

October 2022
Open House Public Meeting
Summary Report
for the
State College Area Connector
Planning and Environmental
Linkages (PEL) Study



February 2023

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Overview

The Pennsylvania Department of Transportation (PennDOT), in cooperation with the Federal Highway Administration (FHWA), hosted a two-day open house public meeting for the State College Area Connector (SCAC) Planning and Environmental Linkages (PEL) Study. The SCAC PEL study area is located in southern Centre County. The SCAC PEL Study is a collaborative and integrated study approach to transportation planning that considers the environment, community, and local and regional economic goals early in the planning phase and is used to inform transportation decision making. PEL data and study recommendations will be utilized in the subsequent National Environmental Policy Act (NEPA) environmental review process.

The open house public meeting was held to provide an update on the draft PEL Report findings and the alternatives that are recommended for advancement to further study in the preliminary engineering and environmental study phase. The meetings were hosted on Wednesday, October 19, 2022 and Thursday, October 20, 2022 at the Mount Nittany Middle School in State College. Meeting materials were made available on the study website (www.PennDOT.gov/SCAC) on October 19, 2022, and open to public comment from October 19, 2022 to November 11, 2022.

This report documents the open house public meeting notification process, meeting contents, and comments received with associated responses.

Meeting Notification and Advertisement

A variety of methods were used to notify citizens, stakeholders, local leaders, review agencies, and elected and public officials about the SCAC open house public meeting. These notifications included:

Transportation Development Handout

A transportation development handout was created in October 2022 to provide a summary of the process for advancing transportation projects and the proposed schedule. The handout provided details on the PEL Study, preliminary engineering and environmental studies, final engineering design, right-of-way acquisition, and construction. The transportation development handout was available on the study website and distributed at the open house public meeting. A copy of the handout is included in **Appendix A**.

Agency Coordination Meeting

An Agency Coordination Meeting was held on August 24, 2022, to provide cooperating and participating agencies opportunity to review open house public meeting information and invite them to attend the meetings. The Agency Coordination Meeting email invitation, agenda, and presentation which includes the invitation to the open house public meeting is included in **Appendix B**.

Public Officials Invitation and Meeting

A public officials pre-meeting was held at the Wyndham Garden Inn State College on September 7, 2022, from 6:00 P.M. to 8:00 P.M. Letter invitations were sent via email to 59 public officials and government partners on August 22, 2022. The purpose of the public officials pre-meeting was to present the draft PEL Report findings and open house meeting materials for review and provide opportunity for questions and comments prior to the information being made available to the public. A presentation was provided to the officials that depicted the draft exhibits which would be utilized at the October 2022 open house public meetings. Additionally, key exhibits were printed and displayed for more detailed review and discussion by the public officials. General concerns communicated during the meeting included: potential impacts to private property owners located along the alternatives; commercial truck traffic; and next steps after completion of the PEL Study. **Figures 1 and 2** show the public officials meeting presentation and discussion, respectively. An example of the letter invitation emailed to public officials and meeting sign-in sheets are included in **Appendix C**.



Figure 1 – Public Officials Meeting Presentation



Figure 2 – Public Officials Meeting Discussion

Email Invitations

Official public meeting invitations were sent via e-mail to 1,620 interested parties (e.g., property and business owners, etc.) from the study website mailing list, elected and public officials, and community partners on October 4, 2022, and October 19, 2022. The invitation included the dates, times, and locations for the open house public meetings. A copy of the invitation graphic and a list of the notified elected officials, public officials, and community partners are included in **Appendix D**.

Open House Public Meeting Flyers

A flyer was developed to advertise the open house public meeting logistics and provide general study and study contact information. Flyers were distributed on October 13, 2022, to public places throughout the study area. These open house public meeting flyers were posted at municipal buildings, libraries, gas stations, and other locations. Table 1 provides an overview of the 28 locations where flyers were posted. **Figures 3 and 4** show examples of where these flyers were located at a post office and Sheetz within the study area. A copy of the flyer graphic which was also used as the email invitation graphic is included in **Appendix D**.

Table 1 – Flyer Distribution Locations

Location	Address
Benner Township	1224 Buffalo Run Road, Bellefonte, PA 16823
Boalsburg Post Office	110 W Pine Street, Boalsburg, PA 16827
Burkholder’s Country Market	107 Market Dr #8420, Spring Mills, PA 16875
Centre Hall Library	109 W Beryl St, Centre Hall, PA 16828
Centre Hall Post Office	113 E Church St, Centre Hall, PA 16828
Centre County Library	200 N Allegheny St, Bellefonte, PA 16823

Table 1 – Flyer Distribution Locations (continued)

Location	Address
Centre Hall Borough	134 North Hoffer Avenue, Centre Hall, PA 16828
College Township	1481 E. College Avenue, State College, PA 16801
Harris Township	224 East Main Street, Boalsburg, PA 16827
Harvey's Food Mart	169 W Main St, Millheim, PA 16854
Homan's General Store	125 Old Fort Rd, Spring Mills, PA 16875
My Buzz Café	325 W High St, Bellefonte, PA 16823
Pine Grove Country Store/Shell	PA-26, Pine Grove Mills, PA 16868
Post Office	112 E Pine Grove Rd, Pine Grove Mills, PA 16868
Potter Township	124 Short Road, Spring Mills, PA 16875
Sheetz	113 N Juniata St, Lewistown, PA 17044
Sheetz	10 Sheetz Dr, Reedsville, PA 17084
Sheetz	106 Savannah Lane, Centre Hall, PA 16828
Sheetz	2850 Benner Pike, Bellefonte, PA 16823
Sheetz	765 Benner Pike, State College, PA 16801
Sheetz	3261 W College Ave, State College, PA 16801
Sheetz	120 Southridge Plz, State College, PA 16803
Sheetz	1781 N Atherton St, State College, PA 16803
Sheetz	101 N Logan Blvd, Burnham, PA 17009
Snappy's	2892 Earlstown Rd, Centre Hall, PA 16828
Spring Mills Post Office	136 School St, Spring Mills, PA 16875
Spring Township	1309 Blanchard St., Bellefonte, PA 16823
Uni-Mart	106 W College Ave, Pleasant Gap, PA 16823



Figure 3 – Flyer posted at Centre Hall Post Office



Figure 4 – Flyer posted at Sheetz within the study area

Every Door Direct Mail Notification

Mail notifications were delivered via the US Postal Service (USPS) Every Door Direct Mail service to mailing routes in Centre Hall and Boalsburg on October 13, 2022. The mailing route maps, USPS receipts, and a copy of the SCAC postcard are found in **Appendix E**.

Outreach to the Amish Community

Targeted outreach was conducted with the local Amish community to provide notification of the open house public meetings. Three Amish church districts are located within the SCAC study area: West Penns Valley Church District, West Brush Valley Church District, and Nittany Valley Church District. Paper copies of the SCAC Fact Sheet and open house public meeting flyers were transmitted to each of the church districts on October 13, 2022. Copies of the transmittal letter providing the meeting materials for distribution are included in **Appendix F**. Multiple copies of the open house public meeting flyer were provided along with the letter. A copy of the public meeting flyer graphic is found in **Appendix D**.

Media Notification

The two-day open house public meeting was advertised in the Centre Daily Times on Thursday, October 6, 2022, and Thursday, October 13, 2022. An advertisement ran in the Lewistown Sentinel on Friday, October 7, 2022, and Monday, October 17, 2022. **Appendix G** contains copies of the newspaper advertisements.

Media Coverage

Several news outlets reported on the October 2022 open house public meetings providing the meeting dates and times, locations, and details about the study. Media coverage included an article by statecollege.com on October 17, 2022; a news report by WPSU on October 19, 2022; news reports by ABC23, and FOX8; and an article by Centre County

Gazette on October 20, 2022. Following the meetings, the media provided reporting of the PEL Study and an overview of the open house public meetings. Specific post-meeting media coverage included a news report by Centre County Report on October 20, 2022, an article in The Sentinel on October 22, 2022, and a news report and article by WJAC on October 25, 2022. **Appendix H** contains copies of the news reports and articles.

PennDOT Social Media

An open house public meeting notification was posted on PennDOT’s Facebook page and PennDOT District 2-0’s Twitter account. The Facebook post on the PennDOT’s page occurred on October 6, 2022, as shown in **Figure 5**. PennDOT also tweeted meeting announcements via their 511PAStateCollege account starting on October 6, 2022. **Figure 6** shows an example of a meeting tweet issued for the SCAC open house public meeting.



Figure 6 – PennDOT Facebook Meeting Notification



Figure 5 – PennDOT example Tweet for the Open House Public Meeting

Press Releases

As part of the public involvement process, official Press Releases were issued by PennDOT’s District 2 Press Office on October 6, 2022, to announce the dates, times, and details for the open house public meetings. A reminder of the open house public meeting with meeting details was issued by PennDOT’s District 2 Press Office on October 17, 2022. Press Releases were distributed to major media outlets in the Centre County region. Copies of the press releases are included in **Appendix I**.

Other Notification Efforts

Centre County Metropolitan Planning Organization (CCMPO) assisted with advertising the October 2022 open house public meetings. **Figure 7** depicts the announcement used by CCMPO in their advertising notifications. CCMPO emailed the PennDOT press releases to their mailing lists on October 6, 2022 and October 17, 2022.

CCMPO also posted the invitation to their Facebook page on October 7, 2022 (**Appendix J**). Notifications to their Facebook page were posted five times between October 7, 2022, and October 20, 2022.

The public meeting invitation was added as an agenda item for the CCMPO Technical and CCMPO Coordinating Committees. The invitation was also shared with the Centre County Planning and Community Development Office (CCPCDO).



Figure 7 – Open House Public Meeting Advertisement by CCMPO

The Centre Region Council of Government posted notification for the open house public meeting on their website on October 6, 2022. Other notifications were made via social media posts by various interested parties (e.g., Ferguson Township, College Township, elected officials, etc.) and news outlets on Facebook and Twitter in October 2022 prior to the meeting. These posts included information about the dates, times, and locations of the open house public meeting. **Figure 8** shows an example social media notification on the Harris Township Government Facebook account. The additional notifications are found in **Appendix J**.



Figure 8 – Example Social Media Notification by Harris Township Government

Open House Public Meeting Overview

Upon arrival at the open house public meetings, meeting participants were asked to sign in and collect handouts at the Welcome Station. Participants then proceeded to the gymnasium to tour the informational displays, ask the study team questions, and/or complete a comment card. Computer stations were provided for the public to view and overlay the SCAC environmental mapping with the proposed alternative corridors. At 6:15 P.M., a formal presentation was given by the study team in the auditorium. The presentation was followed by a questions and answers (Q&A) session. Details on the open house public meeting materials and participation are outlined below.

Meeting Materials

Meeting Handouts

There were four specific handouts developed and made available at the open house public meeting Welcome station. Prior to the meetings, these materials were uploaded to the study website for pre-review on October 19, 2022. The handouts included Transportation Development Handout (**Appendix A**), PEL Frequently Asked Questions, Preliminary Engineering/NEPA Anticipated Process and Schedule, and a Public Meeting Comment Form (**Appendix K**). The comment form could be left at the “How Can You Participate?” station and was also available to complete via an electronic survey on the study website.

Meeting Boards

There were 27 meeting display boards, including station and directional boards, that comprised the open house public meeting displays. Copies of the meeting boards are included in **Appendix L**.

Meeting Participation

A total of 502 participants signed in at the two-day open house public meeting. **Figures 9 and 10** show meeting participation at the display boards and the digital mapping computer station.



Figure 9 – Participants view meeting display boards at the Open House Public Meeting



Figure 10 – Computer station mapping at the Open House Public Meeting

Right-of-Way Station

PennDOT right-of-way agents were available for participants to ask questions and discuss the land acquisition process during the open house public meeting (**Figure 11**). PennDOT’s Publication 83, which outlines and answers the most frequently asked questions regarding PennDOT’s transportation land acquisition process, was provided as a handout at this station (**Appendix M**).



Figure 11 – Right-of-Way Station at the Open House Public Meeting

Concerned Citizen Information Table

Concerned citizens from the “No 45 Connector Movement” set up a table to provide meeting participants information on their concerns (**Figure 12**). The station and materials were independent of PennDOT’s open house public meeting materials and presentation.

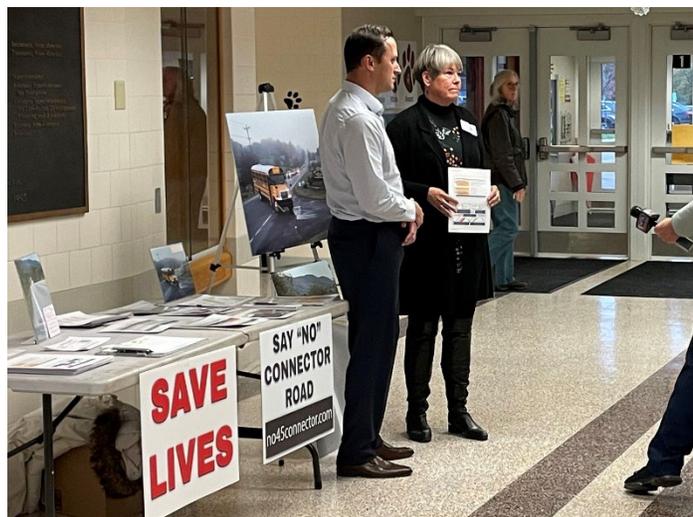


Figure 12 – “No 45 Connector Movement” information table at the Open House Public Meeting

Presentation

Open house public meeting participants had the opportunity to attend a formal presentation provided by the study team. The presentation is found in **Appendix N**.

Q&A Session

Following the formal presentation, open house public meeting participants had the opportunity to ask questions during a Q&A session (**Figure 13**). Participants who wanted the opportunity to speak were asked to fill out a speaker card and called forward to speak in the order in which they registered. Each speaker was given two minutes to ask their question. Responses to questions were provided by members of the study team. A total of 28 participants spoke during the Q&A session at the open house public meetings. The Q&A session was recorded by a court reporter and a full transcript is found in **Appendix O**. The topics discussed during the Q&A are summarized in **Table 2**.



Figure 13 – Q&A session at the Open House Public Meeting

Table 2 – Public Meeting Q&A Topic Summary

Public Meeting Q&A Topics
PA 45 Connector Location/Safety/Design
Existing PA 45 Safety and Improvements
Right-of-Way/Land Acquisition Process/Displacements
Farming/Agricultural Operations/ALCAB ¹ Process
Multimodal Improvements (Bicycle and Pedestrian Connections)
Timeline for Intent to Enter Letters
Construction Pollution
Preliminary Engineering/NEPA Process and Timeline
Identification of Wetlands and High-Quality Tributaries to Cedar Run, Spring Creek, Sinking Creek
Transportation Systems Management Alternatives
Upgrade Existing 322 Alternative
Wildlife Corridors
Impact Calculation Methodology for Overlapping Environmental Features
PennDOT Funding and Cost of Alternatives
Traffic Level of Service on Existing Roadways and Alternatives
Noise Mitigation

¹ Agricultural Lands Condemnation Approval Board

Public Comments

The public comment period was open from October 19, 2022 to November 11, 2022. Comments were accepted at the meeting, by mail, email, or via the website form. A total of 36 comments were received – 24 comment forms (14 at the meeting, 9 by mail, and 1 via the website) and 12 general comments (8 letters and 4 emails). Twenty-four of the 36 contained a specific comment that required an individual response. These comments and associated responses can be found in **Appendix P**. The following section provides a general summary of the public comments.

Public Comment Summary

The public comment form provided open house public meeting participants and website visitors the opportunity to rank topics from greatest to least concern for each of the US 322 Build Alternatives chosen to advance for further design and environmental evaluation. The comment form also provided participants space to ask a question for PennDOT to specifically answer in the meeting summary report.

Of the 24 comment forms received from participants, numerical rankings for topics of concern were provided on 15 of the comment forms. **Figure 14** shows the rankings of topics of most concern to least concern based on the information provided.

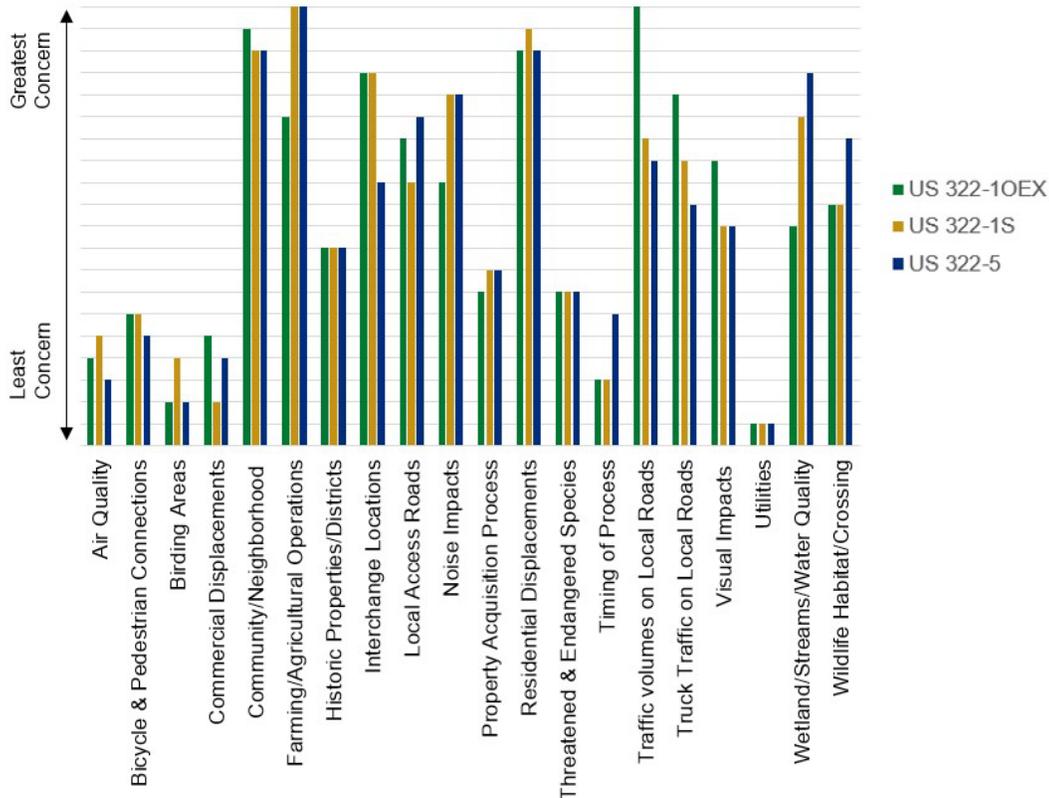


Figure 14 – Public Meeting Comment Form Responses - Topics of Concern

Nine of the comment forms received from participants were completed without numerical rankings for topics of concern for each alternative. Instead of numerical rankings, various topics of concern were checked for each alternative. Of these responses, the topics that received the most responses for each of the three alternatives were Community/Neighborhood and Farming/Agricultural Operations.

The comment form also provided participants the opportunity to ask questions that were not answered during their participation in the open house public meeting. The public commenter names, questions, and corresponding responses are provided in **Appendix P**.

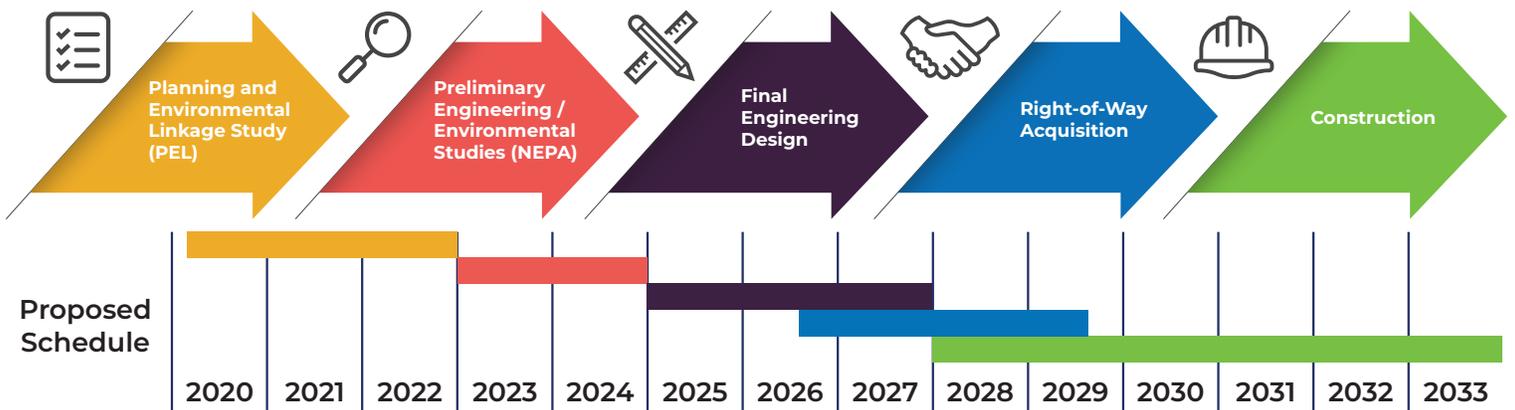
Lastly, the general comments received via letters and emails and their corresponding responses are found in **Appendix P**. Generally, comments and concerns included impacts to agricultural/farming operations, the PA 45 connector, property acquisitions, multimodal improvements, noise, and environmental impacts.

Conclusion

The information presented in this report summarizes the efforts undertaken to engage the public in the Fall of 2022 for the SCAC PEL Study. The open house public meeting held on October 19 and October 20, 2022, was attended by 502 individual participants. A total of 36 public comments were received during the comment period. Information received from this open house public meeting will be used to guide the study team during future studies (preliminary engineering and NEPA) and aid in informing future decisions.

APPENDIX A – Transportation Development Handout

What is the Process for Advancing Transportation Projects and the Proposed Schedule?



Planning and Environmental Linkage Study – A PEL Study is a high-level, early-planning process used for transportation decision making that considers environmental, community, and economic goals early in the planning stage, resulting in projects that can be carried through design and construction. Public and agency involvement is conducted throughout this phase. Overall, the PEL Study helps to inform planning decisions, streamline the project delivery process, and can serve as a public platform to discuss and prioritize transportation issues.

Preliminary Engineering/Environmental Studies (NEPA) – Preliminary engineering includes focused studies about traffic, safety, the environment, and the development of project specific alternatives. The information allows Federal Highway Administration (FHWA) and PennDOT to make decisions about necessary transportation network improvements. Assessments also determine the benefits and impacts the alternatives would have on natural, cultural, and socio-economic environments. Public and agency involvement is conducted through this phase. The preliminary engineering/environmental studies phase ends with the selection of an alternative to advance into final design. Approval from FHWA must be received to advance into final engineering design.

Final Engineering Design – During final engineering design, the selected project alternative design plans are refined to identify right-of-way requirements and are detailed enough to construct the project. Fulfill commitments made during the NEPA phase to mitigate proposed environmental impacts. Environmental permitting and detailed utility coordination occur during this phase.



Right-of-Way Acquisition – When project impacts to private property, including homes and businesses, are unavoidable, PennDOT will work with the owners to determine the property’s Fair Market Value and negotiate the acquisition of the property. When the acquisition of property results in the need for a property owner to relocate, PennDOT provides relocation assistance to those whose property is acquired (see the FAQ page on the study website for information on right-of-way acquisition).



Construction – Once final engineering design is complete and the right-of-way has been acquired, PennDOT will solicit bids and award construction contracts. Depending on the scale of the proposed improvements, multiple construction contracts may be developed to complete the overall project. Often, the first contracts awarded are smaller “early action” contracts that involve improvements that will help better accommodate traffic during subsequent construction projects. Staging of the subsequent contracts will also be developed to safely convey traffic through the work zone and minimize travel time delays through and around the project area. The newly constructed improvements to the transportation system will address the purpose and needs which were identified in the early stages of the process.

APPENDIX B – Agency Coordination Meeting

1. ACM Meeting Invitation
2. ACM Meeting Agenda
3. Email Invitation/Distribution List
4. Presentation

DATE: Wednesday, August 10, 2022

SUBJECT: Wednesday, August 24, 2022 ACM Agenda

TO: ACM Member List

FROM: Drew Ames, Acting Chief /s/
Bureau of Project Delivery and Design, Environmental Policy and Development Division

The next Agency Coordination Meeting (ACM) will be held on **Wednesday, August 24, 2022 at 9:30 a.m. through Teams.** Please respond through the meeting invite.

Enclosed are the 1) ACM Agenda, 2) 2022 ACM Schedule, 3) 2022 Field View Reserved Dates 4) SCAC PEL Alternatives Memo

Please direct questions or comments to Nicole Auker at nauker@pa.gov or 717-787-0460 or James Spatz at jspatz@pa.gov or 717-787-5306.

Attachments

cc: Larry Shifflet, P.E., 8th Floor KB
M. Batula, P.E. 8th Floor KB
C. Spangler, P.E. 7th Floor KB
J.D. Bucher, P.E., 7th Floor KB
Project Development Engineers, 7th Floor KB
N.A. Vivian, 7th Floor KB
D. Ames, 7th Floor KB
K. Russell, 7th Floor KB

AGENCY COORDINATION MEETING

AGENDA FOR WEDNESDAY, AUGUST 24, 2022

Teams Call

Call-In Number: 267-332-8737

Conference ID: 557792178#

1. General Business (9:30-9:40)
 - a. Call to Order and Introductions
 - b. Review Agency Field View Reserved Dates
 - c. Next ACM – Wednesday, September 28, 2022
 - d. Other Topics
2. SCAC PEL (9:40-11:00)
3. SR 6219-050 (US 219 Meyersdale to Old Salisbury Rd) (11:00-12:00)

From: [Spatz, James](#)
To: [Abraham, Shaun](#); ["Abrams, Kevin"](#); [Allen, Brian N.](#); [Allison, Amanda](#); ["Allison, Chris"](#); [ealoiz](#); [Ames, John A \(Drew\)](#); [Ammerman, Jeremy D](#); [Anderson, Robert M](#); [Anthony, David \(PENNDOT\)](#); [Augustine, Gregory](#); [Auker, Nicole](#); ["Baker, Bryan"](#); [Ball, Dean D](#); ["Baranski, Alan"](#); [Bishop, Marie](#); [Bishop, Ronnique \(FHWA\)](#); [Bohman, John D](#); ["Bomberger, Andrew"](#); ["Box, Jeffery"](#); ["Brandon Peters"](#); [Brown, Corey](#); [Bucher, Jeffrey](#); [Bunce, Kyle J](#); [Burden, Donald](#); [Wes Burket](#); ["Carson, Brandon"](#); [Carson, Jacob H.](#); [Cease, Kristen](#); [Chapman Christopher](#); [Chappell, Mark](#); [Chestney, Jamie](#); [Will Clark](#); ["Clayton, Sherry"](#); [Cordek, Sarah \(FHWA\)](#); [Covert, Cristin](#); [Crobak, Jennifer \(FHWA\)](#); [Crouch, Todd](#); [Crum, Jonathan \(FHWA\)](#); [Cunningham, T Jay](#); ["Dan Walston"](#); [Davies, Charles](#); [Davis, Edward \(PENNDOT\)](#); [Davis, Jamie](#); ["Deck, Steve"](#); [fdell@ycpc.org](#); [DiMatteo, Michael R](#); ["Dombroskie, Mike"](#); [Duda, Rachel](#); ["DWohlwill@PortAuthority.org"](#); [Ebur, Andrea \(FHWA\)](#); ["Edris, Allen"](#); [Engle, Jeff \(FHWA\)](#); [Erickson, Michael](#); [Ertel, Nina](#); [Fawcett, Paul](#); [Feliciano, Veronica \(FHWA\)](#); [Fischer, David \(PENNDOT\)](#); ["Fitzkee, Jonathan"](#); ["Foys, Jill"](#); [Franzen, Lucas A](#); [Frederick, Barbara](#); [Gardner, Kenda Jo](#); [Genovese, Alexander](#); [Gerling, Heather](#); [Giamarino, Madeline](#); ["Gibble, John"](#); ["Gillespie, Joy"](#); [Gonsman, Andy](#); [rgordon](#); ["Gracenin, Dan"](#); [Gray, Gavin](#); [Greenland, Vince](#); [Grumbine, Frank](#); [Guers, Sue](#); [Guyton, Tyra](#); [Hammond, Alice M](#); [Haney, Susanne M](#); [Hanson, Casey](#); [Harrison, Emma](#); [Harrower, Monica](#); [Harvey, Hannah](#); [Hazelton, Susan](#); [Heinrich, Keith](#); ["Herman, Steve"](#); [Highlands, Keith](#); [Hoernemann, Todd](#); ["Imhoff, Ethan"](#); [Jacobini, Jared](#); [Jano, Steve J](#); [Kagel, Jennifer](#); [Kania, Pamela](#); [Kawash, Peter](#); [Keane, Daniel L](#); [Keiser, Michael](#); [Kelley, Autumn](#); ["Kelly, George"](#); ["Kessler, Amy"](#); ["Kim, Song"](#); [King, Christopher D.](#); [Krobot, Nicholas](#); [Kronz, George](#); [Landis, Tiffany](#); [Larzelere, Michael](#); ["Lavelle, John"](#); [Lightcap, Jay](#); [Lolli, Amy M](#); [Lorson, Benjamin](#); [MacDonald, Andrea](#); [Martin, Veronica](#); [Mattern, Brian](#); [Mausteller, Michael J.](#); ["May, James"](#); [McClellan, Sarah K](#); [McClelland, Thomas](#); [McCloskey, Anthony J](#); [Mccollum, Allyson](#); [McDougal, Steven](#); [McKeel, Justin](#); [Melley, Allen](#); [Mercer, J Tyler](#); [Messner, Anne](#); [Mock, Kevin W](#); [Moon-Sirianni, Cheryl](#); [Nagle, Cheryl](#); [Neal, Elbert](#); [Nepal, Dewakar](#); [Nevshehirlan.Stepan@epa.gov](#); [Nikolas.P.Tranchik@usace.army.mil](#); [Okin, Sharon](#); [Orwig, April](#); [camille.otto@dot.gov](#); [Pavic, Richard T](#); [Peacock, Christopher](#); [Piper, Alan](#); [Podniesinski, Gregory](#); [Porochniak, Gene \(FHWA\)](#); [Prestash, Thomas](#); [Pulver, Megan](#); [Radatti, Mark J](#); [Rairigh, Elizabeth](#); [Raskiewicz, Thomas J](#); [Rebert, Ashley](#); [Rebert, Michael W](#); [Rickard, Marc C](#); [Roberts, Dean](#); [Roessing, Jason](#); [Rostron, David](#); [Ruhl, Bryon S](#); [Russell, Kara](#); [Sabitsky, Jesse U](#); [Savage, William \(Fish & Boat\)](#); [Saylor, Jim](#); [Scarr, Kristin](#); ["Schaible, Todd"](#); [Schrecengost, Jessica](#); [Seeley, Douglas](#); [Seymour, Stephanie](#); [Shaffer, Barbara \(FHWA\)](#); [Shaffer, Scott \(PENNDOT\)](#); [Shiffler, Ryan R](#); [Shunk, Brian E](#); [Smaroff, Dan](#); [Smiles, Heather A](#); [Smoker, Matt \(FHWA\)](#); [Snyder, Terry \(PENNDOT\)](#); [Spangler, Christine](#); [Squillario, Attilio S](#); [Starks, Kipp](#); [Suanlarm, Paul](#); [Suciu.Smith, Deborah \(FHWA\)](#); [Supel, Matthew](#); [Thompson, Kristina L](#); [Timochenko, Amanda](#); [Vankirk, Ryan](#); [Velazquez, Jose A](#); [Vivian, Nicholas A](#); [Vlot, Christian](#); [Ward, Richard \(PENNDOT\)](#); [Weed, Robert](#); [Wertz, Gerald C.](#); [Wisor, Joshua](#); [Wolfgong, Christopher R](#); [Yocum, Thomas R](#); [Young, Mark](#); [Zurat, Thomas](#)
Cc: [Murnyack, Eric J](#); [Deb Hoover](#); [Donahoe, Nicki](#); [James, Kevin](#); [Cole, Lori](#); [Plitt, Dennis](#)
Subject: [EXTERNAL] Agency Coordination Meeting - August 24th at 9:30 am
Date: Wednesday, August 10, 2022 8:09:33 AM
Attachments: [ACMAgenda_8.24.22.docx](#)
[2022 ACM Schedule.docx](#)
[2022 ACM Agency Field View Reserved Dates.docx](#)
[SCAC PEL August 2022 ACM Alternatives to Advance Memo.pdf](#)
[6.22.22AgencyCoordinationMeetingMinutes.docx](#)

On behalf of Drew Ames:

This is a reminder that the Wednesday, August 24th ACM will occur virtually over Teams at **9:30 am**. Attached for your review are the following documents: 1.) August 24 ACM Agenda 2.) ACM 2022 Schedule 3.) ACM 2022 Field View Reserve Dates 4.) SCAC PEL Alternatives Memo 5.) Minutes from the June 22nd ACM.

