centre County, Pennsylvania

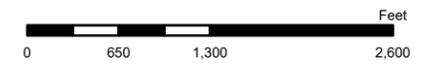
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- Legend**
- Project Area
 - North Alternative
 - Central Alternative
 - South Alternative
 - Community / Neighborhood



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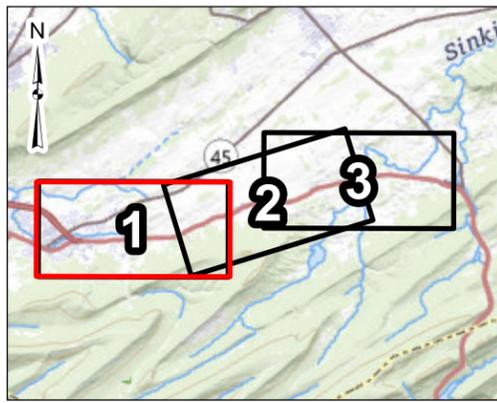
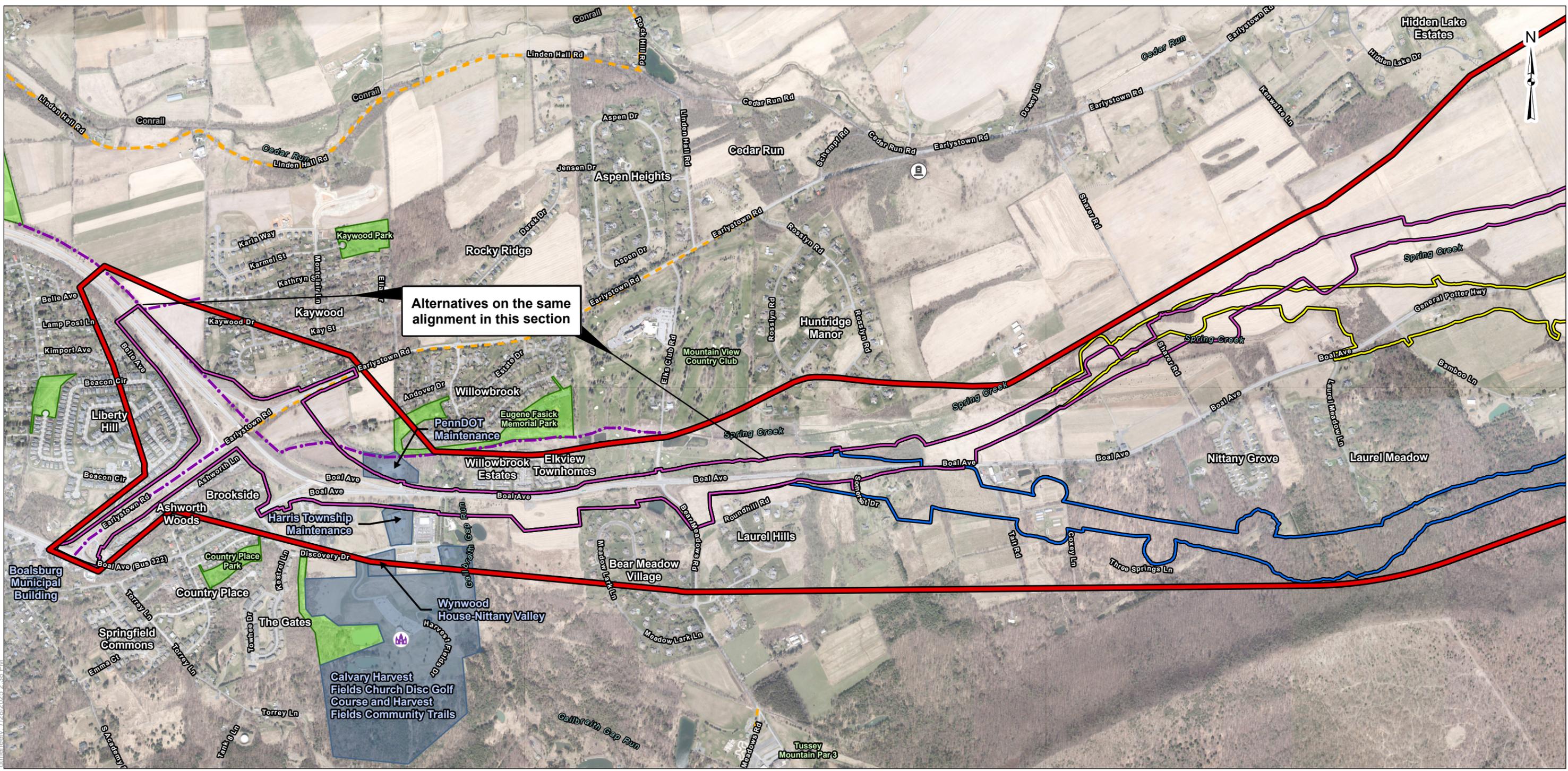
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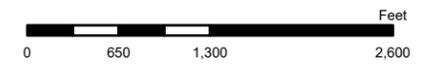
State College Area Connector Project
 Centre County, Pennsylvania