Note: The SCAC team will be seeking concurrence on the recommended alternatives from the Cooperating Agencies by September 8, 2022.

If you would like to be taken off the ACM email distribution list, please contact Jim Spatz at jspatz@pa.gov.

See below for call-in information.

Microsoft Teams meeting

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Phone Conference ID: 557 792 178#

[Find a local number](#) | [Reset PIN](#)

James Spatz | Environmental Planner II
Environmental Policy and Development Division
Bureau of Design and Delivery
PA Department of Transportation
400 North Street - 7th Floor | Harrisburg, PA 17120
Phone: 717.787.5306
www.penndot.pa.gov

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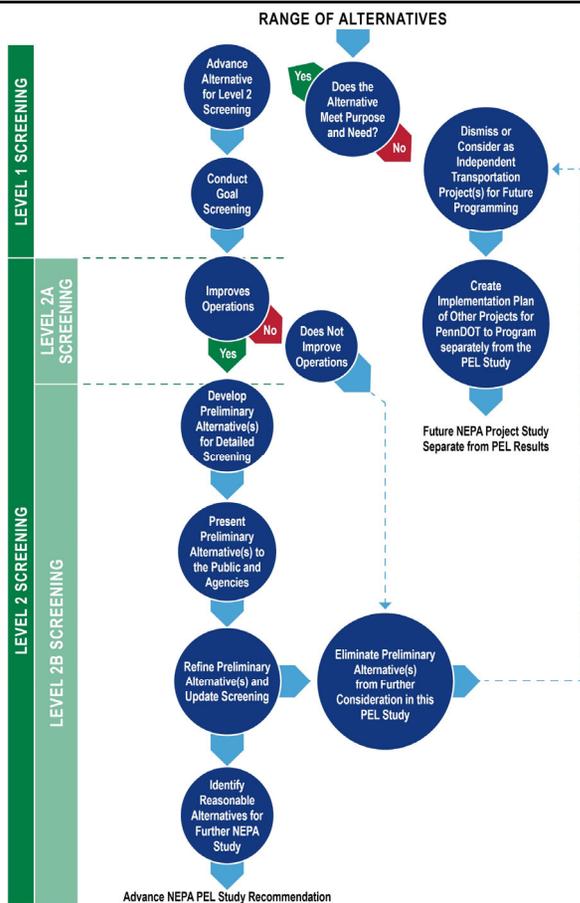
**Agency
Coordination
Meeting
August 24, 2022**



AGENDA

- Alternative Screening Process
- PEL Process Next Steps

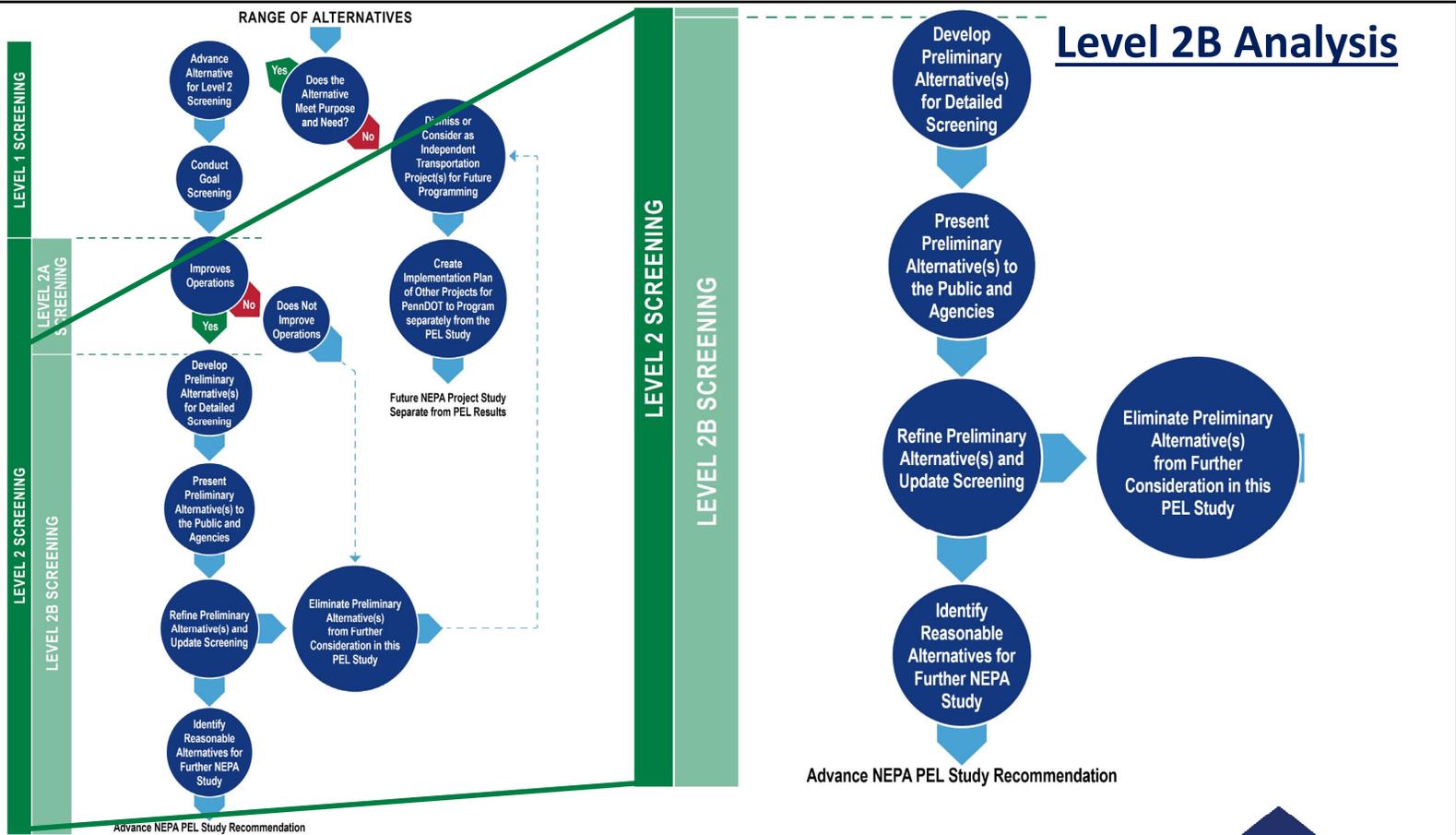
Alternatives Screening Process



Screening Overview

- Level 1 - Qualitative
- Level 2 - (A and B)

Alternatives Screening Process



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Alternatives Screening Process

Feature	US 322 Corridor						PA 144 Corridor						Impact Comparison								
	US322 - 1 OEX	US322 - 1 S	US322 - 2	US322 - 3	US322 - 4	US322 - 5	144-1	144-2	144-3	Average Impact Value	Lower Magnitude of Impact	Higher Magnitude of Impact									
Potential Limit of Disturbance Area (acres)	463	446	482	493	429	432	666	669	670	534	429	699									
Agricultural Resources																					
Productive Agricultural Land (acres)	251	278	361	313	180	181	294	296	268	269	180	361									
Agricultural Security Areas (within Productive Agricultural Land) (acres)	111	112	192	146	70	57	165	166	183	134	57	192									
Agricultural Zoning Districts (within Productive Agricultural Land) (acres)	152	160	246	212	99	97	133	135	132	152	97	246									
Soil Capability Classes I-IV (within Productive Agricultural Land) (acres)	240	265	331	296	168	168	291	292	259	257	168	331									
Other Land Preservation																					
Conservation Easements (acres)	24	16	0	50	17	15	108	111	110	50	0	111									
Conservation Easements (within Productive Agricultural Land) (acres)	22	15	0	39	0	0	40	40	37	22	0	40									
Act 319 Clean and Green Areas (within Productive Agricultural Land) (acres)	189	213	281	258	146	137	192	193	203	201	137	281									
Water Resources																					
Wetlands (bridges) (acres)	4	3	2	3	6	8	7	6	8	5	2	8									
Total Streams (bridges) (# of crossing linear feet)	20	5,576	21	6,681	14	5,965	15	6,265	16	9,124	20	10,331	11	7,070	11	7,067	10	5,265	7038	5265	10331
CWF-HQ/CWF Streams (bridges) (# of crossings linear feet)	16	5,129	21	6,681	14	5,965	14	5,066	16	9,124	19	9,046	9	6,275	11	7,067	8	4,481	6537	4481	9124
Ponds/Lakes (# acres)	8	3	8	5	2	0	2	0	8	1	9	1	2	0	2	0	2	0	1	0	5
100 Yr. Floodplains (acres)	21	9	10	15	12	13	10	11	10	12	9	21									
Terrestrial Habitat and Threatened and Endangered Species																					
Forested/Wooded Habitats (acres)	25	23	26	59	149	111	248	261	269	130	23	269									
PA Natural Heritage Core Habitat (acres)	25	11	11	11	15	15	8	8	8	12	8	25									
Karst Features (#)	26	26	47	26	2	2	53	52	61	33	2	61									
Bat Swarming Area (Combined) (acres)	134	90	266	234	71	71	658	660	631	313	71	660									
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NLE Bat Swarming (Forested) (acres)	15	7	20	52	7	7	248	261	269	98	7	269									
Indiana Bat Swarming Area (acres)	100	56	56	56	71	71	658	660	631	262	56	660									
Indiana Bat Swarming (Forested) (acres)	13	6	6	6	7	7	248	261	269	91	6	269									
Rothrock State Forest (acres)	0	0	0	0	0	0	0	0	0	0	0	0									
Stone Mountain Important Bird Area (acres)	0	0	0	0	125	78	1	1	1	23	0	125									

■ Impacts that are higher than 110% of the average
■ Impacts that are less than 90% of the average

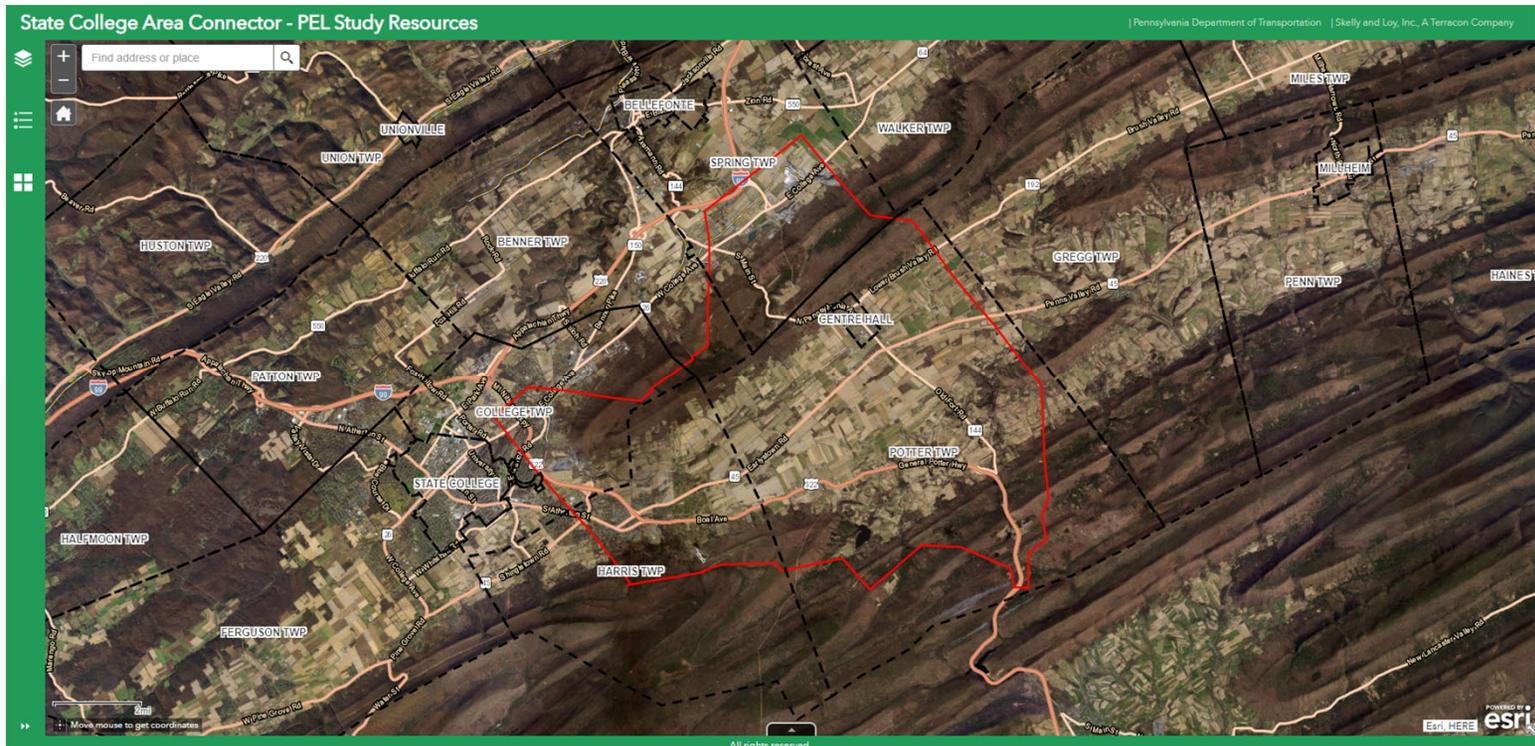
Environmental Resource Potential Impacts

Alternatives Screening Process

Environmental Review Process	US 322-1 Existing (US 322-1 OEX)	US 322-1 South (US 322-1 S)	US 322-2	US 322-3	US 322-4	US 322-5	PA 144-1	PA 144-2	PA 144-3
CWA Section 404 Analysis									
Wetlands (acres)	4	3	2	3	6	8	7	6	8
CWF-HQ/CWF Stream (linear feet)	5,129	6,681	5,965	5,066	9,124	9,046	6,275	7,067	4,481
ESA Section 7 Consultation									
"Rothrock State Forest (part) & Stone Mountain" Important Bird Area (acres)	0	0	0	0	125 ²	78 ²	1	1	1
PA Natural Heritage Core Habitat (acres)	25 ¹	11	11	11	15	15	8	8	8
Bat Swarming Area (acres of forested land only)	15	7	20	52	7	7	248	261	269
ALCAB Approval Process⁴									
Productive Agricultural Land (acres)	251	278	361	313	180	181	294	296	268
Conservation Easements (within Productive Agricultural Land, acres)	22	15	0	39	0	0	40	40	37
Agricultural Security Areas (within Productive Agricultural Land, acres)	111	112	192	146	70	57	165	166	183
Agricultural Zoning (within Productive Agricultural Land, acres)	152	160	246	212	99	97	133	135	132
Section 4(f) Evaluation									
NRHP Listed/Eligible/Potentially Eligible Property (# involving historic structure displacements) ⁵	0	0	0	1	0	0	1	1	0
Penns Valley/Brush Valley Rural Historic District Contributing Property (acres)	263	266	372	331	301	254	279	276	263
Public Parks (acres) ⁶	0	0	0	0.4	0.3	0.3	0	0	0
Community Impact Assessment⁶									
Residential Displacements (# of resident units)	25	8	21	29	8	11	13	13	9
Commercial Operations Displacements (# of operations) ⁷	6	3	1	1	4	2	3	3	2
Places of Worship Displacements (# of primary structures used for worship)	1	1	1	1	1	1	0	0	0
Community Facilities (acres of property only)	2	2	1	1	18	2	36 ¹	22 ¹	9 ¹
Public Water Supply Well Protection Zone Area (acres)	0	0	0	0	0	0	130	129	103
Quarry and Mineral Mining Operations (property acres)	0	0	0	0	0	0	170	171	172
Recommended Corridors for NEPA Review									
(Preferred Corridor for at least 3 of the 5 Environmental Review Processes)	X	X	---	---	---	X	---	---	---

Comparative Environmental Analysis

Alternatives Screening Process



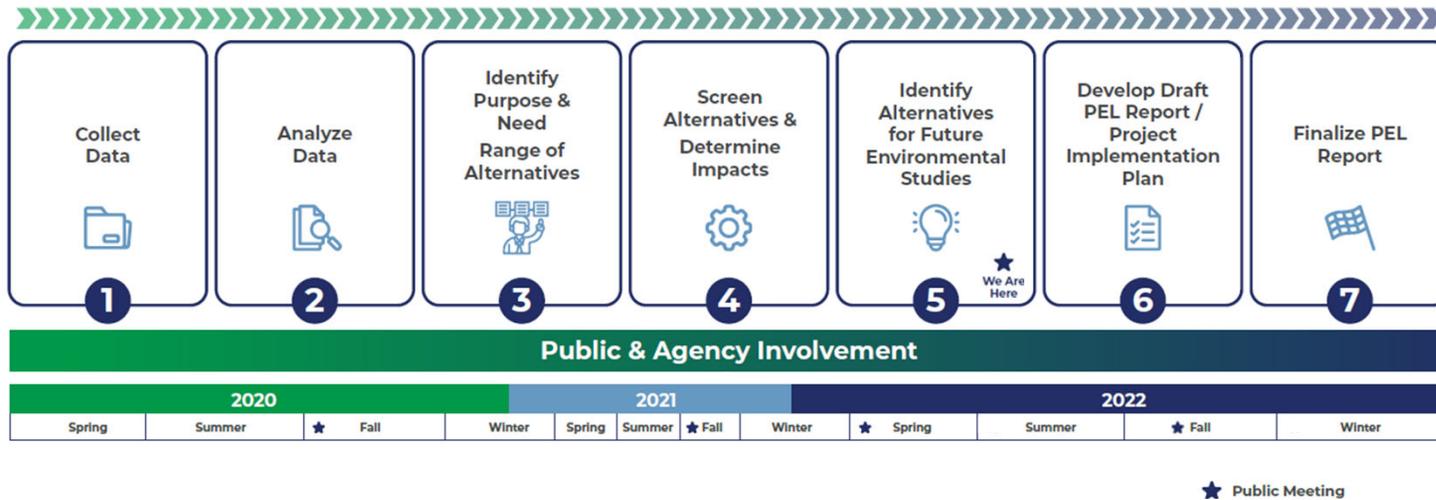
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Alternatives Screening Process

Traffic Analysis	US 322-1 Existing (US 322-1 OEX)	US 322-1 South (US 322-1 S)	US 322-2	US 322-3	US 322-4	US 322-5	PA 144-1	PA 144-2	PA 144-3
Reduces Total Vehicles on Local Roadway Network			53%					43%	
Reduces Truck Traffic on Local Roadway Network			72%					56%	
Level of Service – Segment Miles Unacceptable (miles)			6.6					8.5	
Level of Service – Intersections Unacceptable (number of intersections)			2					1	
Safety Improvements – Improves Predicted Total Crashes			Yes					Yes	
Safety Improvements – Improves Predicted F&I Crashes			Yes					Yes	
Traffic Preferred Alternatives	X	X	X	X	X	X	X	X	X
Engineering Analysis	US 322-1 Existing (US 322-1 OEX)	US 322-1 South (US 322-1 S)	US 322-2	US 322-3	US 322-4	US 322-5	PA 144-1	PA 144-2	PA 144-3
Planning-Level Right-of-Way Cost Estimate (in 2021 dollars)	\$58M to \$63M	\$42M to \$47M	\$37M to \$42M	\$47M to \$52M	\$40M to \$45M	\$32M to \$37M	\$60M to \$65M	\$60M to \$65M	\$55M to \$60M
Planning-Level Construction Cost Estimate (in 2021 dollars)	\$405M to \$430M	\$390M to \$415M	\$475M to \$500M	\$545M to \$570M	\$390M to \$415M	\$455M to \$480M	\$550M to \$575M	\$680M to \$705M	\$455M to \$480M
Total Planning-Level Cost Estimate (in 2021 dollars)	\$468M to \$493M	\$432M to \$462M	\$512M to \$542M	\$592M to \$622	\$430 to \$460	\$487M to \$517M	\$610M to \$640M	\$740M to \$770M	\$510M to \$540M
Engineering Preferred Alternatives	X	X	-	-	X	X	-	-	-
Planning Analysis	US 322-1 Existing (US 322-1 OEX)	US 322-1 South (US 322-1 S)	US 322-2	US 322-3	US 322-4	US 322-5	PA 144-1	PA 144-2	PA 144-3
Planning Preferred Alternatives	X	X			-	X	-	-	-

Traffic, Engineering, and Planning Comparative Analysis

State College Area Connector PEL Process



PEL Process Next Steps

- Public Officials Meeting – September 7, 2022
- Cooperating Agency Concurrence/Comments – September 8, 2022
- PEL Report – September/October 2022
- Public Meeting – October 2022

state college area **CONNECTOR**

PennDOT.gov/SCAC



QUESTIONS



APPENDIX C – Public Officials Pre-meeting

1. Example Public Officials Letter Invitation on 8/22/22

FEDERAL ELECTED OFFICIALS

The Honorable Robert P. Casey, United States Senate

The Honorable Patrick J. Toomey, United States Senate

The Honorable Glenn Thompson, United States House of Representatives, District 15

The Honorable Fred Keller, United States House of Representatives, District 12

STATE ELECTED OFFICIALS

The Honorable Tom Wolf, Pennsylvania Governor

The Honorable Jake Corman, The Pennsylvania Senate

The Honorable Stephanie Borowicz, Pennsylvania House of Representatives

The Honorable Rich Irvin, Pennsylvania House of Representatives

The Honorable H. Scott Conklin, Pennsylvania House of Representatives

The Honorable Kerry Benninghoff, Pennsylvania House of Representatives

The Honorable John Hershey, Pennsylvania House of Representatives

GOVERNMENT PARTNERS LIST

Ms. Margaret Gray, Centre County Board of Commissioners

Mr. Tom Fontaine, State College Borough Council

Ms. Amy Farkas, Harris Township Board of Supervisors

Mr. Adam Brumbaugh, College Township Board of Supervisors

Mr. Michael Danneker, Spring Township Board of Supervisors

Ms. Sharon Royer, Benner Township Board of Supervisors

Ms. Kathryn Long, Centre Hall Borough Council

Ms. Lisa Kroner, Potter Township Board of Supervisors

Mr. Mark Sunderland, Mifflin County Commissioners

Ms. Centrice Martin, Ferguson Township

Mr. Doug Erickson, Patton Township

Mr. Steve Herman, SEDA-COG Regional Transportation Planning Commission

Mr. Jim Saylor, Centre County Metropolitan Planning Organization

Mr. Eric Norenberg, Centre Region Council of Governments

Mr. Eric Bernier, Centre County Metropolitan Planning Organization

2. Public Officials Meeting Sign-in Sheets on 9/7/22

3. Public Officials Meeting Presentation



August 22, 2022

The Honorable Robert P Casey
United States Senate
817 East Bishop Street Suite C
Bellefonte PA 16823

Dear Senator Casey:

As part of the ongoing State College Area Connector Planning and Environmental Linkage (PEL) Study, the Pennsylvania Department of Transportation (PennDOT), in cooperation with the Federal Highway and Administration (FHWA), is preparing the release of the PEL Report. The PEL Report will outline the Study investigations and identify the alternatives that are recommended for advancement to further study in the preliminary engineering and environmental study phase.

PennDOT invites you to attend a premeeting to discuss the preliminary PEL Report findings. This premeeting is limited to local officials within the region and is intended to introduce the information to elected officials, receive feedback, and prepare you for any questions you may receive from your constituents. The meeting will be held at the Wyndham Garden State College on **Wednesday, September 7 from 6:00 p.m. to 8:00 p.m.** After the release of the PEL Report this fall, a public information meeting will be scheduled to share information and answer questions from the public.

In order to prepare for the meeting, we request that you confirm your attendance with Sandee Launch at sandee.launch@qcausa.com. If you have any questions about this meeting or need accommodations, please contact Dean Ball, P.E., Project Manager, at deball@pa.gov. Additional information about the PEL Study can be found online at PennDOT.pa.gov/SCAC.

Pursuant to Title VI of the Civil Rights Act of 1964, PennDOT does not discriminate on the basis of race, color national origin, gender, age or disability. If you believe that you have been denied the benefit of, or participation in a PennDOT program or activity, you may contact the PennDOT, Bureau of Equal Opportunity, DBE/Title Division at 717-787-5891.

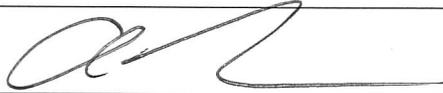
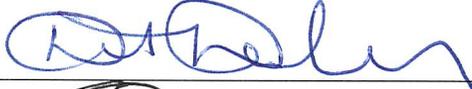
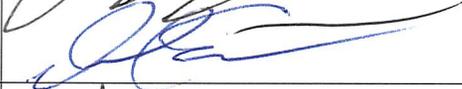
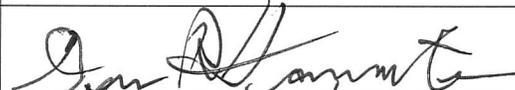
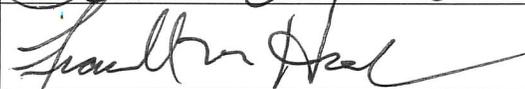
Sincerely,

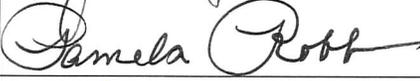
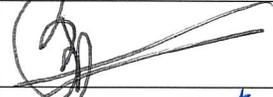
A handwritten signature in blue ink that reads "Thomas J. Zurat, Jr." The signature is written in a cursive style.

Thomas J. Zurat, Jr., P.E.
District Executive
Engineering District 2-0

020/TJZ-DDB/jls

ecc: Elizabeth Kishbaugh, Elizabeth_Kishbaugh@casey.senate.gov

Last Name	First Name	Title	Organization	Signature
Behring	Deanna	Council Member	State College Borough	
Bernier	Eric	Chair	Centre County MPO	
Boliek	Dave	Public Works Superintendent	Potter Township	
Castrechini	Alexander ^A	Engineer	Patton Township	
Decker	Dick	Board of Supervisors	Potter Township	
Dininni	Laura	Board of Supervisors	Ferguson Township	
Erickson	Doug	Manager	Patton Township	
Farkas	Amy	Township Manager	Harris Township	
✓ Graham	Bud	Board of Supervisors	Harris Township	
Hameister	Dennis	Board of Supervisors	Harris Township	
Harden	Frank	Board of Supervisors	Harris Township	
Higgins	Mark	Board of Commissioners	Centre County	
Kishbaugh	Liz	CPA Regional Manager	Sen. Bob Casey's Office	

Last Name	First Name	Title	Organization	Signature
Krishnankutty	Nalini	Council Member	State College Borough	
Lord	Bruce	Board of Supervisors	Harris Township	
Martin	Centrice	Manager	Ferguson Township	
Norenberg	Eric	Executive Director	Centre Region Council of Governments	
Pipe	Michael	Board of Commissioners	Centre County	
Progar	Jaymes	Assistant Manager	Ferguson Township	
Robb	Pamela	Board of Supervisors	Patton Township	
Saylor	Jaymes		Centre County MPO	
Stephens	Patricia	Board of Supervisors	Ferguson Township	
Strickland	Lisa	Board of Supervisors	Ferguson Township	
Takac	Paul	Council Member	College Township	
Thompson	Jeremie	Board of Supervisors	Ferguson Township	
Whitman	Betsy	Board of Supervisors	Patton Township	

SIGN IN SHEET

Public Officials Premeeting – September 7, 2022
State College Area Connector Planning and Environmental Linkage Study

Last Name	First Name	Title	Organization	Signature
Williams	Tierra D.	Board of Supervisors	Ferguson Township	
Wilson	Nigel	Board of Supervisors	Harris Township	

Name	Organization	Signature
Ernest Greene	State Rep Stephanie Baranick	
Dennis Todd	SUPERVISOR POTTER TOWNSHIP	
Josh Portney	State Rep Scott Conklin	
Jeff Engle	FRWA	
Mark Longy	Rep. Kerry Benninghoff	
Matt Wise	SEN. JAKE CORMAN	
Carla Stilson	College Township	
Jeremie Thompson	Ferguson Township	
JAKE TANIS	POTTER TWP	

Name	Organization	Signature
Jeff Engle	FHWA ✓	
Camille Otto	FHWA	
Tom Zurat	PennDOT	<i>Tom Zurat</i>
Dean Ball	PennDOT	<i>Dean Ball</i>
Marla Fannin	PennDOT	<i>Marla Fannin</i>
Eric Murnyack	PennDOT ✓	
Rob Weed	PennDOT	
Kevin James	Michael Baker ✓	
Paul DeAngelo	Skelly and Loy ✓	
Lori Cole	JMT	<i>Lori Cole</i>
Matt Nulton	JMT	<i>Matt Nulton</i>
Kaitlin Bomboy	JMT	<i>Kaitlin Bomboy</i>

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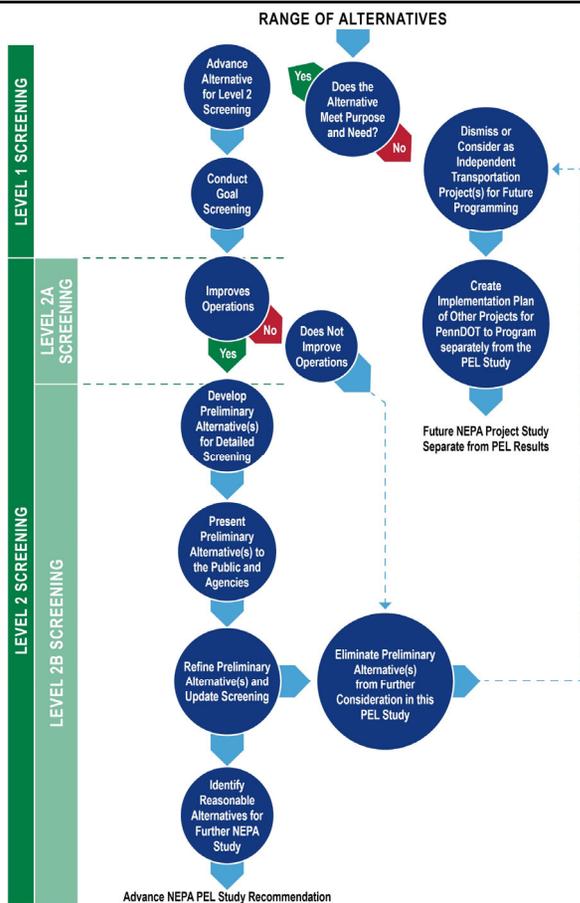
Public Officials Meeting September 7, 2022



AGENDA

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- PEL Process Next Steps

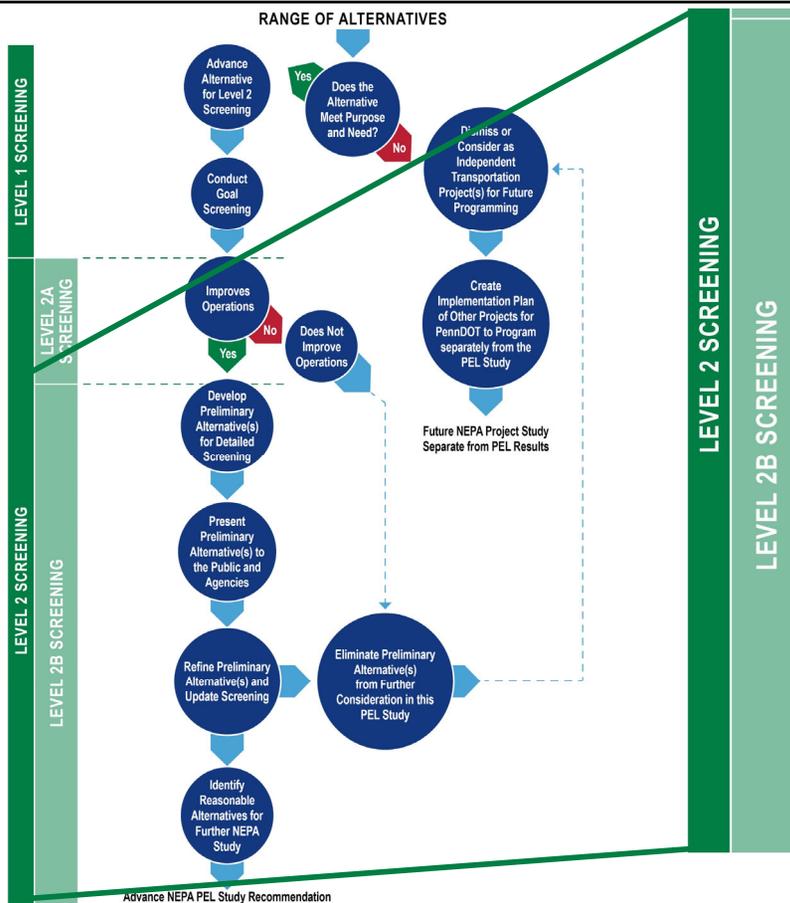
Alternatives Screening Process



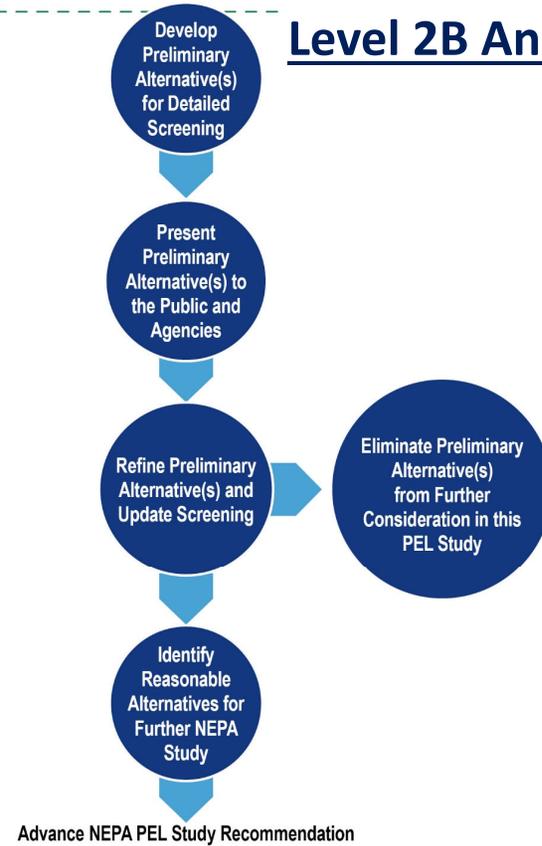
Screening Overview

- Level 1 - Qualitative
- Level 2 - (A and B)

Alternatives Screening Process



Level 2B Analysis



Alternatives Screening Process

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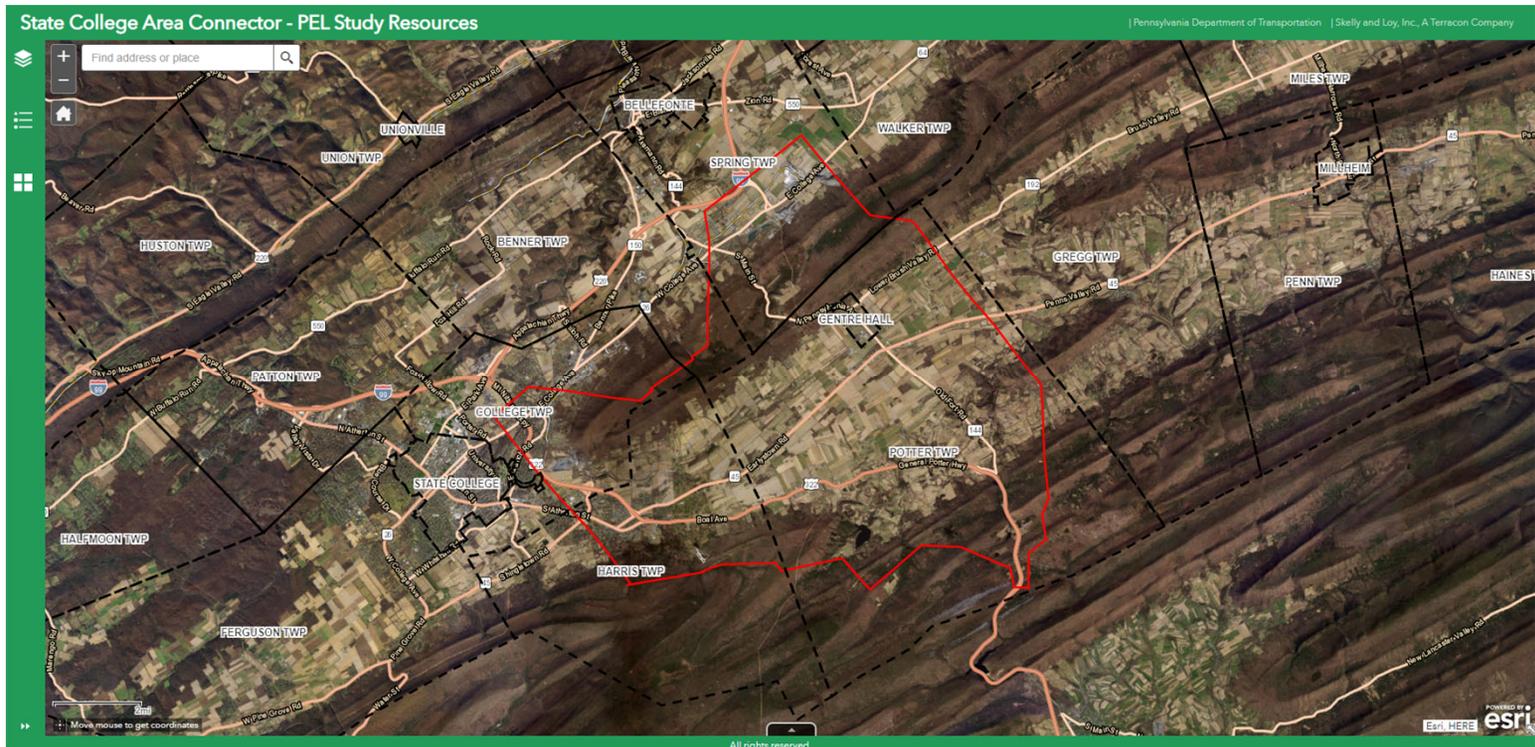
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Productive Agricultural Land (acres)	251	278	361	313	180	181	294	296	268
Conservation Easements (within Productive Agricultural Land, acres)	22	15	0	39	0	0	40	40	37
Agricultural Security Areas (within Productive Agricultural Land, acres)	111	112	192	146	70	57	165	166	183
Agricultural Zoning (within Productive Agricultural Land, acres)	152	160	246	212	99	97	133	135	132
Section 4(f) Evaluation									
NRHP Listed/Eligible/Potentially Eligible Property (# involving historic structure displacements) ⁵	0	0	0	1	0	0	1	1	0
Penns Valley/Brush Valley Rural Historic District Contributing Property (acres)	263	266	372	331	301	254	279	276	263
Public Parks (acres) ⁶	0	0	0	0.4	0.3	0.3	0	0	0
Community Impact Assessment⁶									
Residential Displacements (# of resident units)	25	8	21	29	8	11	13	13	9
Commercial Operations Displacements (# of operations) ⁷	6	3	1	1	4	2	3	3	2
Places of Worship Displacements (# of primary structures used for worship)	1	1	1	1	1	1	0	0	0
Community Facilities (acres of property only)	2	2	1	1	18	2	36 ¹	22 ¹	9 ¹
Public Water Supply Well Protection Zone Area (acres)	0	0	0	0	0	0	130	129	103
Quarry and Mineral Mining Operations (property acres)	0	0	0	0	0	0	170	171	172
Recommended Corridors for NEPA Review (Preferred Corridor for at least 3 of the 5 Environmental Review Processes)	X	X	---	---	---	X	---	---	---

Comparative Environmental Analysis

Alternatives Screening Process



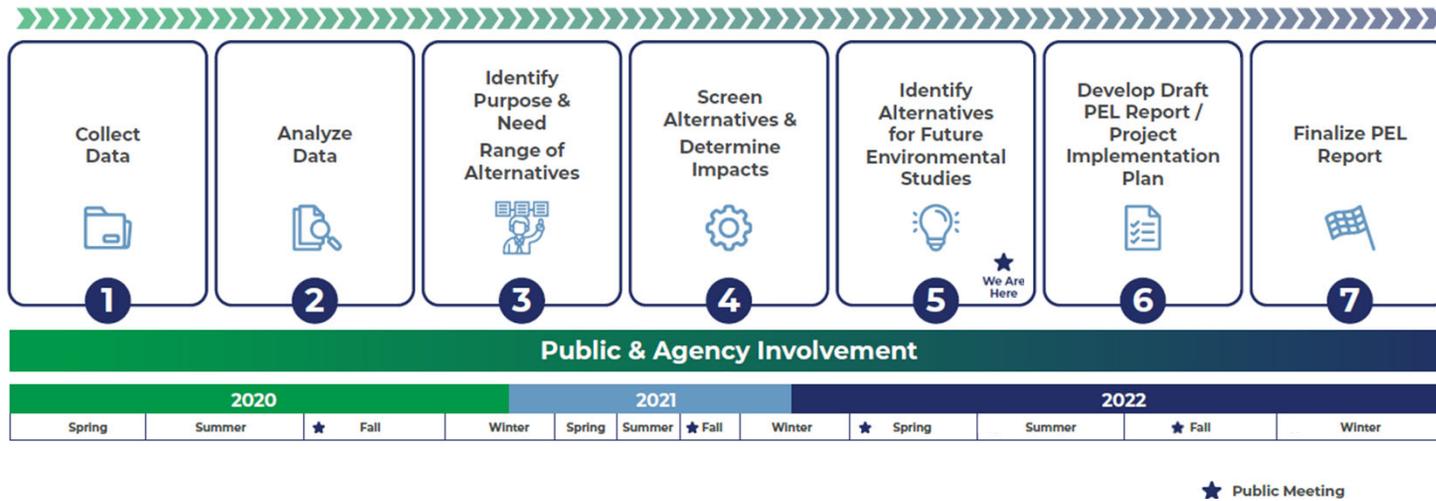
state college area
CONNECTOR

Alternatives Screening Process

Traffic Analysis	US 322-1 Existing (US 322-1 OEX)	US 322-1 South (US 322-1 S)	US 322-2	US 322-3	US 322-4	US 322-5	PA 144-1	PA 144-2	PA 144-3
Reduces Total Vehicles on Local Roadway Network			53%					43%	
Reduces Truck Traffic on Local Roadway Network			72%					56%	
Level of Service – Segment Miles Unacceptable (miles)			6.6					8.5	
Level of Service – Intersections Unacceptable (number of intersections)			2					1	
Safety Improvements – Improves Predicted Total Crashes			Yes					Yes	
Safety Improvements – Improves Predicted F&I Crashes			Yes					Yes	
Traffic Preferred Alternatives	X	X	X	X	X	X	X	X	X
Engineering Analysis	US 322-1 Existing (US 322-1 OEX)	US 322-1 South (US 322-1 S)	US 322-2	US 322-3	US 322-4	US 322-5	PA 144-1	PA 144-2	PA 144-3
Planning-Level Right-of-Way Cost Estimate (in 2021 dollars)	\$58M to \$63M	\$42M to \$47M	\$37M to \$42M	\$47M to \$52M	\$40M to \$45M	\$32M to \$37M	\$60M to \$65M	\$60M to \$65M	\$55M to \$60M
Planning-Level Construction Cost Estimate (in 2021 dollars)	\$405M to \$430M	\$390M to \$415M	\$475M to \$500M	\$545M to \$570M	\$390M to \$415M	\$455M to \$480M	\$550M to \$575M	\$680M to \$705M	\$455M to \$480M
Total Planning-Level Cost Estimate (in 2021 dollars)	\$468M to \$493M	\$432M to \$462M	\$512M to \$542M	\$592M to \$622	\$430 to \$460	\$487M to \$517M	\$610M to \$640M	\$740M to \$770M	\$510M to \$540M
Engineering Preferred Alternatives	X	X	-	-	X	X	-	-	-
Planning Analysis	US 322-1 Existing (US 322-1 OEX)	US 322-1 South (US 322-1 S)	US 322-2	US 322-3	US 322-4	US 322-5	PA 144-1	PA 144-2	PA 144-3
Planning Preferred Alternatives	X	X			-	X	-	-	-

Traffic, Engineering, and Planning Comparative Analysis

State College Area Connector PEL Process



- Cooperating Agency Concurrence Status
- PEL Report – October 2022
- Public Meeting – October 19 and 20th
 - State College Middle School

state college area **CONNECTOR**

PennDOT.gov/SCAC



APPENDIX D – Email Invitation/Flyer Graphic

Invitation List of Public Officials and Community Partners

OFFICES OF FEDERAL ELECTED OFFICIALS

Ms. Ann Kaufman, Chief of Staff, Office of U.S. Rep. Fred Keller
Mr. Kevin Okeefe, Legislative Director, Office of U.S. Rep. Fred Keller
Ms. Monica Zagame, Scheduler, Office of U.S. Rep. Fred Keller
Ms. Cindy Kunes, Field Representative/District Scheduler PA-15, U.S. Rep. Glenn Thompson
Mr. Matthew Brennan, Chief of Staff, U.S. Rep. Glenn Thompson
Ms. Kristen Gentile, Chief of Staff, U.S. Senator Robert P. Casey
Colonel Bob DeSousa, State Director, U.S. Senator Patrick Toomey
Ms. Larissa Bailey, Regional Manager, U.S. Senator Patrick Toomey
Mr. Nick Rockwell, Legislative Director, U.S. Senator Patrick Toomey

OFFICES OF STATE ELECTED OFFICIALS

Mr. Matt Wise, Field Representative, State Senator Jake Corman
Ms. Brandy Reiter, Executive Assistant, State Senator Jake Corman
Mr. Dan Auker, District Manager, State Representative John Hershey
Mr. Ernest Greene, Staff Member, State Rep. Stephanie Borowicz
Ms. Jill Collier, Deputy Director for Operations, Governor Wolf's Action Team
Ms. Morgan Wagner, Executive Director, Pennsylvania House Republican Policy Committee
Mr. Tor McCartney, Chief of Staff, Rep. H. Scott Conklin
Mr. Walter Russell, Office Manager, State Representative Rich Irvin
Mr. Ty McCauslin, Communications Coordinator, Pennsylvania House of Rep.

CENTRE COUNTY ELECTED OFFICIALS

The Honorable Michael Pipe, Commissioner, Chair
The Honorable Mark Higgins, Commissioner, Vice Chair
The Honorable Steven Dershem, Commissioner, Vice Chair

STATE COLLEGE ELECTED OFFICIALS

The Honorable Ezra Nanes, Mayor
The Honorable Deanna Behring, Council Member
The Honorable Janet Engerman, Council Member
The Honorable Jesse Barlow, Council President
The Honorable Peter Marshall, Council Member
The Honorable Theresa Lafer, Council Member
The Honorable Gopal Balachandran, Council Member
The Honorable Divine Lipscomb, Council Member
The Honorable Nalini Krishnankutty, Council Member

MIFFLIN COUNTY ELECTED OFFICIALS

The Honorable Mark Sunderland, Commissioner

The Honorable Robert Postal, Commissioner

GOVERNMENT PARTNERS LIST

Benner Township

Mr. Eric Norenberg, Executive Director, Centre Region Council of Governments

Mr. Adam Brumbaugh, College Township Board of Supervisors

Ms. Kathryn Long, President, Centre Hall Borough Council

Mr. Bryan Sampsel, Sheriff, Centre County

Ms. Amy Farkas, Harris Township Board of Supervisors

Mr. Ricky Brown, Township Supervisor, Mifflin County

Mr. Dick Decker, Chairman, Potter Township

Ms. Lisa Kroner, Office Secretary, Potter Township

Ms. Erin Wells, Regional Director, Pennsylvania DEP

Ms. Sharon Royer, Benner Township Board of Supervisors

Mr. Thomas Fontaine, Borough Manager, State College Borough

Mr. John Groller, Township Manager, Spring Township

Ms. Briette Treaster, District Constituent Outreach Specialist

Mr. John Gardner, Chief of Police, State College

Open House Public Meeting

To provide the draft PEL Study Report and identify the alternatives being recommended to move forward for preliminary engineering and detailed environmental studies.

OPEN HOUSE



Wednesday, October 19, 2022

AND

Thursday, October 20, 2022

5 P.M. to 8:30 P.M.

6:15 P.M. Presentation followed by Q&A



Mt. Nittany

Middle School

656 Brandywine Drive

State College, PA

Those who wish to speak or ask questions will be asked to fill out speakers cards, which will be available at the meeting.

For more information, visit: PennDOT.pa.gov/SCAC

APPENDIX E – Every Door Direct Mail Notification

1. Every Door Direct Mailing Route Maps
2. USPS Receipt for Every Door Direct Mailings
3. SCAC Postcard Mailer

USPS Every Door Direct Mailing Routes

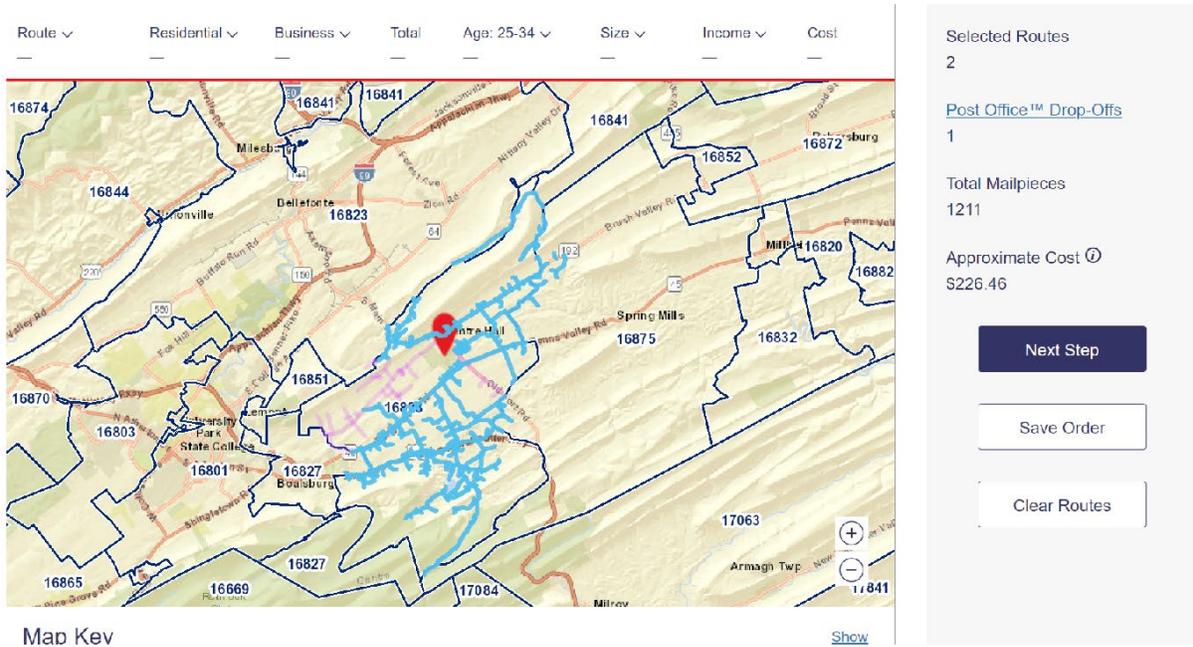


Figure E-1: Centre Hall Mailing Routes

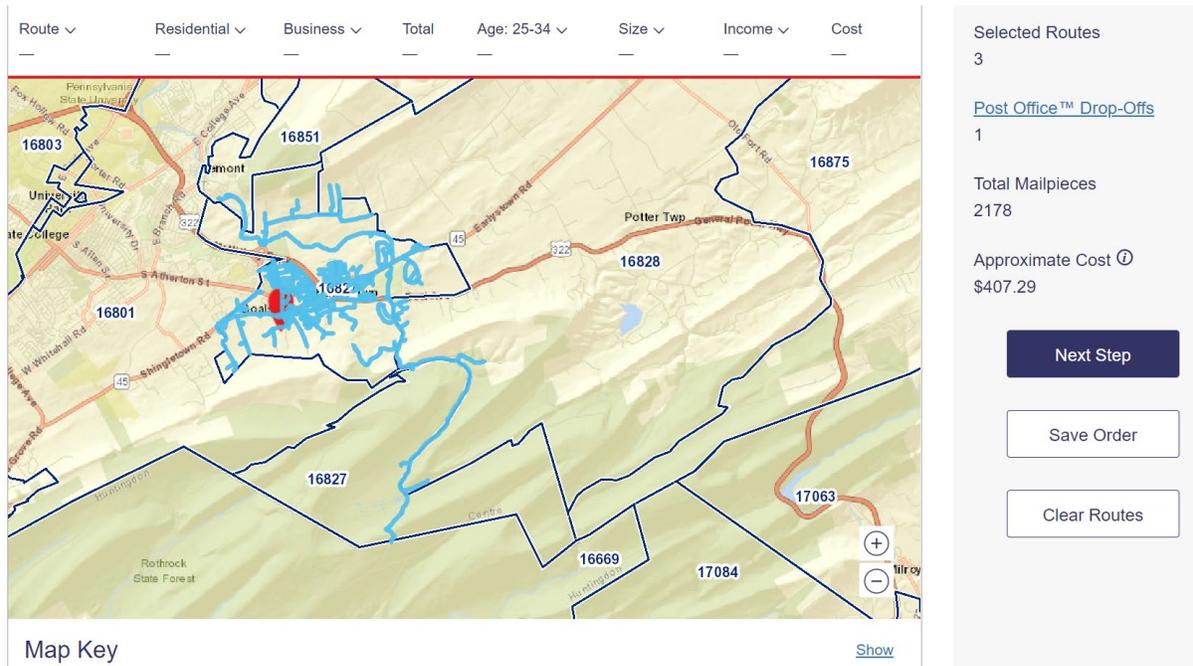


Figure E-2: Boalsburg Mailing Routes

Lori Cole

Account # [REDACTED]

Order Details

[Back to EDDM@Tool](#)

Order Number
8196077

Created
10/12/2022

Nickname
[Edit](#)

Delivery Information
2178 Mailpieces
1 Post Office™ Drop-Offs

ZIP Code(s)™
16827

Drop-Off Date
10/13/2022

Payment Method
Pay at Post Office™

Routes	Mailpieces	Post Office™ Drop-Off Location(s)	Cost	Status
3	2178	BOALSBURG 110 W PINE ST BOALSBURG, PA 16827	\$407.29	
Total			\$407.29	

[Repeat Order](#)

[Add to Favorites](#)

[Reprint Forms](#)

[Reopen Order](#)

Feedback

Lori Cole

Account # [REDACTED]

Order Details

[Back to EDDM® Tool](#)

Order Number	Created			
8196093	10/12/2022			
Nickname	Delivery Information	ZIP Code(s) [™]	Drop-Off Date	Payment Method
Edit	1211 Mailpieces 1 Post Office [™] Drop-Offs	16828	10/13/2022	Pay at Post Office [™]

Routes	Mailpieces	Post Office [™] Drop-Off Location(s)	Cost	Status
2	1211	CENTRE HALL 113 E CHURCH ST CENTRE HALL, PA 16828	\$226.46	
Total			\$226.46	

- [Repeat Order](#)
- [Add to Favorites](#)
- [Reprint Forms](#)
- [Reopen Order](#)

Feedback

Open House Public Meeting

To provide the draft PEL Study Report and identify the alternatives being recommended to move forward for preliminary engineering and detailed environmental studies.