Figure 7

Sheet 3 of 3



- Legend**
- Project Area
 - North Alternative
 - Central Alternative
 - South Alternative
 - Proposed Bike Trail
 - Bikeway
 - Place of Worship
 - Cemetery
 - Community Facility
 - Park



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Community Facilities and Services

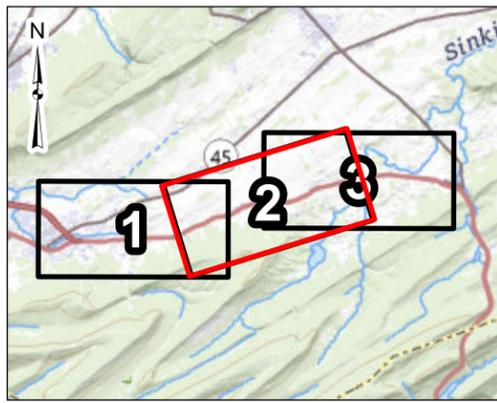
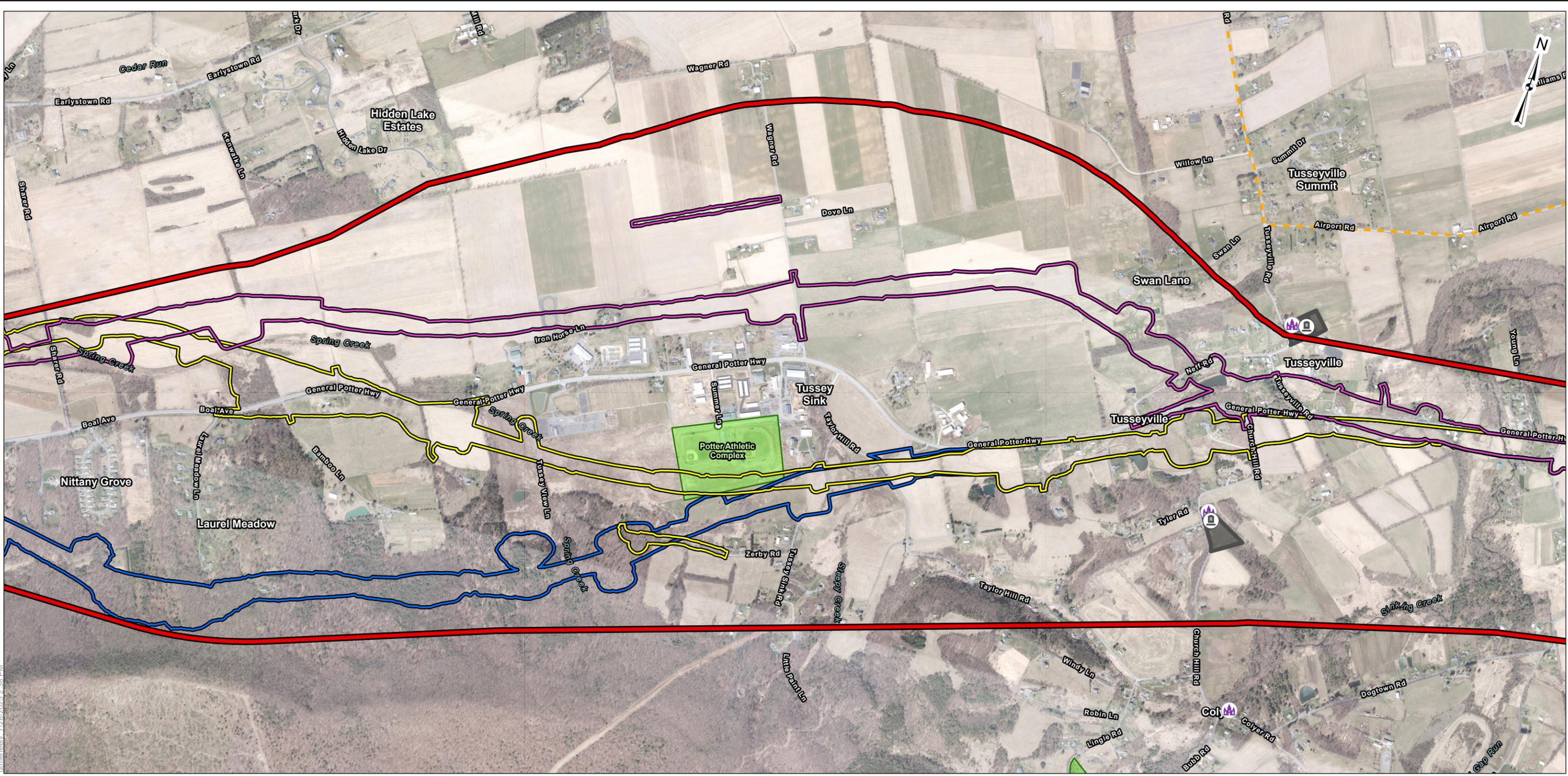
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 Centre County, Pennsylvania

Figure 8

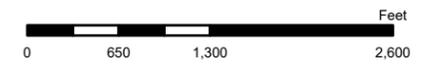
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- Legend**
- Project Area
 - North Alternative
 - Central Alternative
 - South Alternative
 - Bikeway
 - Place of Worship
 - Cemetery
 - Park
 - Cemetery



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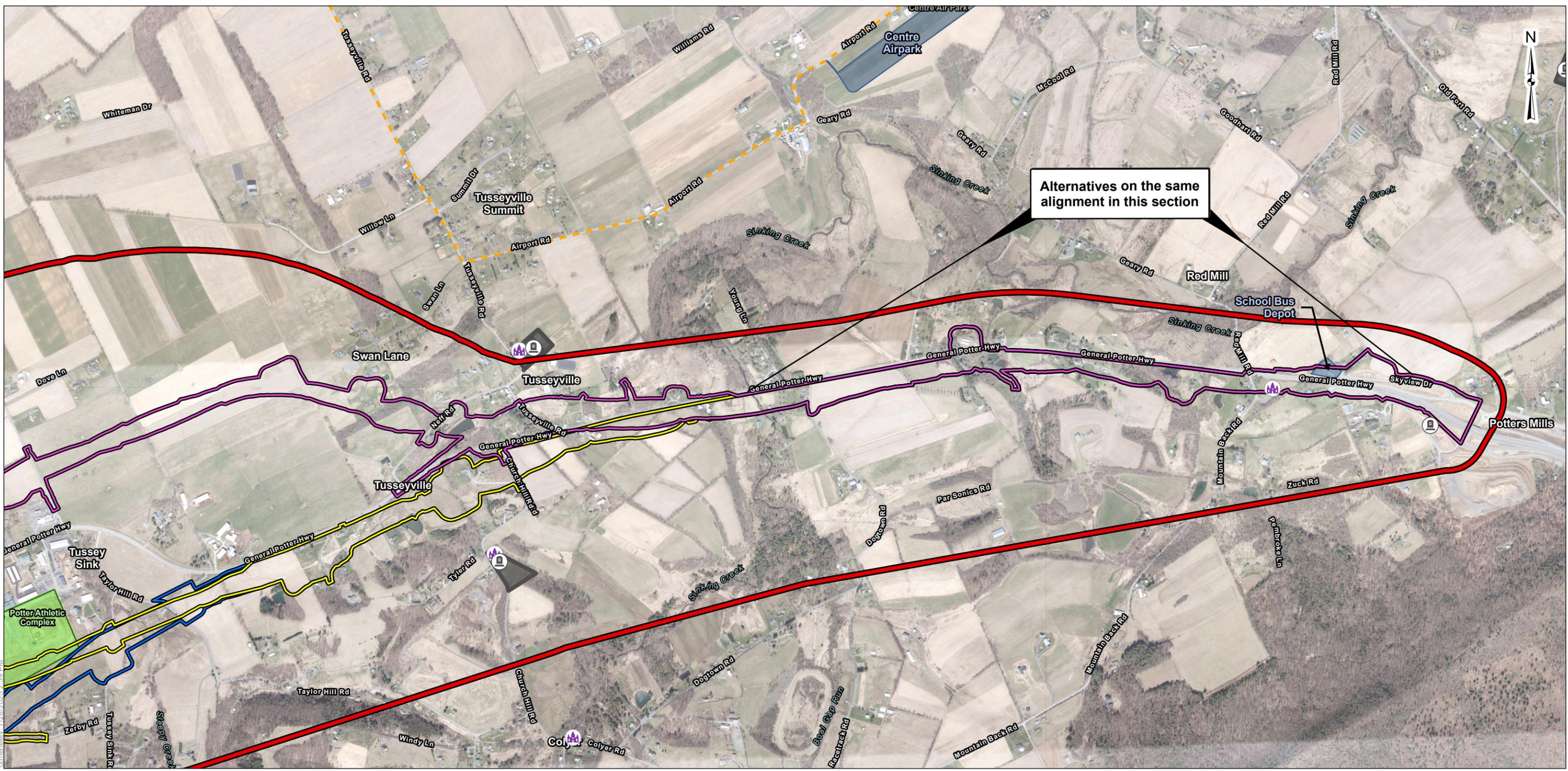
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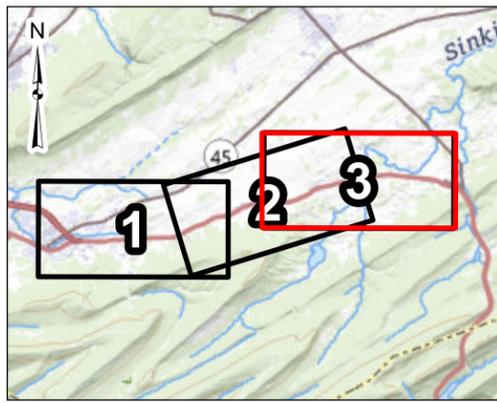
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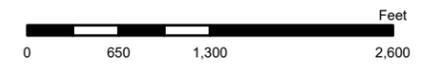
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Alternatives on the same alignment in this section



- Legend**
- Project Area
 - North Alternative
 - Central Alternative
 - South Alternative
 - Bikeway
 - ⛪ Place of Worship
 - ⚰ Cemetery
 - Community Facility
 - Park
 - Cemetery



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APPENDIX B - REFERENCES

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GIS Data Sources

Layer Name	Source	Date
Existing Land Use	Centre County Open Data	2024
Zoning	Centre County Open Data	2024
Future Land Use (2025)	Centre County Planning Department	2024
Sewer Service Areas	Centre County Open Data	2024
Water Service Areas	Centre County Open Data	2024
Section 8 Housing Complexes	KMZ file by S&L	2021, updated 2024
Churches	Centre County Open Data	2024
Cemeteries	Centre County Open Data	2024
Bikeways	Centre County Open Data and updated by S&L	2024
Athletic Fields	Centre County Open Data and updated by S&L	2024
Community Facilities	Centre County Open Data and updated by S&L	2021, updated 2024
Parks	Centre County Open Data	2024
Neighborhoods and Communities	Centre County Open Data and updated by S&L	2020, updated 2024