OPEN HOUSE

Wednesday, October 19, 2022

AND

Thursday, October 20, 2022

5 P.M. to 8:30 P.M.

6:15 P.M. Presentation followed by Q&A



**Mt. Nittany
Middle School**
656 Brandywine Drive
State College, PA

Those who wish to speak or ask questions will be asked to fill out speakers cards, which will be available at the meeting.

For more information, visit: PennDOT.pa.gov/SCAC

state college area **CONNECTOR**

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EDDM RETAIL

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Pennsylvania Department of Transportation
70 PennDOT Drive
Clearfield, PA 16830



Local
Postal Customer

APPENDIX F – Amish Community Notification

Transmittal of Meeting Notification on 10/13/22



A Terracon Company

SKELLY AND LOY, Inc.
A Terracon Company
449 Eisenhower Boulevard, Suite 300
Harrisburg, Pennsylvania 17111
(717) 232-0593 • FAX (717) 232-1799
www.terracon.com

LETTER OF TRANSMITTAL

Table with 2 columns: DATE (10/13/22), JOB NO. (JN169202), ATTENTION (Mr. David Fisher), RE (State College Area Connector (SCAC) Public Meeting Materials)

TO: Nittany Valley Church District
151 Burngard Lane
Mill Hall, PA 17751

WE ARE SENDING YOU [X] Attached [] Under separate cover via _____ the following items:

- [] Shop drawings [] Prints [] Plans [] Samples [] Specifications
[] Copy of letter [] Change order [] _____

Table with 4 columns: COPIES, DATE, NO., DESCRIPTION. Row 1: 15, SCAC - Public Meeting Flyers for the October 19 and October 20, 2022 Open House Public Meeting at Mt. Nittany Middle School

THESE ARE TRANSMITTED as checked below:

- [] For approval [] Approved as submitted [] Resubmit _____ copies for approval
[X] For your use [] Approved as noted [] Submit _____ copies for distribution
[] As requested [] Returned for corrections [] Return _____ corrected prints
[] For review and comment [] _____
[] FOR BIDS DUE _____ 20 _____ [] PRINTS RETURNED AFTER LOAN TO US

REMARKS Mr. Fisher,

Please see the enclosed documents that provides information on the October 19th and 20th Open House Public Meetings for the SCAC PEL Study. We are providing extra copies and ask that you distribute to members of your Church District. Please contact Eric Bruggeman with any questions. I can be reached at 717-576-9568.

COPY TO File, Michelle Keller, Paul DeAngelo SIGNED Eric Bruggeman



A Terracon Company

SKELLY AND LOY, Inc.
A Terracon Company

449 Eisenhower Boulevard, Suite 300
Harrisburg, Pennsylvania 17111
(717) 232-0593 • FAX (717) 232-1799
www.terracon.com

LETTER OF TRANSMITTAL

DATE 10/13/22	JOB NO. JN169202
ATTENTION Mr. Aaron Esh	
RE: State College Area Connector (SCAC)	
Public Meeting Materials	

TO: West Brush Valley Church District
199 Alebach Lane
Spring Mills, PA 16875

WE ARE SENDING YOU Attached Under separate cover via _____ the following items:

- Shop drawings Prints Plans Samples Specifications
- Copy of letter Change order _____

COPIES	DATE	NO.	DESCRIPTION
15			SCAC - Public Meeting Flyers for the October 19 and October 20, 2022
			Open House Public Meeting at Mt. Nittany Middle School

THESE ARE TRANSMITTED as checked below:

- For approval Approved as submitted Resubmit _____ copies for approval
- For your use Approved as noted Submit _____ copies for distribution
- As requested Returned for corrections Return _____ corrected prints
- For review and comment _____
- FOR BIDS DUE _____ 20 _____ PRINTS RETURNED AFTER LOAN TO US

REMARKS Mr. Esh,

Please see the enclosed documents that provides information on the October 19th and 20th Open
House Public Meetings for the SCAC PEL Study. We are providing extra copies and ask that you
distribute to members of your Church District. Please contact Eric Bruggeman with any questions.
I can be reached at 717-576-9568.

COPY TO File, Michelle Keller, Paul DeAngelo

SIGNED 



A Terracon Company

SKELLY AND LOY, Inc.
A Terracon Company

449 Eisenhower Boulevard, Suite 300
Harrisburg, Pennsylvania 17111
(717) 232-0593 • FAX (717) 232-1799
www.terracon.com

LETTER OF TRANSMITTAL

DATE 10/13/22	JOB NO. JN169202
ATTENTION Mr. John Lapp	
RE: State College Area Connector (SCAC)	
Public Meeting Materials	

TO: West Penns Valley Church District
201A Reeder Road
Spring Mills, PA 16875

WE ARE SENDING YOU Attached Under separate cover via _____ the following items:

- Shop drawings
- Prints
- Plans
- Samples
- Specifications
- Copy of letter
- Change order
- _____

COPIES	DATE	NO.	DESCRIPTION
15			SCAC - Public Meeting Flyers for the October 19 and October 20, 2022
			Open House Public Meeting at Mt. Nittany Middle School

THESE ARE TRANSMITTED as checked below:

- For approval
- For your use
- As requested
- For review and comment
- FOR BIDS DUE _____ 20 _____
- Approved as submitted
- Approved as noted
- Returned for corrections
- _____
- Resubmit _____ copies for approval
- Submit _____ copies for distribution
- Return _____ corrected prints
- PRINTS RETURNED AFTER LOAN TO US

REMARKS Mr. Lapp,

Please see the enclosed documents that provides information on the October 19th and 20th Open
House Public Meetings for the SCAC PEL Study. We are providing extra copies and ask that you
distribute to members of your Church District. Please contact Eric Bruggeman with any questions.
I can be reached at 717-576-9568.

COPY TO File, Michelle Keller, Paul DeAngelo SIGNED 

APPENDIX G – Media Notification

1. Newspaper Display Advertisements

- Center Daily Times on 10/6/22 and 10/13/22
- Lewistown Sentinel on 10/7/22 and 10/17/22

LIV Golf trying to get world ranking points via small tour

BY DOUG FERGUSON
Associated Press

LIV Golf's latest bid to get world ranking points is by aligning itself with a little-known tour that offers \$75,000 purses and has not held a tournament since early in the COVID-19 pandemic.

The MENA Tour — Middle East and North Africa — announced Wednesday a strategic alliance that will result in MENA sanctioning LIV Golf Invitational events and making them part of its tour.

The MENA Tour said it would submit the 48-man field from the LIV Golf

Invitational-Thailand to the OWGR this week before the 54-hole event starts on Friday. It said all LIV Golf players, such as Phil Mickelson and Dustin Johnson, have joined the MENA Tour.

"This is a very exciting day for the MENA Tour and our players," Commissioner David Spencer said in a news release on the circuit's website. "Through this alliance, our players will now have enhanced playing opportunities and stronger pathways. This is great news for the future of many young players on our tour."

LIV Golf and its leader, Greg Norman, have been

desperate to get world ranking points for its inaugural season of seven tournaments, which began in early June.

Norman filed an application with the Official World Golf Ranking board in early July. Even without some hurdles to overcome, it typically takes at least a year for the OWGR to approve a new tour joining its system.

Among the deficiencies are OWGR guidelines that every tournament be at least 54 holes with a 36-hole cut. LIV Golf has no cut. Guidelines also state that tournaments must average a 75-man field over the course of the

season. LIV Golf has 48-man fields.

Perhaps the biggest hurdle is a requirement that a new tour comply with the guidelines for at least one year before it gets admitted.

LIV Golf sent a letter to the OWGR last month, signed by all the players, asking that world ranking points be retroactive. The letter cites the OWGR's mission to administer and publish each week "a transparent, credible, and accurate Ranking based on the relative performances of players."

"How can such a system possibly exclude players competing at such high



CHARLES REX ARBOGAST AP

LIV Golf CEO Greg Norman, left, stands with the 4 Aces GC team, from left, Talor Gooch, Captain Dustin Johnson, Patrick Reed and Pat Perez, after the team won at the LIV Golf Invitational-Chicago tournament last month in Sugar Hill, Ill.

levels against some of the strongest fields of the year for large purses, at such high-profile events?" the letter said.

It was not immediately clear what would happen to LIV Golf's application with the OWGR because of its new alliance with the

MENA Tour.

LIV Golf is playing in Bangkok this week and Saudi Arabia next week, which wraps up its individual events. Johnson leads the money list at just over \$9.5 million in individual earnings from five events.

Auctions

OPEN HOUSE - FRIDAY, OCT. 7 - 5 to 6 PM PUBLIC REAL ESTATE AUCTION

Friday, October 14, 2022 • www.rgilliganauctions.com
Contents: 9 AM - Real Estate: 12 Noon



Nice Condition 5-Bedroom Two-Story Home on Large Level Lot Next to Sayers Dam

Ron J., Ron S. Gilligan, & David C. Zentner will conduct a Public Real Estate Auction located at 157 W. Main St., Howard, PA. 16841.

For auction will be a well-kept Super Location 5-bedroom two-story home situated on a large level approximate 0.31-acre corner lot next to Sayers Dam. This large home has 1 1/2 baths, kitchen, dining room, living room, & family room. This home also has a full walk-up attic, nice front porch, replacement windows throughout, oil hot air heat, heat pump w/ central air conditioning, detached 2-car garage, detached 1-car garage, & nice outdoor utility building. Nice home on a large level lot bordering US Government Sayers Dam recreation land. This property is in a great quiet location. It would be ideal for a family, bed & breakfast, or someone who loves fishing - simply walk out the back door to the lake. For more info. call Ron: (814) 237-0189. No Internet, absentee, or phone bids will be accepted - no buyers' premiums. Terms: 10% down day of auction - balance due in 45 days. Auctioneers: Ron J. & Ron S. Gilligan & David C. Zentner, #AU339-L & #AU3430-L & #AU5442-L.

All oral info day of auction takes precedence over any & all written ads. Owner & Auctioneers not responsible in case of accidents.

Auctions

OPEN HOUSE SUNDAY, OCT. 16TH 1 - 2 PM ESTATE REAL ESTATE AUCTION

Thursday, October 27, 2022 — 6 PM



Nice 4 Bedroom Home on 1/3 Acre Lot with 1/3 acre building lots on each side of the Home to be offered separately (www.rgilliganauctions.com)

Ron J. & Ron S. Gilligan & David C. Zentner will conduct a Public Auction for the Ella Bierlein Estate located at 147 West Blade Drive, Pa. Furnace, PA 16865. (The Meadows Development) Just off Whitehall Road.

Parcel # 1: 145 West Blade Drive, Nice level 1/3 acre grassy Building Lot.

Parcel # 2: 147 West Blade Drive, Nice 2 Story, 4 bedroom home, 2 full baths, eat-in Kitchen, Dining room, Family room with brick fireplace, Laundry room on main floor, and a 2 car attached garage. The home is situated on a nice level 1/3 acre lot. There are hardwood floors throughout, oak staircase, and home has a 200 amp entrance. The heat is electric, public water and in-ground septic. This home is situated in a nice private location with nice landscaping and mature trees.

Parcel # 3: 149 West Blade Drive, 1/3 acre level wooded Building Lot. For more info call Ron at 814-237-0189. Terms 10% down day of auction - balance due in 45 days.

Auction by: Mr. Charles Bierlein, Executor for the Ella Bierlein Estate. Auctioneers: Ron J. & Ron S. Gilligan & David C. Zentner, #AU339-L & #AU3430-L & #AU5442-L.

All oral info day of Auction takes precedence over any & all written ads. Owner & Auctioneers not responsible in case of accidents.

state college area
CONNECTOR

pennsylvania
DEPARTMENT OF TRANSPORTATION

Open House Public Meeting Notice State College Area Connector Planning and Environmental Linkage Study

The purpose of the State College Area Connector Planning and Environmental Linkage (PEL) Study in southern Centre County is to identify existing and projected transportation issues within the study area and identify transportation solutions. The study is being done by PennDOT in cooperation with the Federal Highway Administration (FHWA).

PennDOT is hosting two open house meetings on October 19 and October 20 from 5:00 P.M. to 8:30 P.M. to provide the draft Study Report and identify the alternatives recommended to move forward for preliminary engineering and detailed environmental studies. The public open house meeting will be held:

- **Wednesday, October 19 and Thursday October 20**

Mount Nittany Middle School, 656 Brandywine Drive, State College, PA

The meeting agenda is as follows:

5 P.M. to 8:30 P.M.

Open House

6:15 P.M.

Presentation followed by Q & A

The meeting will end at **8:30 P.M.**

Those wishing to ask questions or make comments are asked to fill out a speakers card, which will be available at the meeting.

Meeting materials will be available on the study website beginning on October 12, 2022 at PennDOT.pa.gov/SCAC.

The public open house meetings will provide an opportunity for participants to sign-in, tour study exhibits, meet with the study team, watch a PEL study update presentation, to ask questions and make comments. Written comments from the public regarding the State College Area Connector PEL Study may be submitted by mail to PennDOT District 2-0, Attention: Dean D. Ball, P.E., 70 PennDOT Drive, Clearfield, PA 16830. Comments may also be submitted by email to deball@pa.gov or online via the study website. All comments on the Draft PEL Report and the meeting materials must be received by November 11, 2022.

PennDOT makes every reasonable effort to accommodate the needs of the public. If other accommodations are needed or you have any general questions or concerns regarding the State College Area Connector PEL Study or the public open house meetings, please contact Dean D. Ball, Project Manager, at deball@pa.gov. Additional information about the PEL Study may be found online at PennDOT.pa.gov/SCAC.

The public open house meeting materials and exhibits will be presented in English. If you need accommodations or an interpreter, or have a disability or need assistance, special arrangements can be made to accommodate most needs. **Please call PennDOT's District 2-0 Public Information Office at (814) 765-0423 by October 12, 2022 for assistance.** Please be aware that advance notice is requested as some accommodations may require additional time.

Pursuant to Title VI of the Civil Rights Act of 1964, PennDOT does not discriminate on the basis of race, color, national origin, gender, age, or disability. If you believe that you have been denied the benefits of, or participation in a PennDOT program or activity, you may contact the PennDOT, Bureau of Equal Opportunity, DBE/Title VI Division at (717) 787-5891.

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Legals

NOTICE

Ballot Return and Collection Plan: Centre County Board of Elections

Notice is hereby given that the Centre County Board of Elections has approved a Ballot Return and Collection Plan for the 2022 General Election. The plan is available online at www.centrecountyvotes.gov/dropbox.

Under Pennsylvania law, voters must return their own ballots. The only exceptions to this are for voters with a disability who have designated someone in writing to deliver their ballot.

Each secure ballot drop box will be located outside, will be accessible 24/7, and will be operational on Tuesday, October 25, 2022.

For the 2022 General Election, the secure ballot drop boxes will close at 9:00 A.M. on Monday, November 7, 2022. This is an adjustment from previous elections due to amendments to the pre-canvassing and canvassing requirements approved in Act 88 of 2022.

The Centre County Board of Elections has identified the following locations for secure ballot drop boxes:

Willowbank Office Building,
420 Holmes Street, Bellefonte, PA 16823

Patton Township Municipal Building,
100 Patton Plaza, State College, PA 16803

Ferguson Township Municipal Building,
3147 Research Drive, State College, PA 16801

State College Borough Municipal Building,
243 South Allen Street, State College, PA, 16801

Spring Township Municipal Building,
1309 Blanchard Street, Bellefonte, PA 16823

Phillipsburg MDJ Office
118 Enterprise Drive, Phillipsburg, PA 16866

Centre Hall MDJ Office
2795 Earlstown Road, Centre Hall, PA 16828

HUB-Robeson Center
100 Pollock Rd, University Park, PA 16802

For further information, please contact the Board of Elections by email at elections@centrecountypa.gov or phone at (814) 355-6700.

CENTRE COUNTY BOARD OF ELECTIONS
ATTEST:

John Franek, Jr.,
County Administrator

IPL0093574
Oct 13 2022

ESTATE
MARY L. WOLFE, late of Potter Township - Larry Confer, 146 E Church St, Centre Hall, PA 16828, Executor; David D. Engle, Esq., 432 Rolling Ridge Dr, Ste 3B, State College, PA 16801, Attorney.
IPL0092844
Oct 6,13,20 2022

CENTRE REGION COUNCIL OF GOVERNMENTS

Finance Committee/Budget Review Meetings: An additional COG Finance Committee and Budget Review date is set for Monday, October 17, 2022, at 8:00am. Meeting will be held in a hybrid format, both in person and virtually via Zoom at Centre Region Council of Governments Building General Forum Room - 2643 Gateway Drive State College, PA 16801. For more information, please contact casendorf@crocg.net
IPL0093520
Oct 13 2022

ESTATE NOTICE

Estate of David Leslie Hadden, deceased, late of Ferguson Township. Letters Testamentary have been granted to the individual named below, who requests all persons having claims or demands against the Estate of the Decedent to make known the same, and all persons indebted to the Decedent to make payments without delay to:

Lillian Raycroft Hadden
1732 Princeton Drive
State College, PA 16803

Daniel McGee, Esquire
Delafield, McGee Jones PC.
916 S. Atherton St.
State College, PA 16801
IPL0093808
Oct 13,20,27 2022

NOTICE IS HEREBY GIVEN that the Petition of: Bonnie Lee Eckberg was filed in the Centre County Court praying for a decree to change her name to: Bonnie Lee Eckberg-Bortel
The Court has fixed October 19, 2022 at 1:15 PM of the Centre Co. Courthouse, as the time and place for the hearing of said Petition, when and where all persons interested may appear and show cause, if any they have, why the prayer of said Petition should not be granted.
IPL0093848
Oct 13,17 2022

ESTATE NOTICE

Francis H. Hollis, late of Rush Township, Centre County, Pennsylvania - Daniel Hollis, 348 Donwart Circle, Etters, PA 17319, Executor; James N. Bryant, Esq., Bryant & Associates, P.C., 107 East Main Street, P. O. Box 551, Millheim, PA 16854, Attorney.
IPL0093915
Oct 13,20,27 2022

NOTICE IS HEREBY GIVEN that the Petition of: Mackenzie Renee Vozniak was filed in the Centre County Court praying for a decree to change her name to: Mackenzie Irene Richelle Vozniak
The Court has fixed 11/22/2022 at 10:00 am, CTRM #3 of the Centre Co. Courthouse, as the time and place for the hearing of said Petition, when and where all persons interested may appear and show cause, if any they have, why the prayer of said Petition should not be granted.
IPL0094034
Oct 13,20,27 2022

CENTRE DAILY TIMES
jobs.centredaily.com

Employment

Employment

The Mifflinburg Area School District will accept applications for the following position:

Full-time Technology Support Specialist
We are looking for a self-motivated individual that can work in a fast-paced learning environment using the latest educational technologies. The applicant will work with school personnel to provide both support and training, as well as deploy new technology within the school district.

Technological Skills: The applicant needs to have current knowledge, skills, and abilities relating to server administration, desktop administration, networking, and VoIP. Knowledge of Chrome OS, Windows 10/11, Windows Server 2019-2022 is required. Experiences in Google Workspace and Microsoft Office 365 is preferred. Working knowledge of iOS and Android devices.

Business Skills: The applicant will be customer-focused; capable of working in a fast-changing environment. Displays strong organizational, interpersonal, verbal, and written communication skills. Must be willing to take ownership for projects and be willing to prioritize projects based on current needs, complete work on a deadline and be able to work effectively in a team environment.

Qualifications (Minimum): Associate degree in Computer Science or Computer Networking. Industry-standard certifications and experience will also be considered. Interested applicants should submit a letter of interest, resume and 3 letter of reference to Mr. Peter Geipel, IT Director, by Wednesday, October 26, 2022.

Service Directory

Home & Business Improvement

Masonry: Patios, walkways, stone or brick walls, restoration, buildings, etc. Call Doug At (814)404-5422

Junk/Trash/Debris Removal

Clean out basements, garages, attics, etc. Haul away debris Call Doug (814)404-5422

Lawn/Garden/Landscaping/Trees

LANDSCAPE CARE
Mowing & Snow Removal
Senior Discounts Offered! Call George 814.238.0156
www.agtrandscape.com

Miscellaneous

Automotive

2010 Ford Expedition
Great Con, New Tires, Inspected to 09/2024, Never in accident, 169,600 mi, CarFax upon request. Call/text 814-883-7016 **\$9,100 neg**

Misc.

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Vintage Sports Cards 1850-1975. Tobacco Cards, Baseball, Football, Hockey, basketball, Non Sports. CASH PAID! Call or Text. (814)895-5762

CENTRE DAILY TIMES
CENTREDAILY.COM

ESTATE NOTICE

ESTATE OF HUBERT L. BARNES, late of Patton Township, Pennsylvania, deceased.

James M. Rayback, 435 Spring Lea Drive, State College, PA 16801 and Catherine P. Barnes, 4074 N. Bookwood Drive, Bloomington, IN 47404, Co-Executors.

Desiree F. Fralick, Esq., THE MAZZA LAW GROUP, P.C., 2790 W. College Ave., Suite 800, State College, PA, 16801, attorney.
IPL0091935
Sep 29,Oct 6,13 2022

Legal Notice

The Ferguson Township Tree Commission will hold a hybrid public hearing on Monday, October 17, 2022 at 5:00 p.m. to discuss street tree removal and replacement. A copy of the agenda is available for review on the Township's web page www.twp.ferguson.pa.us/tree-commission. The public is invited to attend.

Meeting Information:
<https://us02web.zoom.us/j/84324261360>
Meeting ID: 843 2426 1360

For the Ferguson Township Tree Commission
David Modricker,
Public Works Director
IPL0092817
Oct 13 2022

CENTREDAILY.COM



state college area CONNECTOR

Open House Public Meeting Notice State College Area Connector Planning and Environmental Linkage Study

The purpose of the State College Area Connector Planning and Environmental Linkage (PEL) Study in southern Centre County is to identify existing and projected transportation issues within the study area and identify transportation solutions. The study is being done by PennDOT in cooperation with the Federal Highway Administration (FHWA).

PennDOT is hosting two open house meetings on October 19 and October 20 from 5:00 P.M. to 8:30 P.M. to provide the draft Study Report and identify the alternatives recommended to move forward for preliminary engineering and detailed environmental studies. The public open house meeting will be held:

- Wednesday, October 19 and Thursday October 20**
Mount Nittany Middle School, 656 Brandywine Drive, State College, PA
- The meeting agenda is as follows:
5 P.M. to 8:30 P.M. Open House
6:15 P.M. Presentation followed by Q & A
 The meeting will end at **8:30 P.M.**

Those wishing to ask questions or make comments are asked to fill out a speakers card, which will be available at the meeting.

Meeting materials will be available on the study website beginning on October 12, 2022 at PennDOT.pa.gov/SCAC.

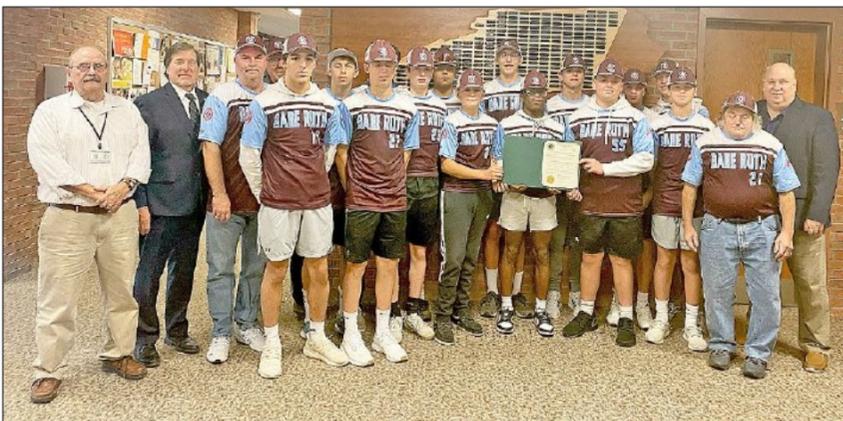
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LOCAL AND STATE



Submitted photo

Mifflin County Commissioners on Thursday honored the Mifflin County 14-year-old Babe Ruth baseball team that won the Mid-Atlantic region and advanced to the Babe Ruth World Series. Present are, from left, front, Commissioner Mark Sunderland, Commissioner Robert Postal, Coach Bob Mowery, Reese Christine, Madden Weaver, Gavin Powell, Max Yoder, Nazae Traxler, Bo Reeder, Manager Bill Corbin and Commissioner Kevin Kodish; back, Coach Denny Yetter, Michael McNitt, Chase Leister, Jayden Smith, Nathan Parkes, Logan Ruth, Evan Strohecker, Chase Hartung and Elliott Yetter.

Ruth

Continued from Page A1

Conway also shared appreciation for the county residents and the commissioners for their support of the department.

Commissioner Kevin Kodish stated, "Whereas our veterans have made the selfless and ultimate sacrifice for our freedom and risked their lives to protect ours, Mifflin County recognizes and honors our veterans for the courage and committed to our country."

"The bravery exhibited by our veterans and also the reality of the tough transitions they face in return to civilian life are recognized and Mifflin County cares wholeheartedly and our veterans have our full support," he added.

Also in attendance where sergeants Abigail Turner and Joseph Turner to accept the proclamation from the commissioners.

The Mifflin County Commissioners also recognized the Mifflin County Babe Ruth All-Star baseball team that won the Babe Ruth Mid-Atlantic championship and advanced to the Babe Ruth World Series at the meeting. Bill Corbin, manager of the Mifflin County 14-year-olds, spoke with the county commissioners, thanking the kids, parents and the community for their dedicated and steadfast support through the tournament run and ultimate championship.

In bringing home the trophy to Mifflin County the local baseball team is part of the dynasty of success the program has enjoyed.

In other business Thursday, the board:

- Held a Community Development Block Grant public hearing for the federal fiscal year 2022 application.
- Approved a resolution

Farm

Continued from Page A1

State Rep. Kerry Benninghoff (R-Bellefonte), who currently represents a portion of Mifflin County in the 171st Legislative district, along with Democrat Robert Zeigler, running in the same district, have been invited, as has state Rep. David Rowe (R-Mifflinburg), the unopposed incumbent in the 85th district.

The 171st district has been expanded to include most of Mifflin County. Rowe, who currently represents all of Union and most of Snyder counties, would represent Derry and Decatur townships and Burnham Borough if re-elected in November. Snyder County remains in that district, which also will include a portion of Juniata County.

State Rep. John Hershey (R-Mifflintown), who currently represents most of Mifflin County and all of Juniata County in the 82nd district, ran for re-election in the 86th district, but lost in the primary to incumbent Perry Stambaugh. The 82nd was moved through redistricting and no longer includes either county. Portions of Mifflin County currently represented by Rich Irvin are no longer in that district as well.

authorizing the submission for an application for the FFY 2022 CDBG program.

- Approved requests for exoneration of the 2022 county portion per capita taxes submitted by Meno Township Tax Collector Cynthia Clever and Juniata Terrace Borough Tax Collector Susie Tyson.

• Announced award notification for the Intermediate Punishment Program Grant of \$96,650.

• Approved an Intermediate Punishment Program agreement with Clear Concepts Counseling for counseling services for the period July 1, 2022, through June 30, 2023, for \$15,955.

• Announced award notification for the Reentry Strategic Planning Grant of \$14,999.

• Accepted a bid for HVAC replacement at the Lewistown and Derry Township senior centers and HVAC and electrical upgrades to the Shelter Service building.

• Signed a two-year agreement with VBA for employee vision coverage for the period Jan. 1, 2023, through Dec. 31, 2024.

• Received a quote from Park Security and Installations for the Prison Cam-

era System of \$40,965.

• Approved Resolution No. 31 of 2022 setting forth certain guarantees in relation to an application for improvement of the Mifflin County Library through the Keystone Recreation, Parks, and Conservation Fund Grants for Public Library Facilities.

• Approved the Mifflin County Library Accessibility and Enhancement Project Keystone Grant for the Public Library Facilities Funding Commitment Letter.

• Approved the promotion of part-time corrections officer Ryan Snyder to corrections counselor effective Oct. 10, 2022.

• Hired of part-time corrections officer Abraham David effective Oct. 8, 2022.

• Hired of part-time corrections officers Taylor Knight and Jared Knight effective Oct. 17, 2022.

• Approved the transfer of Sara Krumenaker from Children and Youth Office Manager to Domestic Relations Secretary/PACSES administrator effective Oct. 17, 2022.

• Accepted the retirement of Domestic Relations Secretary/PACSES administrator Denise Gussler effective Dec. 31, 2022.



PennLive via AP

A sign welcomes visitors to the campus of Shippensburg University.

System

Continued from Page A1

Greenstein also said he hopes the final enrollment numbers will show some recovery from the disproportional pandemic-era declines in minority and low-income student populations, as well as improvement in the progress of those students toward degrees.

This year, the General Assembly rewarded the system for keeping its promise to move toward getting its fiscal house in order while working to keep its tuition affordable by not raising the rate for a fourth consecutive year.

Lawmakers gave the system \$75 million this year — its largest single-year increase in state funding — for a total of \$677.5 million, plus the system received \$125 million in one-time Ameri-

can Rescue Plan funding to support the its redesign efforts.

But Greenstein said the one change he knows lawmakers still want to see is an increase in the universities' enrollment to meet the state's workforce needs, particularly among the adult population.

"There's a lot more work to do," he said. "But

as far as I'm concerned, it shows that public higher education, if you invest in it, you can get a good result. And they invested and I'd like to think we're able to deliver a good result."

Along with the universities named above, the system also includes Indiana, Kutztown, and Shippensburg universities.



Open House Public Meeting Notice
State College Area Connector
Planning and Environmental Linkage Study

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LOCAL AND NATION



AP file photo

Mary Browning, 69, talks during an interview at her home in Minneapolis.

Security

Continued from Page A1

Yet Biden and his administration played no role in the calculation of the cost-of-living adjustment. It is arrived at by a formula based on inflation. The White House messaging on Social Security highlights how older people will save hundreds of dollars next year thanks to the 8.7% Social Security increase, a roughly \$5 monthly decrease in Medicare premiums and a new law -- which Republicans unanimously opposed -- that that will cut some prescription drug prices for Medicare recipients.

"Seniors are gonna get ahead of inflation next year," President Joe Biden said Thursday. "For the first time in 10 years, their Social Security checks will go up while their Medicare premiums go down."

A new poll by The Associated Press-NORC Center for Public Affairs Research shows that only 36% of people in the United States approve of Biden's handling of the economy. But they are not putting all the blame for inflation on him, with 55% saying higher than usual prices are mostly because of factors outside Biden's control and 44% saying that's happening mostly because of Biden's policies.

Republicans have been quick to point out other ways costs are up for older people, highlighting private retirement plan losses over the last year; high gas prices and rising costs at the grocery store.

"Seniors are having to delay their retirement, retirees on fixed incomes are struggling, retirement funds are plummeting and Biden and Democrats have only themselves to blame," said Republican National Committee spokeswoman Emma Vaughn.

Some Democratic candidates have put Social Security at the center of campaign ads attacking their opponents. In some

cases, the ads have made misleading suggestions about Republican plans for Social Security, echoing recent claims from Biden that Social Security will be "on the chopping block" under a Republican-controlled Senate.

Sen. Rick Scott, R-Fla., proposed plan earlier this year that would require Congress to come up with a proposal to adequately fund Social Security and Medicare or consider phasing them out.

That idea has won little public support from Republican lawmakers. It will "not be part of our agenda," said Senate Minority Leader Mitch McConnell, R-Ky.

To Jaime Harrison, the Democratic National Committee chair, Republicans "want to cut Social Security and they're openly plotting to raise prescription drug prices on millions of seniors."

Nowhere has Social Security become more of a campaign issue than the Senate race in Wisconsin, where Democrat Mandela Barnes, the lieutenant governor, is challenging Republican incumbent Ron Johnson.

Johnson, one of a few politicians who expressed support for Scott's plan,

has repeatedly criticized Social Security over the years, calling it a "Ponzi scheme." He has proposed moving Social Security from mandatory spending into the discretionary fund, which would mean the money spent on the program would not be automatic and require Congress to approve the funds every year.

During their debate Thursday, Johnson defended his comments on Social Security.

"I never said I wanted to cut or put Social Security on the chopping block," Johnson said.

Barnes pushed back. "He's coming for your retirement," he said.

It is unlikely that with such meager support to overhaul Social Security that anything will be done in the coming years, said Cohen, the James Madison political scientist. The program is also extremely popular, with 74% of U.S. adults saying in 2019 that the program's benefits should not be reduced in any way.

"Saying is one thing, and getting things done is another," Cohen said. "It's a program that's broadly popular, for the reason that it benefits people. It's somewhat untouchable."

Flu

Continued from Page A1

"This could cause cold cases to rise higher this season than the previous two seasons. So, it is possible for this flu season to be more severe than the last two seasons."

While less than half of American adults plan to get a flu shot this year, even fewer — one-third — said they feel safe getting a flu shot and COVID-19 vaccine at the same time, according to an NFID survey. Local doctors want patients to know that getting the COVID-19 vaccine or booster at the same time as the flu shot is OK. The side effects are minimal.

"No significant studies have shown that getting both vaccines together reduces your immunity to the shots," Singh said.

According to the CDC, about 80,000 people died from the influenza related

deaths in 2018. Numbers from more recent numbers have been impacted by COVID.

Typically, flu season starts in October, peaks in December through February and can last into spring. Like COVID vaccines, a flu shot might not stop people from getting infected, but the CDC said it can significantly lower the risk of hospitalization and death.

"Flu symptoms can range from a mild runny nose all the way to severe pneumonia and hospitalization," Singh said. "The more people that get the vaccine, the higher chance of herd immunity from a strain. Flu vaccines are especially important in individuals who are high risk."

The CDC stated adults age 50 and older are a priority group for vaccination, due to having pre-existing health conditions that put them at higher risk of getting sick.

"Experts say October is the ideal timeframe to

obtain the flu vaccine," Singh said. "This is due to high spikes historically around this time of the year thus making this month the preferred window to boost immunity. If you miss the October window, it is still beneficial to obtain the vaccine this flu season. Getting the vaccine now helps extend immunity through winter."

Anti-bodies to fight the flu take about two weeks after the initial shot to develop. Singh cautions those who feel sick to take precautions to protect their health — and others.

"If you are sick, try to avoid interaction with others," Singh said. "Stay home when you are sick. This will prevent spread. Hand hygiene is more important than we think. Washing hands with soap often will protect you and others from acquiring or spreading the cold. Cover your nose and mouth if you cough or sneeze. You may and should use a mask to prevent droplets from spreading."

Food

Continued from Page A1

In an effort to curtail salmonella outbreaks in poultry, the agency is proposing a regulatory framework that would include testing incoming flocks of chickens and turkeys for the bacterial disease that commonly affects the intestinal tract and affects 1.3 million people annually with symptoms that may include diarrhea, nausea and vomiting which could last for several days. Officials hope testing chickens and turkeys before they enter the slaughterhouse will encourage farmers to adopt practices that reduce the bacterial infection on the bird before they reach the point of meat processing.

A second measure would require enhanced monitoring for salmonella during processing by adopting sampling for the bacteria



AP file photo

Turkeys stand in a barn on a turkey farm near Manson, Iowa.

at multiple stages inside the processing facility. The third major change would be to establish a maximum level of bacterial contamination allowed and possibly limiting the three specific types of salmonella that can make people sick. Meat that would exceed the limits or that would contain the types of salmonella prohibited could be withheld from the market.

The USDA says there are about 3,000 federally inspected plants that slaughter poultry but about 220

produce the vast majority of poultry products. The agency said it is difficult to say at this point how many would be affected by the future rulemaking.

The FSIS will begin a lengthy process of proposing new rules by holding a public hearing on Nov. 3 to get input from the poultry industry and others. The agency's goal is to come up with new rules and regulations that could be rolled out beginning next year and completed within two years.

state college area
CONNECTOR

pennsylvania
DEPARTMENT OF TRANSPORTATION

Open House Public Meeting Notice

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APPENDIX H – Media Coverage

StateCollege.com article on 10/17/22

WPSU article on 10/19/22

abc23 news report on 10/20/22

FOX8 news report on 10/20/22

Centre County Gazette article on 10/20/22

Centre County Report news report on 10/20/22

Lewistown Sentinel article on 10/22/22

WJAC news report and article on 10/25/22

Harris Township Supervisors Speak Out Against Proposed State College Area Connector Options



PennDOT recently narrowed recommended routes for the State College Area Connector to three options within the Route 322 corridor. Image via PennDOT

By [Geoff Rushton](#) - October 17, 2022

[Local News](#)

Ahead of two public meetings on the project this week, Harris Township supervisors aren't mincing words when it comes to the three proposed potential routes for PennDOT's State College Area Connector highway.

"As it stands now, there are no winners with the three alignments that are moving forward," the Board of Supervisors wrote in a statement on Monday. "Residents will lose their homes and their livelihoods. Farms will be lost. The unique rural character of our area will be forever altered."

A Planning and Environmental Linkage study conducted by PennDOT in cooperation with the Federal Highway Administration evaluated existing and projected transportation needs within a 70-square-mile area in the U.S. Route 322, state Route 45 and state route 144 corridor, where the existing road network and configurations cause safety concerns and lack continuity.

In September, PennDOT narrowed narrowed nine options for the connector route down to three varying routes in the current Route 322 corridor in Potter and Harris townships to create a four-lane highway from Seven Mountains into the State College area. That eliminated alternatives in the Route 144 corridor routes that would have gone over Centre Hall Mountain.

"While we acknowledge the safety issues that exist along the Route 322 corridor, we are opposed to using a limited access super highway to address these concerns," the Harris Township supervisors wrote. "We fail to see how the proposed super highway will accomplish any of the stated safety goals for this project – lower speeds and safer highway design."

PennDOT has scheduled public meetings for 5 to 8:30 p.m. Wednesday and Thursday at Mount Nittany Middle School that will include a presentation with updates on data collection and current recommendations as well as a question-and-answer period with the audience.

At a joint meeting of Harris and Potter township supervisors last month, residents voiced concerns about how the proposed routes could damage their property values, force them to sell their homes and create additional safety problems.

PennDOT's study found that the recommended routes would "minimize" residential and business relocations. But representatives of the agricultural community say family-owned farms in the corridor are at risk of being bisected or lost entirely.

"We urge PennDOT to reconsider the design of this roadway. Instead of a limited access super highway, we urge you to design a context sensitive roadway," Harris Township supervisors wrote. "To us, that means a four-lane divided highway with minimal medians, roundabouts or other left hand turn alternatives and, most importantly, a reduced speed limit through the corridor."

They pointed to the Route 41 project in Chester County, where instead of previous plans for a limited-access four-lane alignment PennDOT is "moving forward with a context sensitive design that incorporates roundabouts and other safety features," largely in response to community opposition. Route 41 is a 22-mile highway that runs along a two-lane undivided road in largely rural areas, similar to the Route 322 corridor through Potter and Harris townships.

"If roundabouts and context sensitive design can be used in other parts of Pennsylvania, why is it not being considered here?" the supervisors wrote.

They also questioned why the Centre Region's Climate Action Goals and Pennsylvania's Climate Action Plan were not considered in the PEL study but instead will be used as part of the environmental review for the project, calling it "flawed and contrary to good planning," to not consider them now.

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The PEL study is a multi-step process and the first of five phases of advancing a transportation project. After the study is finalized, it will be followed by preliminary engineering and environmental studies, final engineering design, right-of-way acquisition and construction.

The supervisors wrote that the study should also account for other projects in the state that will affect truck traffic through Centre County – like the Central Susquehanna Valley Thruway in Snyder Northumberland and Union counties– and questioned how impacts to residents, businesses and agriculture will be weighted in PennDOT's decision-making.

"Greater transparency is needed to improve the public's confidence in the state's ability to plan and build the appropriate roadway for our area," the supervisors wrote.

Construction on the project – which has current estimated costs ranging from \$432 million to \$517 million – would not be expected to begin until at least 2028 and would take about six years to complete.

But community members need more answers long before then, according to the Harris Township supervisors.

"We urge PennDOT to consider the residents, businesses and farmers along this corridor who now must live in limbo while the project proceeds to environmental review. These residents are unable to make decisions about their homes, businesses and farms until PennDOT makes a decision on the roadway alignment," they wrote. "Property values are being impacted while PennDOT makes everyone play a waiting game. For the good of our community, we urge you to be transparent, to communicate with impacted residents and to move forward in a timely fashion."



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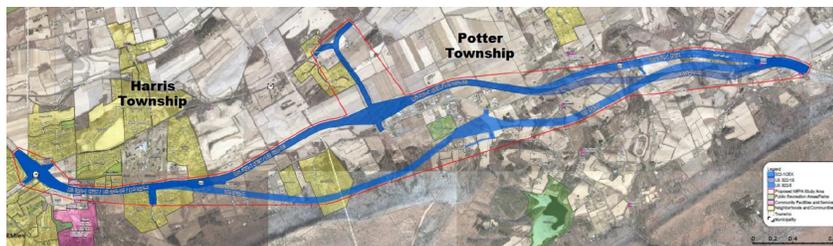
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PennDOT is holding more public meetings on the U.S. Route 322 project in Centre County, with some already raising concerns

WPSU | By [Anne Danahy](#)

Published October 19, 2022 at 12:25 PM EDT



PennDOT /

PennDOT is recommending three options for consideration for the State College Connector project.

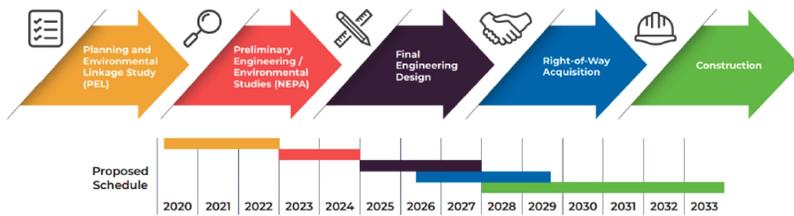
The public will have a chance to learn more about the options PennDOT is considering for overhauling U.S. Route 322 in southern Centre County, including the possibility of a new road connecting Route 322 to Route 45.

PennDOT is holding public meetings on the [State College Area Connector Project](#) 5-8:30 p.m. Wednesday and Thursday at the Mount Nittany Middle School in State College.

A new road connecting a revamped Route 322 to Route 45 is one of the options PennDOT is considering. That idea has already sparked [opposition](#) from local residents.

Project Manager Dean Ball said that right now, "we're not at the point where we know it's needed."

"It's to be included in our detailed study," Ball said. "If we determine it's warranted, then we'll look more seriously at it and determine if we end up putting it in."



PennDOT /

The timeline for State College Area Connector Project shows the phases the project has to go through before construction can begin.

Ball said PennDOT hopes to have the Planning and Environmental Linkage study finalized this spring. After that, the next step is preliminary engineering and environmental studies, which has to be completed within two years. From there, PennDOT will have a recommendation for which option to move forward with. That could happen in fall 2024, with permitting approval and public comment to follow. Plans could be finalized by 2025, with design and right-of-way work, and finally construction.

Tags

[U.S. Route 322](#)



Anne Danahy

Anne Danahy is a reporter at WPSU. She was a reporter for nearly 12 years at the Centre Daily Times in State College, Pennsylvania, where she earned a number of awards for her coverage of issues including the impact of natural gas development on communities.

[See stories by Anne Danahy](#)

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State College Connector Meetings

📅 October 20, 2022 ⌚ 10:35 am



The first of two meetings on the state college connector project was held Wednesday evening. Douglas Braff attended the meeting at Mount Nittany Middle School.

Since its conception, the State College Connector Project has been a source of controversy.

“Every single route goes right either by my house or through my house,” said a man in a fleece. “So, actually, my concern would be that you’re going to destroy my family by paying me the lowest my real estate is worth because we’re going into recession

through the highest interest rate that we had in 15 years.”

“I’m p—d!” he yelled.

The project’s been in the works for years and seeks to better link the State College area to Lewistown and Harrisburg. Last month, the project whittled down the location of the proposed connector to three routes, all along Route 322.

The project’s manager, Dean Ball, said the public comment from these meetings will help with the next major step in the whole process.

“[We’ll] take the public input and it’ll be part of the draft PEL document, that the Federal Highways then, and our center office will review and approve. And we hope to have that final PEL document approved by early next year, so we can move into the preliminary engineering and the NEPA — or the environmental stage.”

Officials explained the reasoning behind these potential routes to the public tonight. But a number of area residents who spoke to the panel were far from satisfied.

“Every single person in this room that you have never talked to, that owns a house you are gonna destroy their family unless you are prepared to write checks for 40% more than what their mortgage is,” said the man in the fleece. “If you do

not do this, I'm going to take every single person we are gonna file a class action lawsuit."

"It seems as if the only options that we are looking at are to build and displace," lamented one lady.

"And it seems to me that there have to be other options that we can consider."

Much of the controversy stems from the proposed routes cutting through a number of existing properties, with several being multi-generational, family farms. One man is part of his family's twelfth generation.

"I'm shut down guys. It cost over \$100,000 to buy a new tractor," he said to the panel. "Can I put my family in debt by doing that right now, if you shut me down? So, how are you gonna compensate me? I — I need 250 acres."

Others brought up the environment, such as one silver-haired, bespeckled lady who said, "How will our living environment be protected from dust, from carcinogens, and all of those nasty things that go into construction?"

"This is six years we're talking about."

Others took offense with PennDOT spending this much money, given its financial situation.

"So, you guys, are \$13.2 billion in debt," said another lady. "Why would you add an entire road and the cost that goes with building an entire road, when all

you would need to do is add two more ramps off of the existing 322 interchange in Boalsburg?”

“You are gonna take on this while you have a hundred bridges at poor or below poor quality that you turn off?” asked the man in the fleece.

There will be a second meeting Thursday, Oct. 20, at 5pm at the Mount Nittany Middle School, with the presentation again starting at 6:15pm. If you’d like to ask a question, you will have to sign up when you get there.



State College Connector Meetings

📅 October 20, 2022 ⌚ 12:31 pm



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« Youth Mental Health Concerns

State College Community Police »

State College Area Connector options drawing criticism



By [Vincent Corso](#) - October 20, 2022

SIGNS ALONG Route 322 in Potter Township show the concern that some area residents have over PennDOT's State College Area Connector Project.

BOALSBURG – Before two scheduled public meetings this week about the Route 322 State College Area Connector Project, Harris Township supervisors spoke out about the three proposed potential routes that PennDOT is considering. Meanwhile, a group of concerned citizens announced plans to independently explore other options for the project with the public.

The long-talked-about project looks to provide the “missing link” four-lane highway to connect from Potters Mills to State College.



Shingles can be **WHAT?!**

Actor portrayal. Skin rash may vary.

In September, PennDOT narrowed nine options for the connector route down to three options in the current Route 322 corridor in Potter and Harris townships to create a four-lane highway from Seven Mountains into the State College area.

That eliminated alternatives in the Route 144 corridor – routes that would have gone over Centre Hall Mountain.

PennDOT had public meetings scheduled for 5 to 8:30 p.m. Oct. 19 and 20 at Mount Nittany Middle school that were to include a presentation with updates on data collection and current recommendations as well as a question-and-answer period with the audience.

HARRIS TOWNSHIP

In advance of the meetings, Harris Township supervisors issued a statement that read, “As it stands now, there are no winners with the three alignments that are moving forward. Residents will lose their homes and their livelihoods. Farms will be lost. The unique rural character of our area will be forever altered.

“While we acknowledge the safety issues that exist along the Route 322 corridor, we are opposed to using a limited access superhighway to address these concerns,” the Harris Township supervisors wrote.

“We fail to see how the proposed superhighway will accomplish any of the stated safety goals for this project – lower speeds and safer highway design.”

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During a joint meeting between Harris and Potter township supervisors last month, residents voiced concerns about how the proposed routes could damage their property values, force them to sell their homes and create additional safety problems.

PennDOT’s study found that the recommended routes would “minimize” residential and business relocations. But representatives of the agricultural community say family-owned farms in the corridor are at risk of being bisected or lost entirely.

“We urge PennDOT to reconsider the design of this roadway. Instead of a limited access superhighway, we urge you to design a context sensitive roadway,” Harris Township supervisors wrote.

“To us, that means a four-lane divided highway with minimal medians, roundabouts or other left hand turn alternatives and, most importantly, a reduced speed limit



Shingles can be **WHAT?!**

Actor portrayal. Skin rash may vary.

Route 41 is a 22-mile highway that runs along a two-lane undivided road in largely rural areas, similar to the Route 322 corridor through Potter and Harris townships.

"If roundabouts and context sensitive design can be used in other parts of Pennsylvania, why is it not being considered here?" the supervisors wrote.

They also questioned why the Centre Region's Climate Action Goals and Pennsylvania's Climate Action Plan were not considered in the PEL study but instead will be used as part of the environmental review for the project, calling it "flawed and contrary to good planning" to not consider them now.

The PEL study is a multi-step process and the first of five phases of advancing a transportation project.

After the study is finalized, it will be followed by preliminary engineering and environmental studies, final engineering design, right-of-way acquisition and construction.

The supervisors wrote that the study should also account for other projects in the state that will affect truck traffic through Centre County – like the Central Susquehanna Valley Thruway in Snyder, Northumberland and Union counties and questioned how impacts to residents, businesses and agriculture will be weighted in PennDOT's decision-making.

"Greater transparency is needed to improve the public's confidence in the state's ability to plan and build the appropriate roadway for our area," the supervisors wrote.

Construction on the project – which has current estimated costs ranging from \$432 million to \$517 million – would not be expected to begin until at least 2028 and would take about six years to complete.

But community members need more answers long before then, according to the Harris Township supervisors.

"We urge PennDOT to consider the residents, businesses and farmers along this corridor who now must live in limbo while the project proceeds to environmental review. These residents are unable to make decisions about their homes, businesses and farms until PennDOT makes a decision on the roadway alignment," they wrote.

"Property values are being impacted while PennDOT makes everyone play a waiting game. For the good of our community, we urge you to be transparent, to communicate with impacted residents and to move forward in a timely fashion."

EXPLORING OPTIONS

On Oct. 30, the Centre County Historical Society and Hamer Center for Community are sponsoring a design charrette in partnership with the Department of Landscape Architecture at Penn State to explore alternative design option for Route 322 and Penn-Brush Valley. The event will be led by Dan Marriott, an associate professor of landscape architecture at Penn State, and will run from 2 to 5:30 p.m. at Calvary Church, 150 Harvest Fields Drive, Boalsburg.

Space is limited. Registration can be completed at centrehistory.org/research-explore/connector/ or by calling 814-234-4779.

According to a press release, the session will engage interested organizations and residents in developing a broader vision for the future of the highway corridor and valley.

"In addition to the many different safe roadway design options available for 322 – beyond a limited-access freeway the charrette will consider the opportunities such a project can offer to unite rather than divide the communities of the valley," Marriott said in the press release.

"Using examples from Pennsylvania and other states, the charrette will explore traffic calming measures, pedestrian and bike access, programs to help sustainable farming, and recreation and wildlife corridors designed to minimize the negative impacts of 322. The afternoon will allow you to work closely with neighbors and experts to consider options for the future."

Penn State landscape architecture faculty and students will be available to assist community members. The goal is to create a specific list of community goals to "not only influence the design of 322, but also establish clear design expectations for safe multimodal transportation, planning and economic development, (and) heritage and land conservation."



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Shingles can be WHAT?!

Actor portrayal. Skin rash may vary.



Packed Crowd Speaks Out at State College Area Connector Meetings

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Video posted October 20, 2022 in [Centre County Report](#) by Centre County Report, Dale Ostrander



State College Area Connector Route 322

Centre County Report



PennDOT held public meetings this week on the proposed State College Connector highway project. Reporter Dale Ostrander says there were large crowds and strong opinions.

The Sentinel

Residents express concern over highway

PennDOT offers nine options for US 322 connector project



Sentinel photo by CONNER GOETZ

Centre County residents consider proposed construction on Route 322 during a PennDOT meeting at Mount Nittany Middle School Wednesday.

BOALSBURG — Centre County residents expressed concern about potential environmental impact, right-of-way purchases and a Route 45

connector proposal during PennDOT community meetings on the State College Area Connector program.

The meeting, which allowed residents to review the draft Planning and Environmental Linkage Study for the SCAC project, were held Wednesday and Thursday at Mount Nittany Middle School. The project aims to improve transportation safety and efficiency in south Centre County.

PEL studies are a preliminary stage that identifies overarching project objectives, and considers which course of action best meets community, economic and environmental goals. The PEL studies results are refined into more detailed Preliminary Engineering/Environmental Studies (NEPA), which assess specific impacts of the project.

PennDOT District 2 officials presented nine potential alternatives to improve traffic flow along Route 322 and displayed the benefits and drawbacks of each proposal.

The eventual goal is to make Route 322 a four-lane highway that would extend from Lewistown to the start of the Mount Nittany Expressway; currently, the highway is still two lanes from Potters Mills to Boalsburg.



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At the meeting, PennDOT indicated it is still on track to begin construction in 2028.

Three recommended alternatives were highlighted: 322-1OEX, an improvement on the existing roadway, 322-1S, a newly constructed partial section to the south of 322, and 332-5, a larger section built farther south than 322-1S.

After a brief presentation by Kevin James, associate vice president of Michael Baker International, an engineering consulting firm, highlighting the draft PEL studies' findings, PennDOT officials led a question and answer session with attendees.

John Collins, a resident of Centre Hall, asked about including accommodations for multi-modal transport, such as electric vehicle charging stations and bus stops, in the final plans.

“With any project that we do, especially on new alignment, we have to look at all modes of transportation,” Tom Zurat, PennDOT district 2 executive, said. *“The commitment to ... multi-modal is part of the process, and we will definitely look at that.”*

A main point of contention during the session was the potential Route 45 connector, which may be constructed to divert some traffic away from Route 322 during the construction process.

“At this point we just don’t know,” Zurat said, *“we have to further look at what our traffic model will become as we move forward, and does that*

affect safety or not, does that alignment connector need to be there.”

While the fate of the Route 45 connector is still up in the air, another attendee, Janine Page said she wants to see further study before any final decision is made.

“I saw the chart where you talked about the whole analysis of the environmental impacts on birds, wetlands and all those things ... I want to make sure all of that goes into evaluating whether or not we need this connector,” Page said.

Resident Keith McElheny inquired about potential right-of-way purchases along the new alignment.

“Every single route goes either by or through my house, so my concern would be that you are going to destroy my family by paying me the lowest my home is worth going into a recession,” McElheny said.

Currently, PennDOT appraisers assess “*just compensation*” for right of way purchases based on local real estate trends, the value of comparable properties and estimated damages, with no specific payment amount.

“We understand that this is not an easy process for anybody, we do have a right-of-way process that we will be following and we will be sorting it out for anybody who may be impacted by the study,” Dean Ball, PennDOT assistant district executive, said.

While there is no set date yet, the next public meeting to discuss NEPA study findings will take place in either winter 2023 or spring 2024.

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Family discusses potential loss of farm due to State College Connector Project

by Gary Sinderson | Tuesday, October 25th 2022



Darlington Farms



Centre Co., PA (WJAC) — One farm family matriarch is speaking out about the prospect of losing farm property to eminent domain, for the second time in her lifetime, as her family's farm is in the path of one of the State College Connector routes.

The Darlington family's farming heritage in Pennsylvania dates back to the 1600s, older than Pennsylvania itself, in fact, their first property was obtained from William Penn Dairy and Butter Early Specialties.

"They were very well known for their butter back in the 17 and 1800s, they actually sold their butter for a \$1.29 a pound back then to the Kennedys and the White House. We have ledger books for this."



At her Centre County homestead, there is a total of 251 acres, containing three farms, but Bonne Darlington and her family, the 12th and 13th generations of the farming family, are frustrated, upset and wondering what comes next.

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Their Potter Township property is in the same area that PennDOT has targeted for the latest route alternatives for the State College Connector Project, and the Darlington could lose their farm.

“I watch this property and think they don’t tell us where they’re going or when. They’re not telling us anything. It’s like they’re playing cat and mouse with us, and we are the mouse.”

For the family, the possibility of a life changing scenario again as their early farming was done in eastern Pennsylvania until 1984.

“The township came in while we were still in the middle of trying to keep the estate settled and took the farm through eminent domain for open space.”

Eminent domain is the power of government to take private property.

This week, PennDOT is holding another round of public hearings on the connector project.

RELATED | More public meetings to be held next week regarding State College Connector Project

Wherever the new roadway goes, construction is still years away, but here on the farm, worries on what the future holds.

“We have a lot of memories. I sit here and think, little by little, it’s going away from me, just like my husband did when he had Alzheimer’s. It hurts, I can’t tell you how much it hurts.”

But determination is also still a priority for the Darlington family.

“We are strong and we’ll get through it, but it’s hard.”

APPENDIX I – Press Releases

1. PennDOT Press Release on 10/6/22
2. PennDOT Press Release on 10/17/22



FOR IMMEDIATE RELEASE

October 6, 2022

Next Round of Public Meetings Set for State College Area Connector Study

State College, PA – The Pennsylvania Department of Transportation (PennDOT) will host two public meetings in mid-October for its State College Area Connector Planning and Environmental Linkage (PEL) Study in southern Centre County. The purpose of the State College Area Connector Study is to identify existing and projected transportation needs within the study area. The study is being done by PennDOT in cooperation with the Federal Highway Administration (FHWA).

Information on the study is regularly updated and can be found at www.PennDOT.pa.gov/SCAC. During these meetings, PennDOT will provide an update on the data collection efforts, traffic analyses, and the current recommended alternatives.

Meeting details are:

- **Wednesday, October 19 and Thursday, October 20 at the Mt Nittany Middle School, near Boalsburg. Hours each night are 5:00 P.M. to 8:30 P.M.**

Set-up for the meetings will include plans displays, a PennDOT PowerPoint presentation at **6:15**, and Q & A with the audience. Displayed plans can be reviewed anytime during the public meetings. **Those who wish to speak or ask questions after the formal presentation will be asked to fill out speaker cards, which will be available at the meeting.**

The public meeting materials and exhibits will be presented in English. If you need communication accommodations, or an interpreter, or have a disability and need assistance, special arrangements can be made to accommodate most needs. Please call PennDOT's District 2-0 Public Information Office at (814) 765-0423 for assistance. Please be aware that advance notice is requested as some accommodations may require additional time.

MEDIA CONTACT: Marla Fannin, (814) 765-0423

###



FOR IMMEDIATE RELEASE
October 17, 2022

Reminder--Next Round of Public Meetings Take Place This Week for State College Area Connector Study

State College, PA – The Pennsylvania Department of Transportation (PennDOT) is reminding the public that it will host two public meetings this week for its State College Area Connector Planning and Environmental Linkage (PEL) Study in southern Centre County. The purpose of the State College Area Connector Study is to identify existing and projected transportation needs within the study area. The study is being done by PennDOT in cooperation with the Federal Highway Administration (FHWA).

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###

APPENDIX J – Other Notification Efforts

CCMPO Facebook Post on 10/7/22

Centre Region Council of Governments Website Post on 10/6/22

Social Media Posts by Various Interested Parties



Centre County Metropolitan Planning Organization

October 7 · 🌐



More details are available for the next round of public meetings for the State College Area Connector Project.

Meetings will take place on October 19 & 20 from 5-8:30 PM at the Mount Nittany Middle school. A formal presentation will be provided at 6:15 PM and a Q&A session will follow the presentation.

*Those who wish to speak or ask questions after the formal presentation will be asked to fill out speaker cards prior to the presentation.

Read more details below 📌

<https://www.crcog.net/index.asp...>

PennDOT encourages you to...

SAVE THE DATE

for the next round of public meetings for the State College Area Connector

When: October 19 & 20 from 5 - 8:30 PM
Where: Mount Nittany Middle School
Formal presentation at 6:15 PM

WWW.PENNDOT.PA.GOV/SCAC

1 Share

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State College Area Connector Project (Routes 322/144/45) Updates

October 6, 2022

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State

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Email Address

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Ferguson Township

October 6 · 🌐



Updated details for the next round of State College Area Connector public meetings - Oct. 19 & 20 at Mt. Nittany Middle School 5-8:30pm

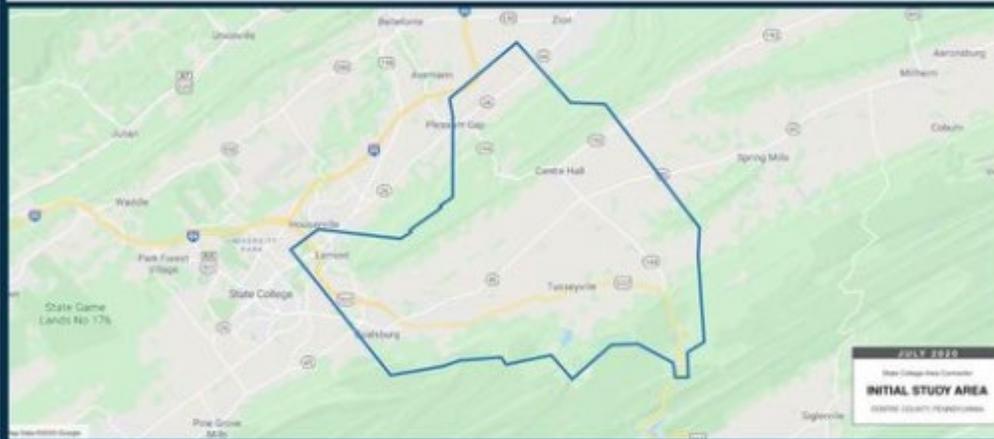
More details: <http://www.twp.ferguson.pa.us/.../mark-your-calendar-next...>

State College Area Connector Public Meetings

Dates: Wed., Oct. 19 & Thurs., Oct. 20

Time: 5:00pm - 8:30pm

Place: Mount Nittany Middle School



Township of
FERGUSON
Pennsylvania



pennsylvania
DEPARTMENT OF TRANSPORTATION

👍 2



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 **CentreBike - CRBC**
 October 11 at 11:10 AM · 🌐

More details are available for the next round of public meetings for the State College Area Connector Project.
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<https://www.crcog.net/index.asp...>

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State College Area Connector Project (Routes 322/144/45) Updates
 October 6, 2022 Next Round of Public Meetings Set for State College Area Connector Study State College, PA – The Pennsylvania Department of Transportation (PennDOT) will host two public meetings in mid-October for...

👍 2

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 **College Township, Centre County, Pennsylvania**
 October 14 at 4:01 PM · 🌐

REMINDER: PennDOT has set the next public meetings to review the State College Area Connector project for October 19 and 20 at the Mount Nittany Middle School. Hours each night are 5:00 P.M. to 8:30 P.M. with a presentation at 6:15 PM.

 COLLEGETOWNSHIP.ORG
College Township, PA
 Next Round of Public Meetings Set for State College Area Connector Study

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 **Jeremie Thompson** @JeremieFTWP · Oct 16 ...

The next round of public meetings on the **State College Area Connector Project** are this week October 18 & 19 from 5PM to 8:30PM at Mt. Nittany Middle School.



penndot.pa.gov
News Details

🗨️ ↻ ❤️ 📤

 **College Township, PA** @CollegeTwpPA · Oct 19 ...

REMINDER: The public meetings to review the **State College Area Connector** project will be held October 19 and 20 at the Mount Nittany Middle School. Hours each night are 5:00 P.M. to 8:30 P.M. with a presentation at 6:15 PM.

collegetownship.org/CivicAlerts.as...

🗨️ ↻ ❤️ 📤

 **Senator Jake Corman** ✓
October 17 at 9:04 AM · 🌐 ...

🚧REMINDER: Local residents can weigh in on the State College Area Connector Study at public hearings on Wednesday and Thursday at the Mt Nittany Middle School (near Boalsburg).

More details:



PENNDOT.PA.GOV
News Details

The Pennsylvania Department of Transportation (PennDOT) will host two public meetings in mid-October for its State College Area Connector Planning and Environmental Linkage (PEL) Study in southern Centre County...

👍 2

👍 Like 🗨️ Comment 📤 Share



WPSU

October 19 at 1:30 PM · 🌐



Public meetings on the State College Area Connector project will take place today and Thursday, but some in the community are already coming out against the options.



RADIO.WPSU.ORG

PennDOT is holding more public meetings on the U.S. Route 322 project in Centre County, with some already raising concerns

👍 4

👍 Like

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Abby Drey @ADreyPhotos · Oct 19



Large crowd here at the Mount Nittany Middle School for the public meeting on the PennDOT **State College Area Connector** project. Posters and diagrams around the gym show plans, formal presentation to come.



Douglas Braff WJAC

October 20 at 10:11 AM ·



If you missed last night's public meeting on the State College Connector Project, there will be another tonight at 5pm at Mount Nittany Middle School, with the PennDOT presentation starting at 6:15pm. If you'd like to ask a question, be sure to sign up when you arrive. [#Route322 WJAC-TV News](#) — in Centre County, Pennsylvania.



WJACTV.COM

More heated debate over proposed State College connector project

The first of two meetings on the state college connector project was held Wednesday evening...



Like



Comment



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APPENDIX K – Meeting Handouts

1. PEL Study Frequently Asked Questions (FAQs)
2. Preliminary Engineering/NEPA Process and Schedule
3. Public Meeting Comment Form

Planning and Environmental Linkages Study

Frequently Asked Questions

October 19, 2022

Who makes the final decision on what alternatives are advanced from the Planning and Environmental Linkage (PEL) Study?

The Federal Highway Administration (FHWA) works with PennDOT, the Joint Lead State Agency, in managing the PEL Study and the future National Environmental Policy Act (NEPA) review study. The PEL Study included the identification of Cooperating Agencies that were asked to provide concurrence at major project milestones, including the identification of alternatives advanced from the PEL Study. Cooperating Agencies are those agencies that have future authorities over projects developed from the PEL Study, including permitting. The Cooperating Agencies for this project include:

- U.S. Army Corps of Engineers (USACE) – USACE has permitting jurisdiction under Section 404 of the Clean Water Act;
- U.S. Environmental Protection Agency (USEPA) – USEPA has permitting oversight (oversees and enforces compliance with) under Section 404 of the Clean Water Act;
- U.S. Fish and Wildlife Service – USFWS must be consulted as required under the Endangered Species Act Section 7, National Bald and Golden Eagle Protection Act, Migratory Bird Treaty Act (MBTA), and provides natural resource expertise; and
- PA Department of Environmental Protection (PADEP) – PADEP has permitting jurisdiction under Title 25 (Environmental Protection), Chapter 105 Water Obstruction and Encroachment Permit, Section 401 Water Quality Certification of the Clean Water Act, and Chapter 102, National Pollutant Discharge Elimination System Regulations.

The final decision is also made following consideration of feedback obtained during public outreach and agency coordination activities, which includes coordination with other federal, state, and local agencies that have been identified as Participating Agencies. FHWA, in coordination with PennDOT, will review the conclusions of the study and adopt the PEL process and report for use in NEPA.

How is the decision made on what alternatives to advance from the PEL Study?

FHWA and PennDOT follow a decision-making process that considers the transportation needs of the study area, environmental impacts associated with each proposed alternative, regulations as implemented by the Resource Agencies, and input from the public, municipalities, and public officials. The process helps determine those alternatives that meet the transportation needs while best balancing impacts to protected and valued resources. During this time, the alternatives are also presented to the Resource Agencies to assess any concerns they may have with the proposed alternatives, and to the public to receive their feedback and to address the concerns of the general public and public officials.

The SCAC PEL Study's first step was the identification of the transportation needs within the study area and the purpose of the project, as required by NEPA. This effort during the PEL Study also identified the local environmental, community, and economic planning goals to ensure they are incorporated early in the transportation planning process. FHWA and PennDOT then developed and evaluated a range of alternatives to

determine if and to what level each alternative addressed the Study's purpose and need, balanced impacts to the natural and built environment, addressed traffic concerns within the overall study area, and met engineering considerations such as constructability, cost, and considered local planning goals. Specifically, the PEL Study included a two-step screening process that utilized the following:

- Level 1 Screening – this level used two different evaluations for the screening; the first evaluation determined qualitatively, based on the characteristic of the alternatives if the alternative would meet the study 's transportation needs. The second evaluation includes an assessment on how well the alternatives addresses the study planning goals. The study goals included an assessment on how well the alternatives would support the purpose and need, local transportation and land use planning, transportation mobility, best engineering practices, and related to environmental stewardship. The goal evaluation was only conducted for those alternatives that would meet the Study needs. Both evaluations are completed by answering a series of questions for each alternative.
- Level 2 Screening – this level was divided into two parts for screening: Level 2A Screening and Level 2B Screening. Level 2A Screening included a quantitative assessment to confirm that the alternatives generally reduced traffic on the existing study area roadway network. Level 2B Screening further developed the conceptual alternatives through a quantitative comparative analysis for engineering, traffic factors, and potential environmental impacts, as well as a qualitative assessment of the planning factors to determine which alternative best meets the purpose and need while balancing these factors.

The PEL Study is prepared in accordance with 23 U.S.C. Sec 168 as well as 23 CFR 450.212, whereby analyses conducted during planning may be incorporated directly or by reference into subsequent environmental documents prepared in accordance with the National Environmental Policy Act provided that the studies were adequately documented; interested Federal, State, local and Tribal agencies were involved; a reasonable opportunity for public review and comment on the PEL Study was provided; and the FHWA was engaged.

When will the decision be made on an alternative to advance from the PEL Study?

The Draft PEL Study Report has been prepared and includes the three alternatives recommended to be carried forward for detailed study. Following the October 2022 Public Meeting, FHWA and PennDOT will review the public comments received and finalize the PEL Study Report with the decision on the alternatives to be advanced from the PEL Study. It is anticipated that this report will be completed by the end of 2022.

How were the corridors under consideration developed?

Typical to corridor studies, the SCAC PEL Study identified and screened a range of alternative concepts. These alternatives were systematically screened on their ability to meet the identified study purpose and need, minimize environmental impacts, engineering feasibility, and best achieve the study goals which considered the transportation purpose and need, local transportation and land use planning, transportation mobility, best engineering practices, and environmental stewardship. Any alternative determined to not meet the transportation purpose and need was dismissed from further consideration as a reasonable alternative. The original range of six alternative concepts included:

- No Build Alternative
- Upgrade of Existing Alternative (4-lane, barrier separated alternative that would allow left turns at select intersections; access to local roads and properties adjacent to the highway would be restricted to right-in and right-out movements with left turns accommodated at jughandle turnarounds spaced throughout the corridor)
- Transportation Control Measures Alternative (measures focused on reducing the volume of vehicles on the transportation network – examples include Park and Ride lots and ride sharing)
- Transportation Systems Management Alternative (transportation strategies that focus on operational improvements to preserve and improve the performance of the existing transportation network without additional capacity – examples include utilizing roadway shoulders during high traffic volumes and traffic signal coordination)
- Public Transportation Alternative (expansions to the CATABUS fixed route system)
- Build Alternatives (includes adding capacity to the local roadway network with a limited access roadway on a new location; includes 4 travel lanes with full inside and outside shoulders, and varying median widths in urbanized areas to minimize displacements and in mountainous areas to minimize earthwork)

Based on the Level 1 Screening of the study's needs criteria, only the Upgrade Existing Alternative and the Build Alternative were recommended for advancement to Level 2 Screening. Level 1 Screening also identified areas where these alternatives could consider engineering methods and mitigation strategies to better address the study goals. During Level 2B Screening, the alternatives were developed in more detail to determine which best met the study purpose and need and considered public, agency and stakeholder input, while minimizing potential impacts on the natural and built environments. The alternatives that met these criteria were considered reasonable alternatives and recommended to be advanced for further environmental and engineering study in the NEPA phase of the transportation project development process.

What is the prioritization of resources including property values when making a decision on what alternatives to advance?

The FHWA's NEPA project development and decision-making process is an "umbrella", under which all applicable federal and state environmental laws, executive orders, and regulations are considered and addressed prior to the final project decision in an effort to identify alternatives that best balance (avoid and minimize) the impacts to protected and valued resources.

The FHWA intends their NEPA process to allow transportation officials to make project decisions that "balance engineering and transportation needs with social, economic, and natural environmental factors". During the process, a wide range of partners including the public, businesses, interest groups, and agencies at all levels of government, are encouraged to provide input into project and environmental decisions. The SCAC PEL Study included a preliminary analysis of potential environmental impacts. This alternative environmental screening considered all federal, state, and local regulations, as appropriate, in the evaluation of alternatives to ensure that all regulatory requirements would be met in the future NEPA studies. Following the initial identification of potential impacts, a refined analysis was conducted to focus on those resources with statutory or implementing regulations with specific requirements for the evaluation and advancement of alternatives (e.g., those that require consideration of avoidance alternatives). The key statutes and regulations, and resources considered, include:

- Section 4(f) of the U.S. DOT Act of 1966: Section 4(f) properties include publicly owned public parks, recreational areas, wildlife or waterfowl refuges, and any significant historic sites.
- Section 404 of the Clean Water Act (CWA) and Chapter 105: These statutes require examination of practicable alternatives to avoid wetlands and streams.
- Pennsylvania Act 100 and Act 43 which created the Agricultural Land Condemnation Approval Board (ALCAB): If productive agricultural land will need to be acquired for a project, a project may need an ALCAB Hearing for approval to condemn agricultural property.
- Section 7 of the Endangered Species Act (ESA): This statute requires consultation with the USFWS to seek ways to avoid jeopardizing the continued existence of Federally threatened and endangered species and their habitats. (In addition, there are similar requirements associated with the National Bald and Golden Eagle Protection Act, and Migratory Bird Treaty Act and applicable State codes, such as the Game and Wildlife Code, the Fish and Boat Code, and the Conservation of Natural Wild Plants Code for state species).
- Section 106 of the National Historic Preservation Act (as amended): This statute requires that consideration be given to the effects of a project on historic and archaeological resources.
- Community Impact Assessment: NEPA regulations require consideration of effects on community and socioeconomic resources, including but not limited to ecological, social, economic, aesthetic, historic, cultural, and health. Other federal and state statutes, regulations, executive orders, and guidance documents that establish the legal basis to address impacts to the community that may be affected by proposed transportation improvements include, but are not limited to, the Uniform Relocation Assistance and Real Property Acquisition Policies Act, Title VI of the Civil Rights Act, Executive Order 12898 on Federal Actions to Address Environmental Justice, Pennsylvania Act 120, and PennDOT's Community Impact Assessment Handbook (Publication No. 217, 2005). Rather than specific

property values, impacts to minority and low-income populations, as well as the overall effect to the community, are taken into consideration when evaluating the impacts of right-of-way acquisition.

When does the public get to vote on an alternative?

The FHWA's PEL study and NEPA review decision-making processes do not include a public vote on an alternative.

The FHWA's PEL study and NEPA review processes require consideration of public feedback on a proposed project that will receive federal funding and/or require other federal actions (such as a federal Section 404 permit). The FHWA's processes include an inclusive and continuous public outreach process for large projects like the SCAC PEL Study. However, these requirements do not include a public vote to select an alternative. FHWA and PennDOT will continue to request public feedback during the detailed studies of the NEPA phase to determine the public's preferences for the various alternatives, proposed design refinements, and proposed mitigation measures, in addition to why the public prefers/opposes particular alternatives. This feedback will assist FHWA and PennDOT in identifying the selected alternative to be constructed to ensure it is the best alternative that will serve the public while protecting valuable resources.

How is Air Quality and Noise evaluated for the PEL and future projects from the State College Area Connector PEL?

A comprehensive Air Quality analysis, which includes compliance with the Clean Air Act (CAA), evaluations of carbon monoxide (CO), particulate matter (PM), Mobile Source Air Toxics (MSATs), and greenhouse gases (GHG) was not conducted for the SCAC PEL Study. Only a qualitative assessment of GHG was performed during the PEL Study. This qualitative assessment, in accordance with PennDOT Publication No. 321, Project-Level Air Quality Handbook, did not analyze project specific GHG data metrics, but rather evaluated GHG for the study by interpreting existing transportation related GHG research and applying these concepts to the PEL Study.

GHGs have been identified as a specific air quality concern by the local public for this project. Sources for GHG emissions, both direct and indirect, are typically evaluated globally or per broad scale sector (e.g., transportation, industrial, etc.) and are not assessed at the project level. To date, no national standards have been established regarding GHGs, nor has the FHWA or EPA established criteria or thresholds for ambient GHG emissions.

PennDOT's PEL Study has considered the project's potential GHG effects on regional air quality by comparing the build alternative versus the no-build alternative. The build alternative would result in increased efficiencies in traffic flow and reduced congestion, thereby providing meaningful benefits from an air quality perspective. The next phase of the project, the NEPA Phase, will include a comprehensive Air Quality analysis in accordance with PennDOT Publication No. 321. The results of the NEPA Air Quality analysis will be included the project's Environmental Clearance documentation as part of the overall environmental studies for the project.

Noise is not evaluated during the planning phase of the project development process. Noise is initially evaluated as part of the preliminary engineering / NEPA phase of the project development process. During the PE phase, PennDOT will conduct a Preliminary Design Highway Traffic Noise Assessment for the proposed alternatives studied as part of the NEPA study. State and Federal Guidelines require PennDOT to use a

standardized process to identify locations where abatement is potentially warranted, feasible, and reasonable considering peak hour noise levels and the potential effectiveness of noise abatement measures. This process includes the following steps:

1. Identify land uses within the project area that are sensitive to noise, such as homes and parks
2. Monitor existing noise levels and develop acoustical models to predict future conditions
3. Evaluate predicted future noise levels after the highway project is constructed and identify locations where noise impacts are anticipated
4. Consider noise abatement where noise impacts are anticipated.
5. Identify areas where preliminary noise abatement is potentially warranted, feasible, and reasonable.

The Noise Assessment will be reevaluated in the Final Design process before final determinations regarding potential noise abatement designs are made for the project.

How is the need for local connectivity/interchange access determined and will the future SCAC include interchanges and local access?

During the PEL study, interchanges and roadway connections that provide local access were included in the planning-level traffic analysis. They were included to aid in predicting future travel patterns and volumes on the various proposed corridors and the local road network. The interchange and access roads were included in locations where the connections could aid in diverting traffic off the local roadway network and onto the proposed corridors. Detailed investigations on the interchange design and local connections were not completed as part of the PEL study.

For those corridors that are advanced into Preliminary Engineering and Environmental Study, traffic counts and other field studies will be conducted to further refine the traffic model to:

- understand if local access is warranted to meet the purpose and need for the project (e.g., provides benefits),
- confirm site location topography,
- establish refined traffic volumes at the interchange locations,
- identify interchange layout to accommodate traffic and site restrictions,
- determine if new localized access creates any localized congestion,
- determine if local access creates any new safety concerns.

If during these investigations additional areas for improvement are identified with the detailed data, the proposed project will be required to adjust design to address these areas (e.g., expand design to improve local road network, remove connection, etc.) while still meeting the purpose and need for the project.

How are public comments incorporated in the PEL study?

The Project Team has and will continue to review all public comments received during and between the project's public meetings' comment periods. Following each public meeting, the public comments have been and will continue to be compiled and categorized according to the comment issues. Responses to comments received are prepared for inclusion in individual public meeting summary reports. Chapter 7 of the PEL Study Report includes a summary of the Public and Agencies Outreach efforts conducted to-date. Environmental resource data used for the PEL Study has also been continuously updated as applicable public comments have been received and the alternative corridors have also been refined where appropriate based on public comments. Public engagement will continue through the remainder of the PEL Study and through the preliminary engineering and environmental investigations to receive feedback on the findings.

If the PEL concludes with an alternative that is still concerning to me, what is the next step and how do I stay engaged?

The next phase for the SCAC project is the NEPA review phase that will include detailed studies of the alternatives carried forward. The NEPA studies will include field surveys and continued public outreach efforts, including maintaining the SCAC project website that will be continuously updated as the NEPA process moves forward. The NEPA studies will include additional general public meetings, special interest meetings, municipal meetings and individual farmer interviews. In addition, since it is anticipated that the SCAC project will require the preparation of an Environmental Impact Statement (EIS) document as part of the NEPA process, a formal public hearing will be held following the preparation and distribution of the Draft EIS document. Following the public hearing, the Final EIS document will be prepared and will include a detailed compilation of all public comments received and a response to each comment received.

Can PennDOT use eminent domain to purchase farmland?

PennDOT may only use eminent domain to purchase farmland for major projects that include proposed roadway improvement alternatives on new alignment with the approval of the Agricultural Lands Condemnation Approval Board (ALCAB).

It is anticipated that productive agricultural land will need to be acquired for the proposed SCAC improvement project. During the next phase of study, the NEPA environmental review will include a detailed agricultural resource evaluation process for potentially affected agricultural resources as required according to Pennsylvania Act 100 of 1979 (PA Act 100), which established an independent administrative board with approval authority to condemn productive agricultural land for highway projects. The board is referenced as the ALCAB. The additional detailed agricultural information to be gathered as part of this process will be acquired, in part, through one-on-one farmer interviews and analysis of individual farm operations. This information and analysis will be documented in a Farmland Assessment Report (FAR) pursuant to the following federal and state laws and policies:

- 7 U.S.C. §4201, Farmland Protection Policy Act (FPPA) of 1981
- PA Act 1979-100, The Administrative Code of 1929
- PA Act 1981-43, Agricultural Security Law
- 4 Pa Code Chapter 7, §7.301 et seq., Agricultural Land Preservation Policy (ALPP); Executive Order No. 2003-2, March 20, 2003

The ALCAB Hearing is to be held for approval to condemn the property when an amicable settlement cannot be reached for acquisition of productive agricultural land. ALCAB approval is based on determining that the selected alternative is the most *reasonable and prudent alternative* before condemnation proceedings can begin.

Why do we need the connector road to SR 45?

The connector between SR 45 and the proposed interchange is shown to accommodate anticipated traffic movements and reflect the potential environmental impacts associated with this enhanced condition. As the project advances, additional traffic and engineering analysis will be completed to confirm whether the connector road improves operational performance and safety in a manner that justifies the additional impacts. In addition, the specific alignment and configuration of the connector road will be further refined, should it be determined necessary, to lessen impacts and best position the roadway.

Why is there no connector road shown for US 322-5?

With US 322-5 on the south side of existing US 322, it was initially determined that the connector road would be less effective in drawing traffic from PA 45 to the new limited-access facility. That said, the connector road could be included if traffic movement warrants its inclusion. As the project advances, additional traffic and engineering analysis will be completed to determine whether the connector road improves operational performance and safety in a manner that justifies the additional impacts.

How much can a proposed corridor move during the next phase?

As the project advances into the next phase, the engineers will continue to adjust the alignments to lessen impacts to adjacent properties and resources, as well as to improve the effectiveness of the highway. The alignments will reflect and incorporate the field verified resource boundaries, property owner coordination, and conditions and evolve accordingly. Based on geographical conditions and environmental resources, potential improvements could include grade changes to better balance earthwork, introduce engineered slopes and retaining walls to narrow the overall alignment footprint, or realign the roadway to better follow property lines. While there is no set constraint on how far the alignment can shift, the intent is to generally follow the corridors that have been established and modify where needed to optimize effectiveness.

Will I still be able to access my home?

Vehicular access will be provided to all properties not acquired by the project. As the project advances into the next phase, connectivity of the local road network, including access to individual properties, will be evaluated. While access to properties may change as a result of the potential project (e.g., local roads being severed, and cul-de-sacs added), vehicular access will be provided to all properties not acquired by the proposed project. Access will also be maintained during construction. However, some local roads may not cross the new roadway and access to a given property may change.

How will excavation affect the underground aquifers?

Preliminary and Final Design engineering would include geotechnical studies to characterize the subsurface conditions and allow for mitigation measures to be incorporated into the design plans. In addition, as part of the National Pollution Discharge Elimination System (e.g., earth disturbance) permitting, a comprehensive stormwater management plan will be developed to maintain water quality conditions within the area. These efforts (including the possible use of specially design forebays to capture contaminated runoff from a vehicle crash, lining of stormwater management facilities, and providing treatment of runoff before discharge) would be designed (as needed) to avoid and minimize effects to the underground aquifer.

It is also noted that the corridors recommended to be advanced into NEPA avoid the Public Water Supply Well Protection Zone Areas established for Potter Township's public water groundwater supplies that were delineated through coordination with PADEP. In contrast, the 144 corridors would impact these Well Protection areas.

Why did you remove US 322-4 when the effects on your tables seem to be less in a lot of categories?

US 322-4 was not advanced for further consideration after weighing impacts to the various resources as listed below. Of particular concern were the anticipated impacts to area community facilities, including the Calvary Harvest Fields Church property and the associated community recreational facilities. Additionally, Alternative 322-4 was not advanced due to:

- High impacts to water resources that are considered during the permit application process for a Section 404/Chapter 105 Joint Permit. These impacts include the highest impacts to Cold Water Fishes-High Quality/ Cold Water Fishes (CWF-HQ/CWF) stream (9,124 LF).
- The highest impacts to the "Rothrock State Forest (part) & Stone Mountain" Important Bird Area (IBA) that would include habitat for wildlife and plant species protected under Section 7 of the ESA/MBTA. However, these impacts are along the edge of the 89,736-acre IBA and outside of the actual Rothrock State Forest property.
- High impacts to PA Natural Heritage Core Habitat (15 acres).
- Second highest impacts to commercial operation displacements (4).
- Highest impacts to community facilities combined with strong public opposition to these proposed impacts, including Calvary Harvest Fields Church property and the associated community recreational facilities.
- Planning Screening Analysis results indicate US 322-4 did not meet all of the study goals as well as the alternatives being carried forward based on impacts to zoning and environmental features.

Could any of the six Build Alternative corridors that are not recommended to move forward be reconsidered?

If new information is identified during the NEPA review process, including new data collected during detailed field surveys, FHWA and PennDOT, as the lead agencies, will consider whether this new information affects previous decisions on the project. This effort will include coordination with resource and permitting agencies that would have authority, jurisdiction, and acknowledged special expertise, related to the new information. The new information will be assessed to determine if it is probable that the information would substantially change the previous decisions. Revisiting issues that FHWA and PennDOT had previously considered resolved will occur only if the new information has substantial

variance with what was presented previously and pertains to an issue of sufficient magnitude and severity to warrant reconsideration. The NEPA document will disclose any new information and associated design work and changes in impacts arising out of the new information. If the impacts identified at the higher level of design detail are substantially different than previously identified, they will be reviewed to determine whether additional work on other alternatives and/or reconsideration of the identification of the alternatives carried forward is warranted.

I am trying to sell my property that is near one of the recommended Build Alternative and no one will consider buying my property. How can PennDOT help me?

PennDOT typically cannot begin the process to acquire Right-of-Way (ROW) needed for a project until the alignment is determined and there is a final ROW plan that is prepared during the Final Design Phase of a project's development.

However, prior to completion of a ROW plan, there are exceptions related to acquisition of land for hardship purposes during Preliminary Engineering and NEPA review. A request for hardship acquisition is based on a property owner's written submission that shows (1) remaining in the property poses an undue hardship compared to other property owners because of health, safety, or financial reasons, and (2) the owner has been unable to sell the property at fair market value because of the impending transportation project, within a time period that is typical for properties not impacted by the impending transportation project. These types of land acquisition would require preparation of a NEPA Categorical Exclusion document if the NEPA Environmental Impact Statement preparation/approval process is not yet completed. Also, this approach would only be taken where the acquisition will not limit the evaluation of alternatives, including shifts in alignment for the project during the NEPA process. No project development on such land may proceed until the full NEPA process has been completed (as in approval of the EIS and preparation of a Record of Decision) has been completed.

In addition, during final design and development of a final ROW Plan, PennDOT can consider developing "Gap Plans". In these cases, an initial Gap Plan would be prepared, followed by the Final ROW Plan. The Gap Plan authorizes right-of-way acquisition in selected areas within a project.

Do you evaluate our property for potential loss of values from the new road?

When appraising properties under the Eminent Domain Code in Pennsylvania, any market value increases or decreases due to general knowledge of a future transportation project are not considered in the Before Value (e.g., fair market value) of the property being acquired. In other words, the Before Value is the property's fair market value if the project was not being implemented. Any increase or decrease in market value due to property acquisition is considered in the After Value (e.g., property value following implementation of the transportation project) of the property and compensation and/or damages paid following negotiations, accordingly.

Additionally, perceived project damages or benefits attributed to the whole community are not considered in the After Value nor to other properties without acquisitions in the community. Essentially, PennDOT is not allowed to reimburse for an assumed decrease in property value (e.g., damages) for any property that is not directly acquired by the project. Community impacts related to viewshed and noise concerns are assessed and mitigated through means other than financial compensation.

I own an existing business on SR 322, your traffic projections show reduced exposure to my business along with access, do you compensate for this loss of business?

No, we cannot compensate for loss of business.

Some of the Build Alternatives affect both my farming and business operations. How is compensation made?

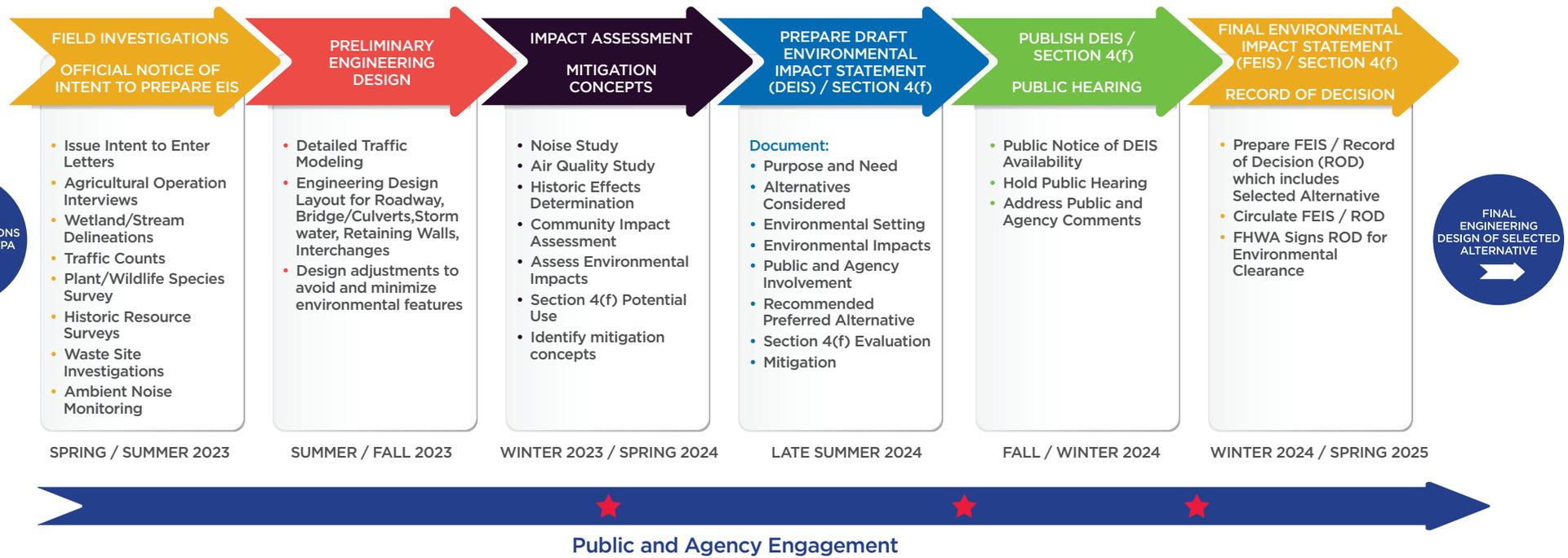
Compensation would be determined based on an independent appraisal. Business relocation benefits (if any) would be determined based on the extent the business is affected. A pre-acquisition survey may need to be conducted to determine how the acquisition would affect the farm and business operations.

Your Build Alternative impacts part of my property but not my home, will you offer to buy my entire property?

Typically, unless a home can no longer be accessed due to the project, the entire property will not be purchased.

Preliminary Engineering and Environmental Studies (NEPA)

Anticipated Process and Schedule



PEL STUDY RECOMMENDATIONS INTO PE AND NEPA STUDIES

FINAL ENGINEERING DESIGN OF SELECTED ALTERNATIVE

1. PennDOT has identified three US 322 Build Alternative corridors to advance for further design and environmental evaluation. For each of the corridors, please rank the following topics with 1 being your largest concern and 20 being the least concern.

**US 322 – 1 On Existing
Build Alternative**

**US 322 – 1 South
Build Alternative**

**US 322 – 5
Build Alternative**

- Air Quality
- Bicycle and Pedestrian Connections
- Birding Areas
- Commercial Displacements
- Community/Neighborhood
- Farming/Agricultural Operations
- Historic Properties/Districts
- Interchange Locations
- Local Access Roads
- Noise Impacts
- Property Acquisition Process
- Residential Displacements
- Threatened and Endangered Species
- Timing of Process
- Traffic volumes on Local Roads
- Truck Traffic on Local Roads
- Visual Impacts
- Utilities
- Wetland/Streams/Water Quality
- Wildlife Habitat/Crossing

- Air Quality
- Bicycle and Pedestrian Connections
- Birding Areas
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- Farming/Agricultural Operations
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- Property Acquisition Process
- Residential Displacements
- Threatened and Endangered Species
- Timing of Process
- Traffic volumes on Local Roads
- Truck Traffic on Local Roads
- Visual Impacts
- Utilities
- Wetland/Streams/Water Quality
- Wildlife Habitat/Crossing

2. If you were unable to ask PennDOT a specific question during the meeting this evening, please use this space to provide your question that you would like PennDOT to specifically answer in the Meeting Summary Report.

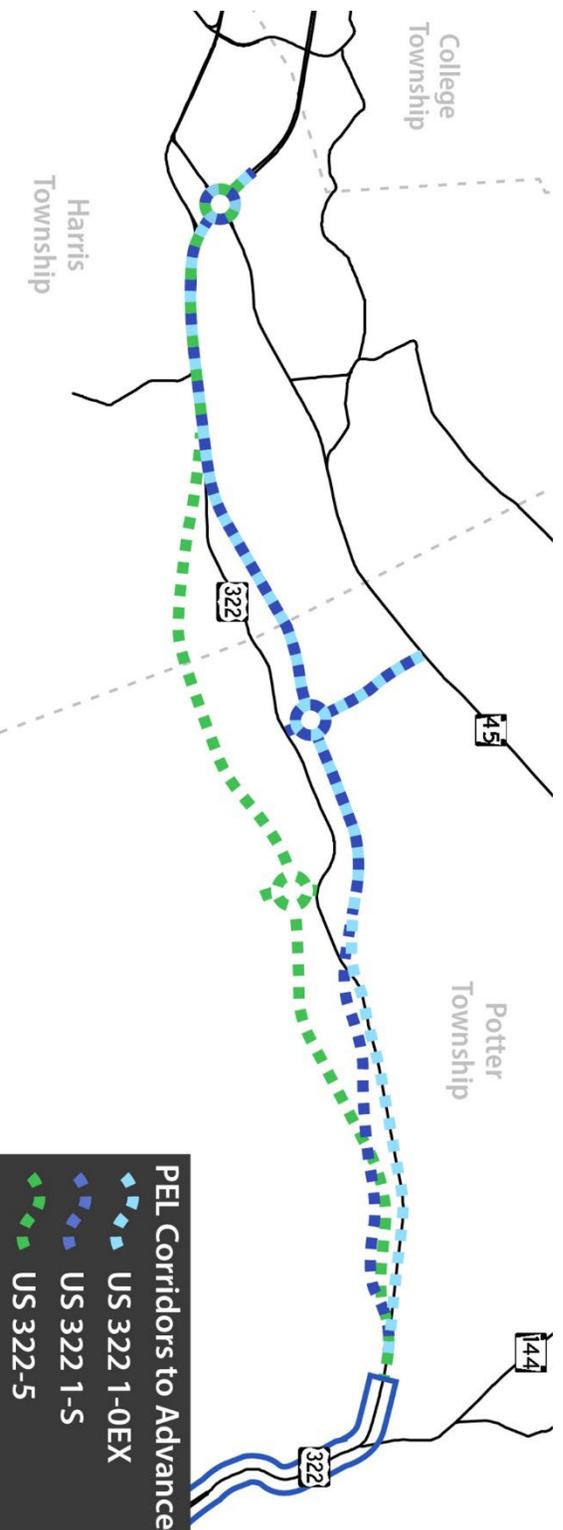
Tape to seal

PennDOT District 2-0
Attn: Dean Ball, PE
70 PennDOT Drive
Clearfield, PA 16830

Place
Stamp
Here

Fold on the line and mail

State College Area Connector Planning and Environmental Linkages Recommended Build Alternatives to Advance for Further Study



state college area
CONNECTOR

APPENDIX L – Display Boards and Narratives

1. Welcome
2. Non-Discrimination Statements
3. SCAC PEL Study Process
4. Transportation Process
5. Purpose and Need
6. Alternatives Overview
7. SCAC PEL Study Screening Process Results
8. Reasonable Alternatives to Advance for Further Study
9. Impact Resources
10. Future Year 2050 Average Daily Traffic Volumes (Level 2B Screening)
11. Future Year 2050 Average Daily Traffic Volumes (Level 2B Screening)
12. Above Ground Historic Resources
13. Cultural Resource Potential Impacts
14. Socioeconomical Resources
15. Socio-Economic Resource Potential Impacts
16. Agricultural Resources
17. Agricultural Resource Potential Impacts
18. Natural Resources
19. Natural Resource Potential Impacts
20. NEPA Process and Schedule
21. Web Map Viewing Station
22. How Can You Participate?
23. Comment Station
24. Right of Way Area
25. Presentation Room Directional Sign
26. Presentation Room Directional Sign
27. SCAC Public Meeting Room Directional Sign

Welcome

Public Meeting State College Area Connector

Planning and Environmental
Linkage Study
(PEL)

Non-Discrimination Statements

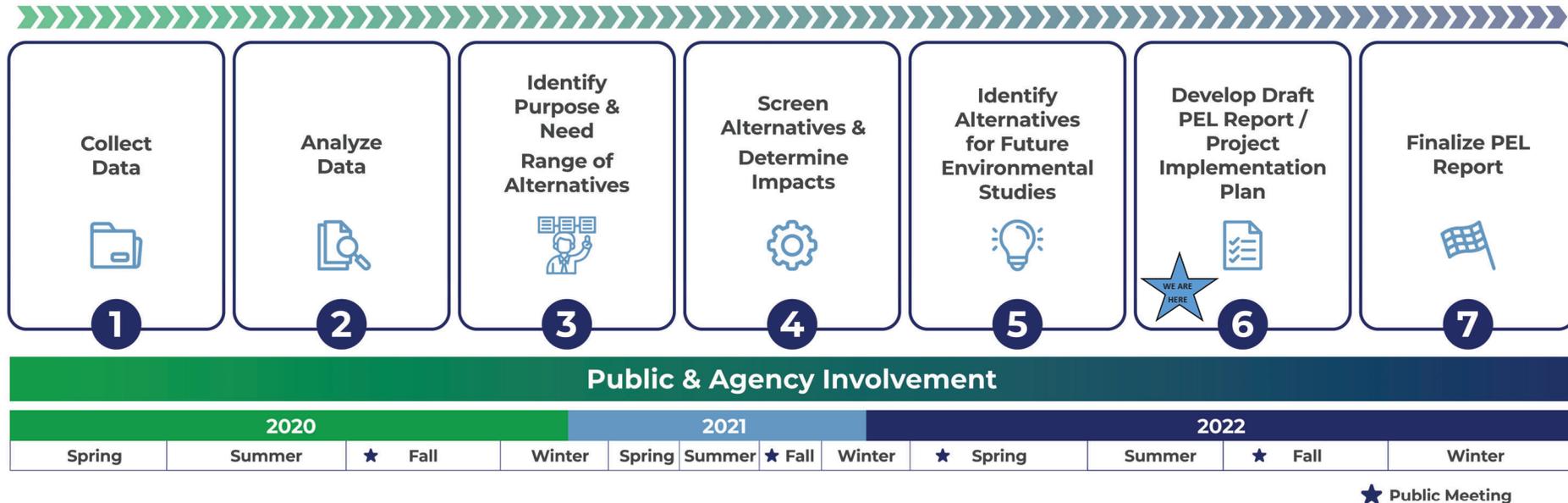
Title VI of the Civil Rights Act of 1964 and Americans with Disabilities Act (ADA)

The Pennsylvania Department of Transportation (PennDOT) does not discriminate based on age, sex, race, color, national origin, religious creed, disability, family status, English proficiency, or income.

PennDOT does not discriminate on the basis of disability in admission to, access to, or operations of its programs, services, or activities and has established a grievance procedure to meet the requirements of the Americans with Disabilities Act.

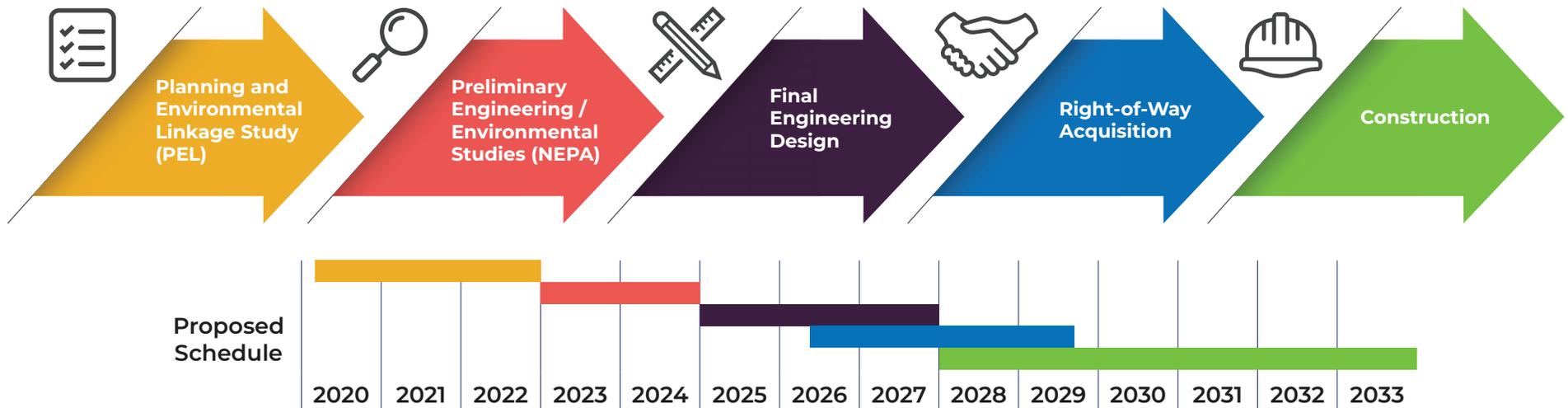
For further information on Title VI Programs or to make a complaint, you can contact the Bureau of Equal Opportunity located on the fifth floor of the Commonwealth Keystone Building, Harrisburg PA., by telephone at 717.787.5891.

State College Area Connector PEL Study Process



What is the Process for Advancing transportation Projects?

Transportation projects advance through five phases before they are able to be used by the traveling public.



Purpose & Need

Purpose

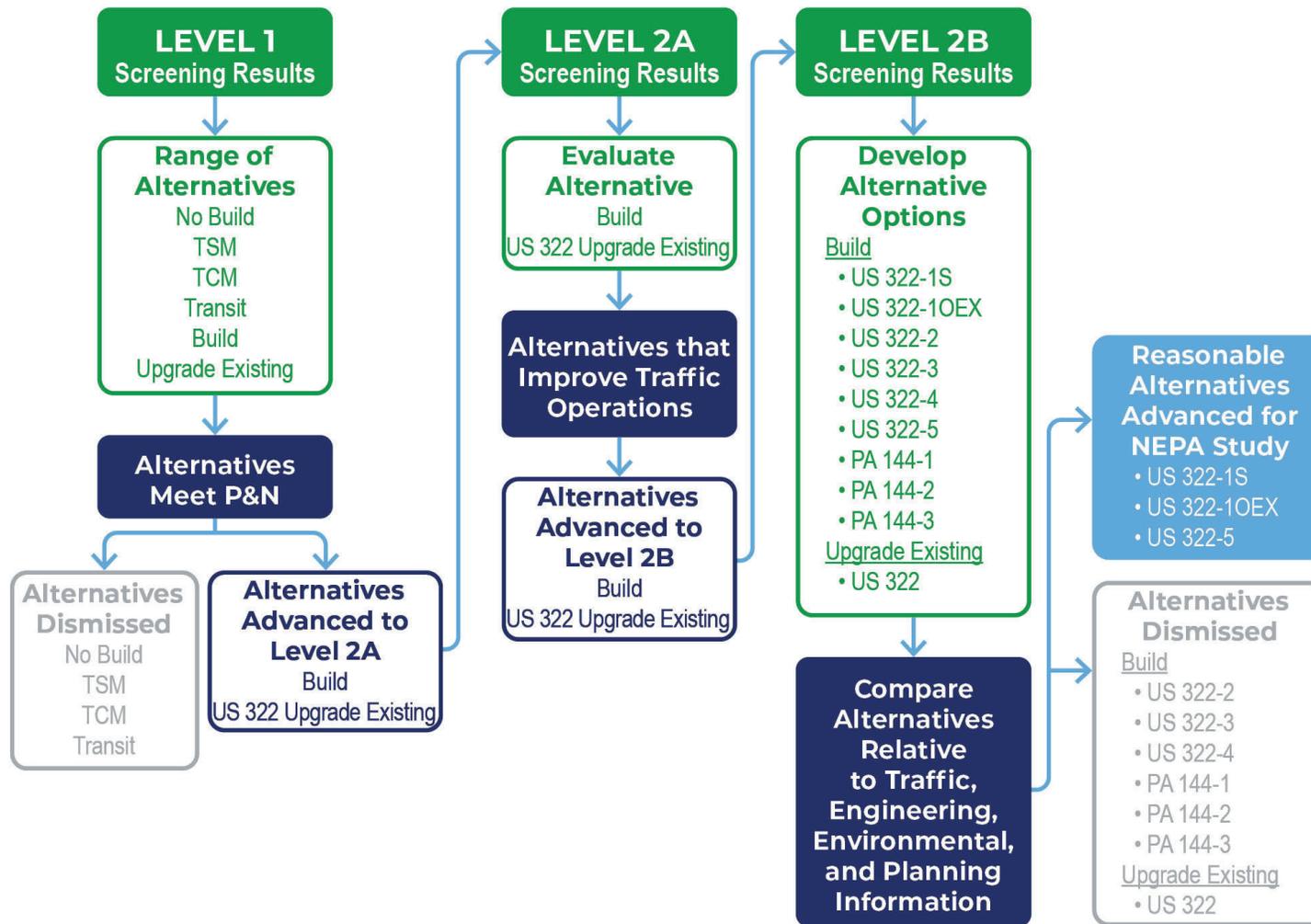
The purpose of this study is to develop and evaluate a range of alternatives to improve mobility and meet regional traffic and local needs by reducing congestion, addressing safety, and improving system linkage and continuity within the study area.

Transportation Needs

- Traffic congestion in the study area results from high traffic volumes and high truck percentages resulting in poor level of service.
- Safety concerns exist in the study area.
- Inadequate system linkage and intermodal connectivity exists in the study area to accommodate regional and interstate traffic, in particular heavy truck traffic, along with local commuter and non-motorized traffic.

See the Final Purpose and Need for the State College Area Connector Planning and Environmental Linkage (PE) Study report for more details.

state college area CONNECTOR



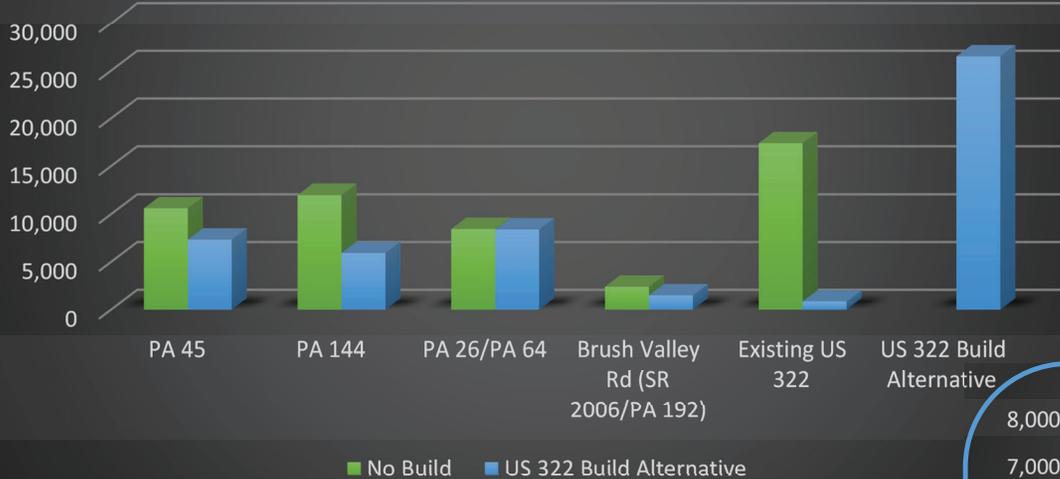
state college area CONNECTOR



Reasonable Alternatives to Advance for Further Study

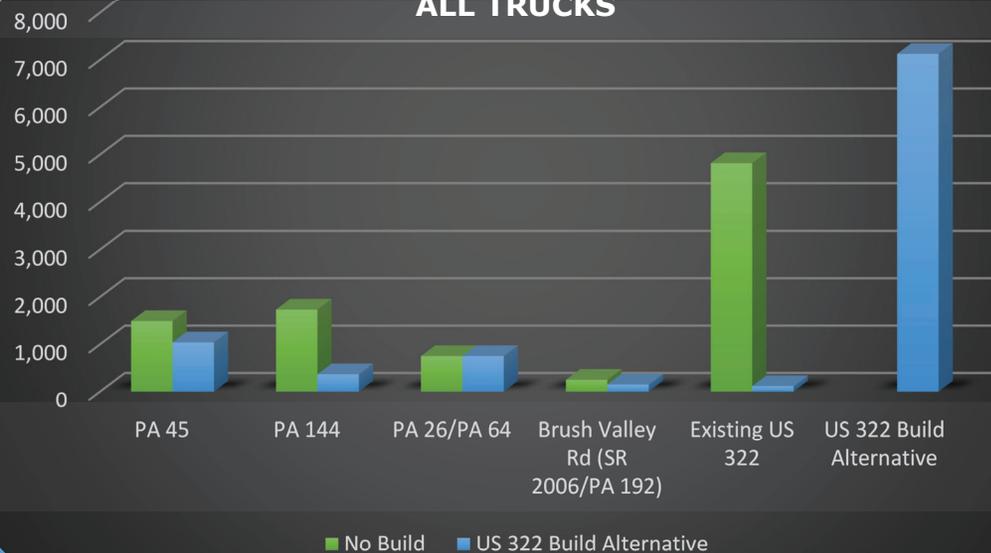
state college area CONNECTOR

ALL VEHICLES



US 322 Build and No Build Alternatives

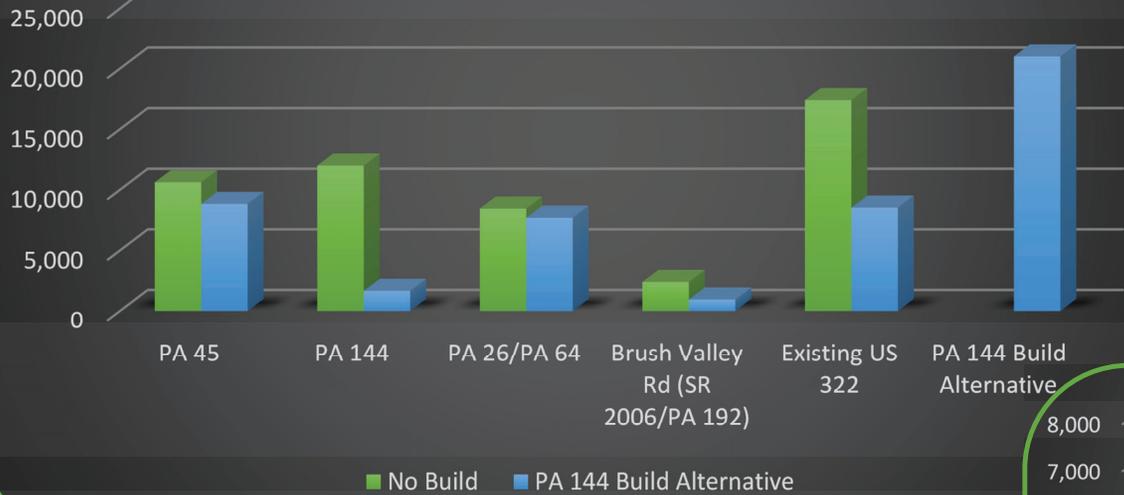
ALL TRUCKS



US 322 Build and No Build Alternatives

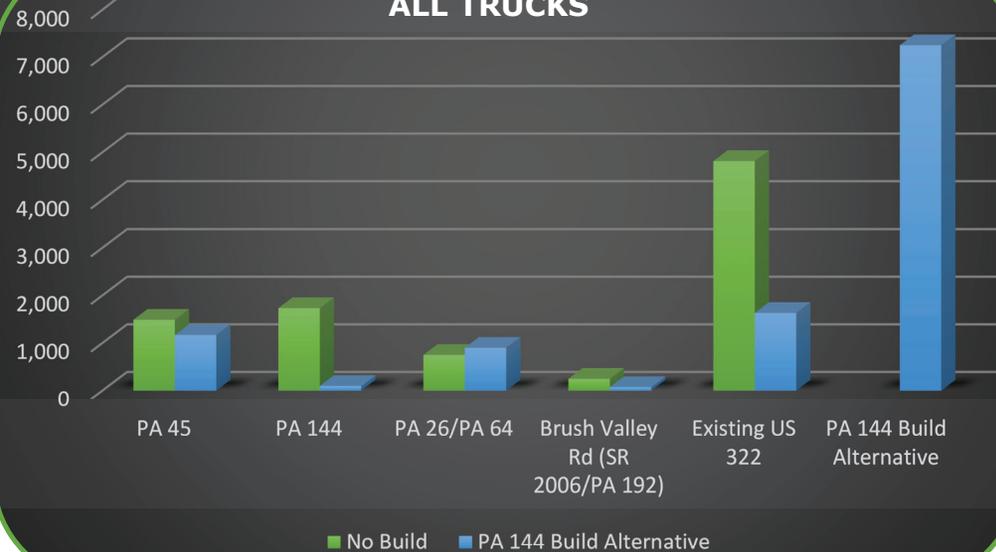
state college area CONNECTOR

ALL VEHICLES

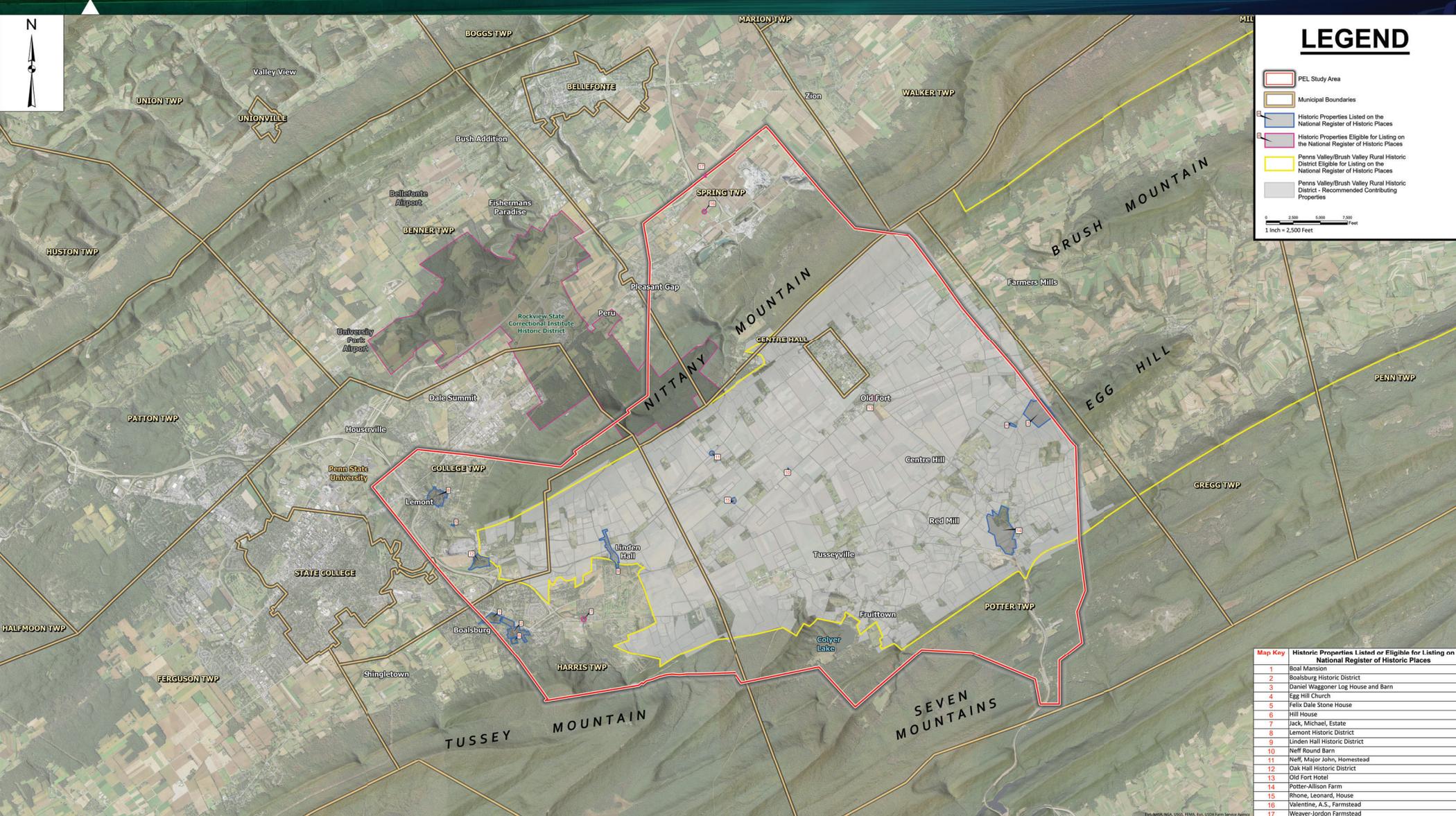


PA 144 Build and No Build Alternatives

ALL TRUCKS



PA 144 Build and No Build Alternatives



LEGEND

- PEL Study Area
- Municipal Boundaries
- Historic Properties Listed on the National Register of Historic Places
- Historic Properties Eligible for Listing on the National Register of Historic Places
- Penna Valley/Brush Valley Rural Historic District Eligible for Listing on the National Register of Historic Places
- Penna Valley/Brush Valley Rural Historic District - Recommended Contributing Properties

0 2,500 5,000 7,500
1 Inch = 2,500 Feet

Map Key	Historic Properties Listed or Eligible for Listing on National Register of Historic Places
1	Boal Mansion
2	Boalsburg Historic District
3	Daniel Waggoner Log House and Barn
4	Egg Hill Church
5	Felix Dale Stone House
6	Hill House
7	Jack, Michael, Estate
8	Lemont Historic District
9	Linden Hall Historic District
10	Neff Round Barn
11	Neff Major John Homestead
12	Oak Hall Historic District
13	Old Fort Hotel
14	Potter-Allison Farm
15	Rhone, Leonard, House
16	Valentine, A.S., Farmstead
17	Weaver-Jordan Farmstead

state college area CONNECTOR

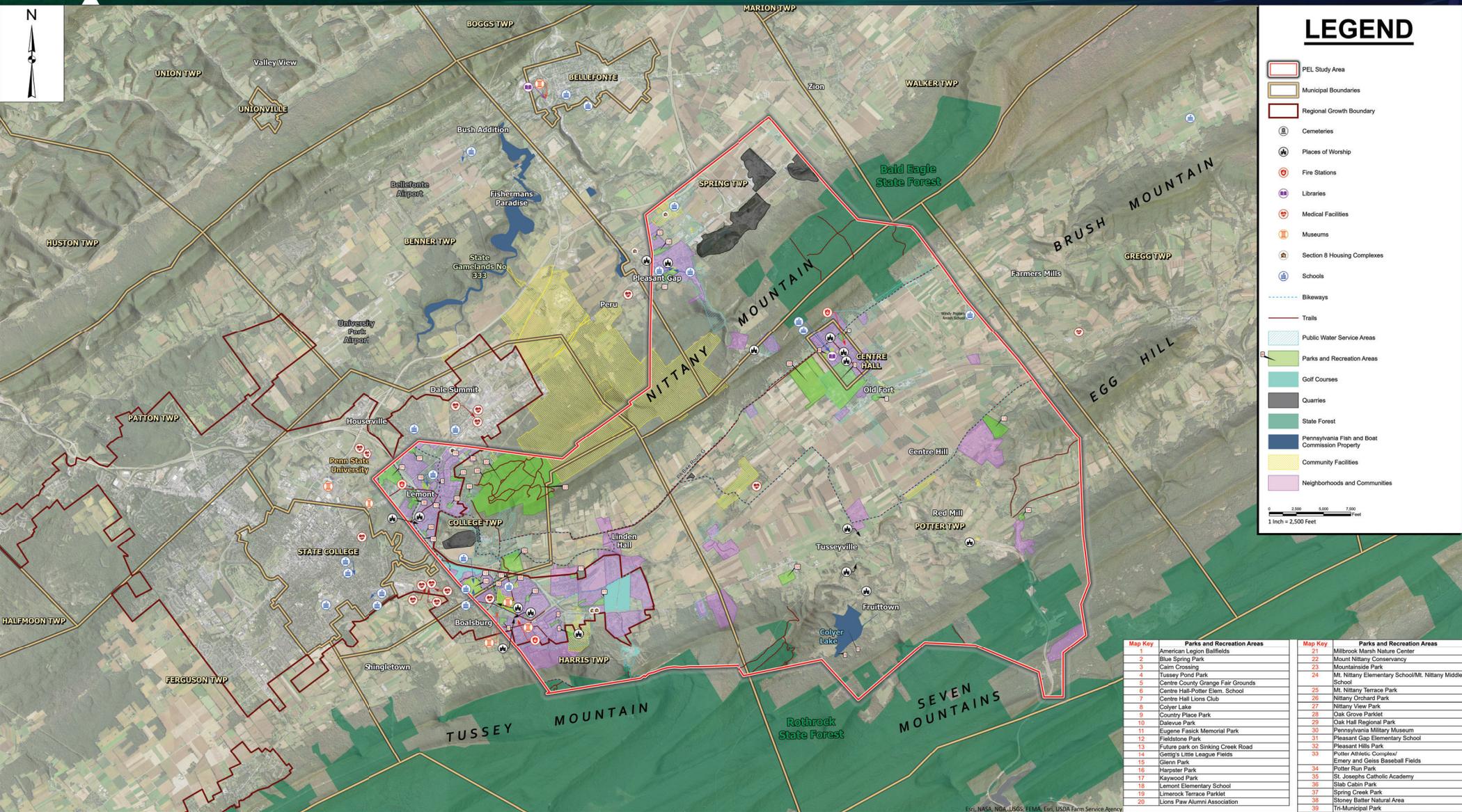


Feature	US 322 Corridor												PA 144 Corridor					
	US322 - 1 OEX		US322 - 1 S		US322 - 2		US322 - 3		US322 - 4		US322 - 5		144-1		144-2		144-3	
Historic Resources																		
National Register of Historic Places - Listed Property (#)	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
National Register of Historic Places Eligible Property (#)	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Potentially Individually National Register of Historic Places Eligible Property	3	2	0	1	0	2	2	2	2	2	2	2	2	2	2	1	1	1
Penns Valley/Brush Valley Rural Historic District Contributing Property (# acres)	67	263	45	266	64	372	54	331	49	301	48	254	38	279	38	276	33	263
Archaeological Resources																		
Known Archaeological Sites (#)	3	3	1	1	2	4	3	4	3	4	3	3	4	3	3	3	3	3
Historic Period Archaeological Sensitivity Area (acres)	16	10	21	22	13	14	22	23	19	19	199	208	22	23	19	19	19	19
Statewide Prehistoric/Pre-Contact Model - High Probability Area (acres)	245	211	295	282	190	199	208	222	237	237	237	237	208	222	237	237	237	237
Statewide Prehistoric/Pre-Contact Model - Medium Probability Area (acres)	176	188	165	181	167	160	271	272	250	250	250	250	271	272	250	250	250	250

Impacts that are higher than 110% of the average
 Impacts that are less than 90% of the average

Cultural Resource Potential Impacts





LEGEND

- PEL Study Area
- Municipal Boundaries
- Regional Growth Boundary
- Cemeteries
- Places of Worship
- Fire Stations
- Libraries
- Medical Facilities
- Museums
- Section 8 Housing Complexes
- Schools
- Bikerways
- Trails
- Public Water Service Areas
- Parks and Recreation Areas
- Golf Courses
- Quarries
- State Forest
- Pennsylvania Fish and Boat Commission Property
- Community Facilities
- Neighborhoods and Communities

Map Key	Parks and Recreation Areas	Map Key	Parks and Recreation Areas
1	American Legion Ballfields	21	Millbrook Marsh Nature Center
2	Blue Spring Park	22	Mount Nittany Conservancy
3	Calm Crossing	23	Mountainside Park
4	Tussey Pond Park	24	Mt. Nittany Elementary School/Mt. Nittany Middle School
5	Centre County Grange Fair Grounds	25	Mt. Nittany Terrace Park
6	Centre Hill-Potter Elem. School	26	Nittany Orchard Park
7	Centre Hill Lions Club	27	Nittany View Park
8	Golyer Lake	28	Oak Grove Parklet
9	Country Place Park	29	Oak Hill Regional Park
10	Dalevue Park	30	Pennsylvania Military Museum
11	Eugene Faissok Memorial Park	31	Pleasant Gap Elementary School
12	Fieldstone Park	32	Pleasant Hills Park
13	Future park on Sinking Creek Road	33	Potter Athletic Complex/Emery and Geiss Baseball Fields
14	Geetty's Little League Fields	34	Potter Run Park
15	Gleason Park	35	St. Joseph's Catholic Academy
16	Harpster Park	36	State Cabin Park
17	Kaywood Park	37	Spring Creek Park
18	Lemont Elementary School	38	Stoney Batter Natural Area
19	Limerock Terrace Parklet	39	Tri-Municipal Park
20	Lions Paw Alumni Association		

Esri, NASA, NOAA, USGS, FEMA, Esri, USDA Farm Service Agency

state college area CONNECTOR

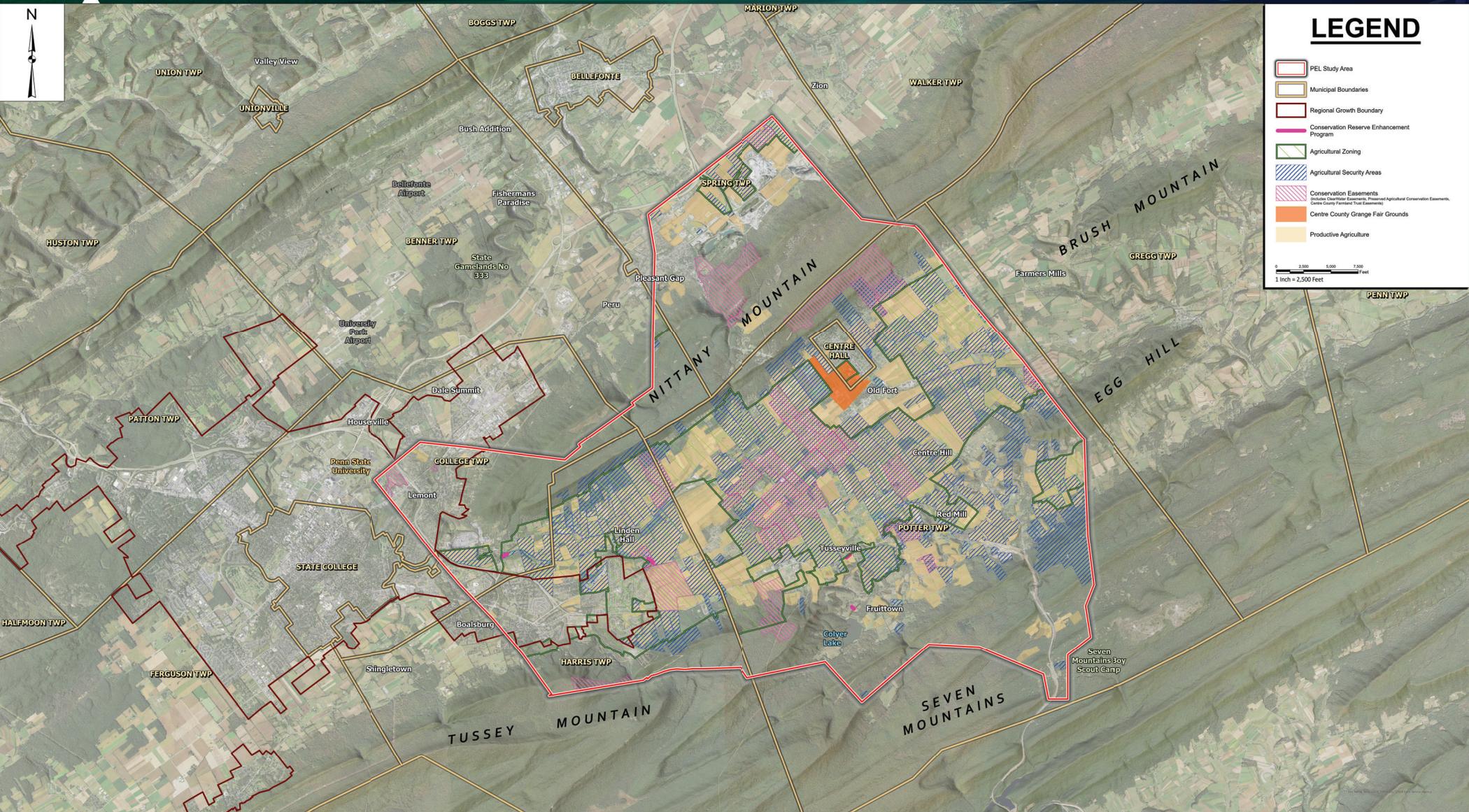


Feature	US 322 Corridor												PA 144 Corridor					
	US322 - 1 OEX		US322 - 1 S		US322 - 2		US322 - 3		US322 - 4		US322 - 5		144-1		144-2		144-3	
Socioeconomic Resources																		
Residential Displacements (# of resident units)	25		8		21		29		8		11		13		13		9	
Commercial Operation Displacements (# of operations) (does not include agricultural or mining operations)	6		3		1		1		4		2		3		3		2	
Places of Worship Displacements (# of primary structures used for worship)	1		1		1		1		1		1		0		0		0	
HUD Subsidized Housing Units (#)	0		0		0		0		0		0		0		0		0	
Community Facilities (acres)	2		2		1		1		18		2		36		22		9	
Neighborhood/Community (# acres)	12	26	12	26	4	9	8	52	3	18	12	39	1	0	2	1	1	0
Conservation/Forest Conservation/Natural Area Zoning Districts (acres)	0		0		0		0		37		20		192		196		189	
Public Parks (# acres)	0	0.00	0	0.00	0	0.00	1	0.35	1	0.31	1	0.31	0	0.00	0	0.00	0	0.00
Developable Area within Regional Growth Boundary (acres)	29		29		7		7		15		30		0		0		0	
Waste Sites (#)	12		9		5		3		5		8		9		9		7	
Quarry and Mineral Mining Operations (surface quarry acres property acres)	0	0	0	0	0	0	0	0	0	0	0	0	69	170	60	171	60	172
Air Quality (Improves over 2050 No-Build)	Yes		Yes		Yes		Yes		Yes		Yes		Yes		Yes		Yes	
Public Water Supply Well Protection Area (acres)	0	0	0	0	0	0	0	0	0	0	0	0	130		129		103	

Impacts that are higher than 110% of the average
 Impacts that are less than 90% of the average

Socio-Economic Resource Potential Impacts





LEGEND

- PEL Study Area
- Municipal Boundaries
- Regional Growth Boundary
- Conservation Reserve Enhancement Program
- Agricultural Zoning
- Agricultural Security Areas
- Conservation Easements (Including Historical Easements, Federal Agricultural Conservation Easements, Centre County Farmland Trust Easements)
- Centre County Grange Fair Grounds
- Productive Agriculture

0 2,500 5,000 7,500
1 inch = 2,500 Feet

state college area CONNECTOR

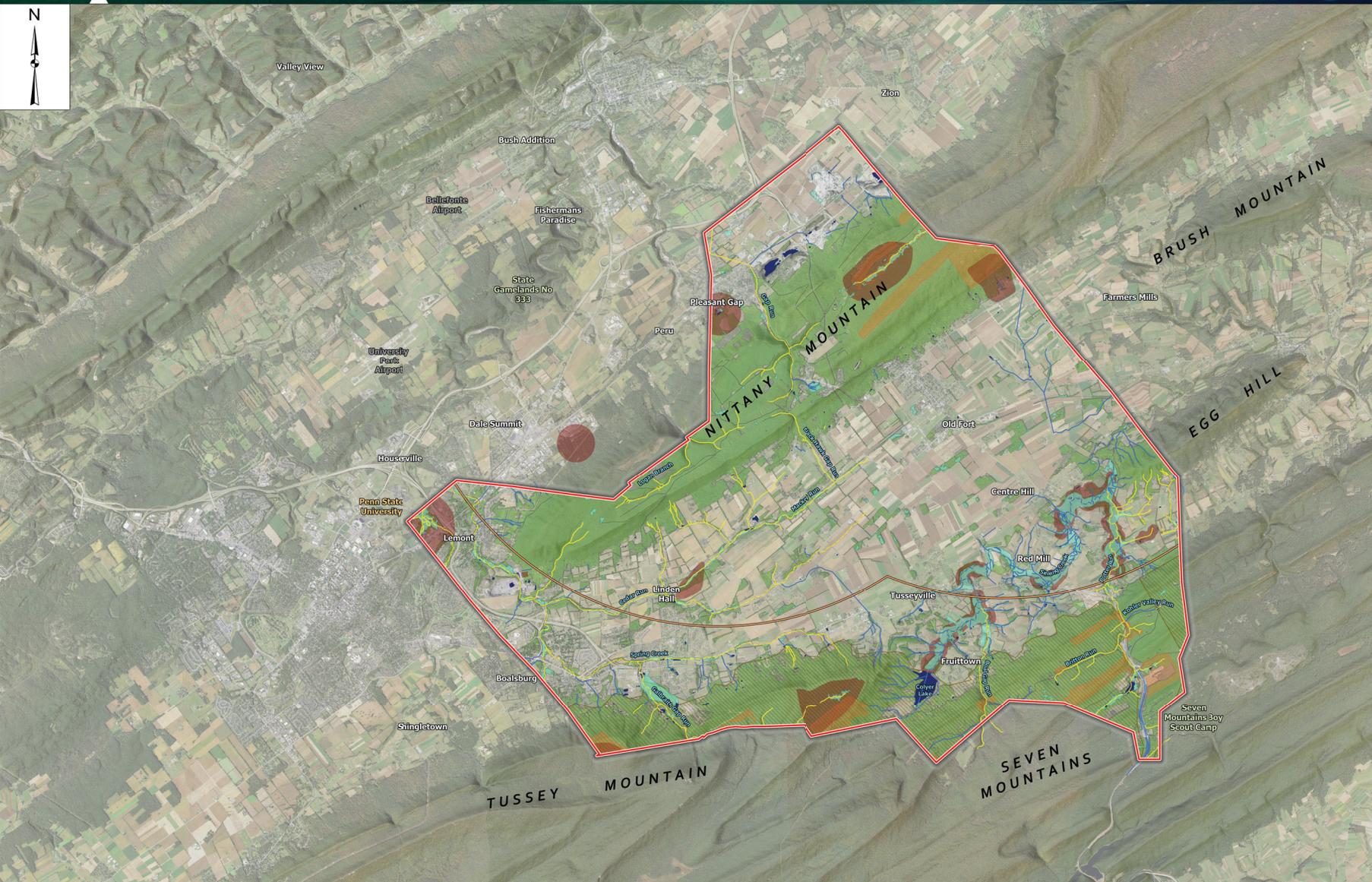


Feature	US 322 Corridor					PA 144 Corridor				
	US322 - 1 OEX	US322 - 1 S	US322 - 2	US322 - 3	US322 - 4	US322 - 5	144-1	144-2	144-3	
Agricultural Resources										
Agricultural Resources	Productive Agricultural Land (acres)	251	278	361	313	180	181	294	296	268
	Agricultural Security Areas (within Productive Agricultural Land) (acres)	111	112	192	146	70	57	165	166	183
	Agricultural Zoning Districts (within Productive Agricultural Land) (acres)	152	160	246	212	99	97	133	135	132
	Soil Capability Classes I-IV (within Productive Agricultural Land) (acres)	240	265	331	296	168	168	291	292	259
	Other Land Preservation									
Conservation Easements (acres)	24	16	0	50	17	15	108	111	110	
Conservation Easements (within Productive Agricultural Land) (acres)	22	15	0	39	0	0	40	40	37	
Act 319 Clean and Green Areas (within Productive Agricultural Land) (acres)	189	213	281	258	146	137	192	193	203	

Impacts that are higher than 110% of the average
 Impacts that are less than 90% of the average

Agricultural Resource Potential Impacts





LEGEND

- PEL Study Area
- Northern Long Eared Bat Swarming Habitat
- Natural Heritage Areas
- Old Growth Forest Habitat
- Rothrock State Forest and Stone Mountain Important Bird Area
- Water Bodies
- Wetlands
- Forest
- Trout Streams
- Chapter 93 Streams
- Cold Water Fishes
- High Quality Waters

0 2,500 5,000 7,500
1 inch = 2,500 Feet

state college area CONNECTOR



Feature	US 322 Corridor												PA 144 Corridor					
	US322 - 1 OEX		US322 - 1 S		US322 - 2		US322 - 3		US322 - 4		US322 - 5		144-1		144-2		144-3	
Water Resources																		
Wetlands (bridges) (acres)	4		3		2		3		6		8		7		6		8	
Total Streams (bridges) (# of crossing linear feet)	20	5,576	21	6,681	14	5,965	15	6,265	16	9,124	20	10,331	11	7,070	11	7,067	10	5,265
CWF-HQ/CWF Streams (bridges) (# of crossings linear feet)	16	5,129	21	6,681	14	5,965	14	5,066	16	9,124	19	9,046	9	6,275	11	7,067	8	4,481
Ponds/Lakes (# acres)	8	3	8	5	2	0	2	0	8	1	9	1	2	0	2	0	2	0
100 Yr. Floodplains (acres)	21		9		10		15		12		13		10		11		10	
Terrestrial Habitat and Threatened and Endangered Species																		
Forested/Wooded Habitats (acres)	25		23		26		59		149		111		248		261		269	
PA Natural Heritage Core Habitat (acres)	25		11		11		11		15		15		8		8		8	
Karst Features (#)	26		26		47		26		2		2		53		52		61	
Bat Swarming Area (Combined) (acres)	134		90		266		234		71		71		658		660		631	
Bat Swarming Area (Combined) (Forested) (acres)	15		7		20		52		7		7		248		261		269	
Northern long-eared Bat Swarming Area (acres)	134		90		266		234		71		71		658		660		631	
Northern long-eared Bat Swarming (Forested) (acres)	15		7		20		52		7		7		248		261		269	
Indiana Bat Swarming Area (acres)	100		56		56		56		71		71		658		660		631	
Indiana Bat Swarming (Forested) (acres)	13		6		6		6		7		7		248		261		269	
Rothrock State Forest (acres)	0		0		0		0		0		0		0		0		0	
Rothrock State Forest (part) & Stone Mountain Important Bird Area (acres)	0		0		0		0		125		78		1		1		1	

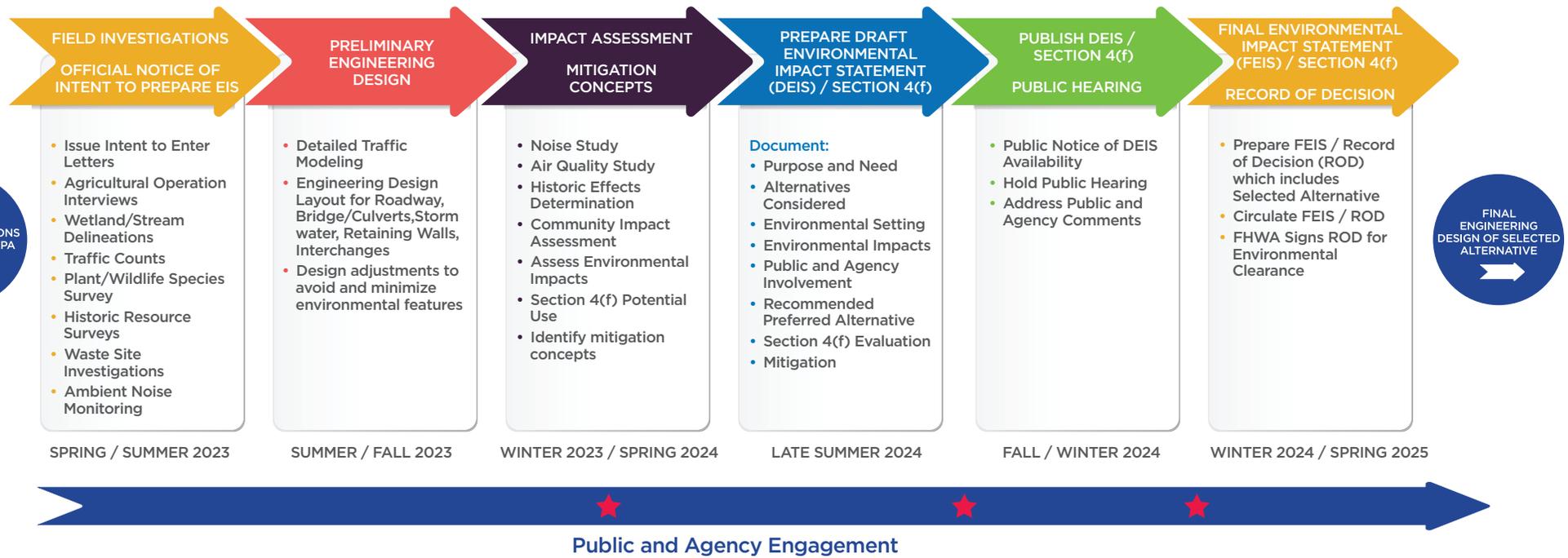
Impacts that are higher than 110% of the average
 Impacts that are less than 90% of the average

Natural Resource Potential Impacts



Preliminary Engineering and Environmental Studies (NEPA)

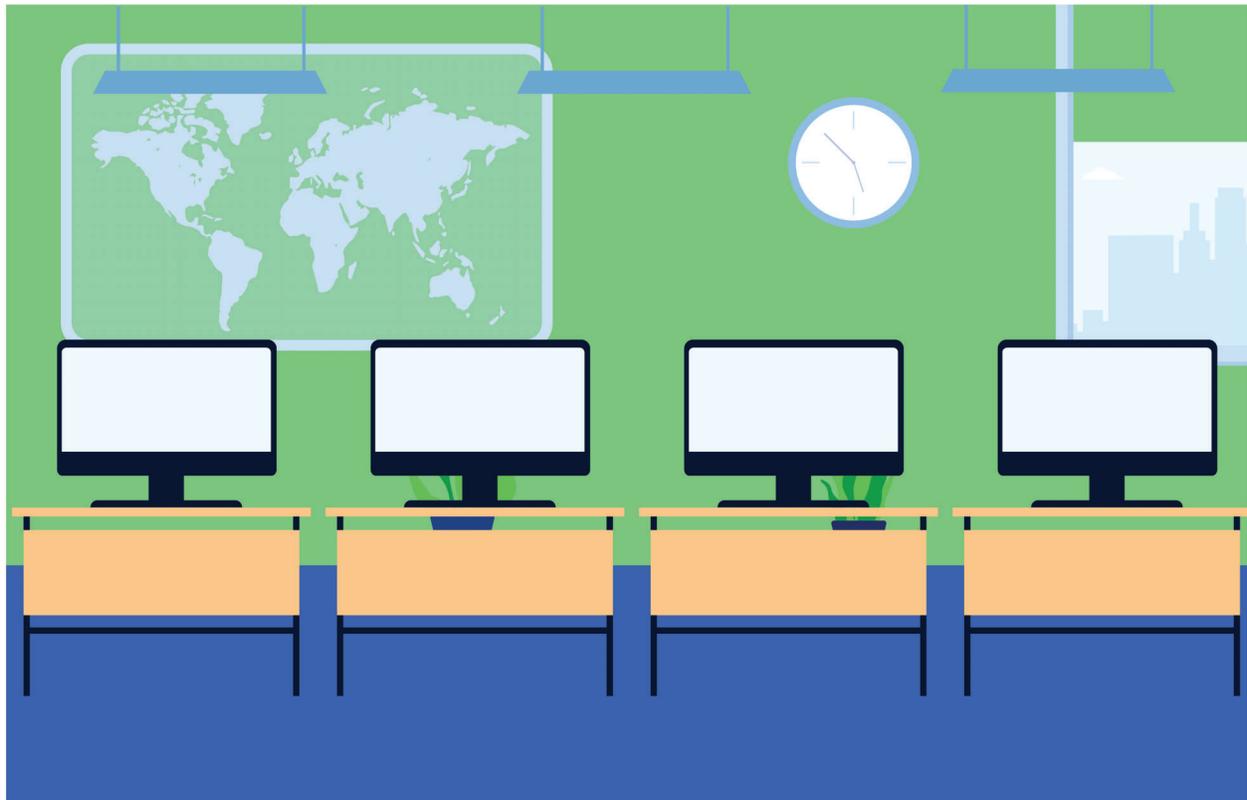
Anticipated Process and Schedule



PEL STUDY
RECOMMENDATIONS
INTO PE AND NEPA
STUDIES

FINAL
ENGINEERING
DESIGN OF SELECTED
ALTERNATIVE

Web Map Viewing Station



How Can You Participate?

Options for Commenting

1. Fill out the comment form provided and place in box.
2. Fill out the comment form provided and mail to:

Dean D. Ball, P.E.
PennDOT District 2-0
70 PennDOT Drive, Clearfield PA 16830

All comments received by Friday, November 11, 2022,
will become part of the record for this meeting.



For more information

Go to the “Get Involved / Contact Us” section on
the project website at www.penndot.pa.gov/scac

Thank you for participating.
We look forward to hearing from you!

state college area
CONNECTOR

 **pennsylvania**
DEPARTMENT OF TRANSPORTATION

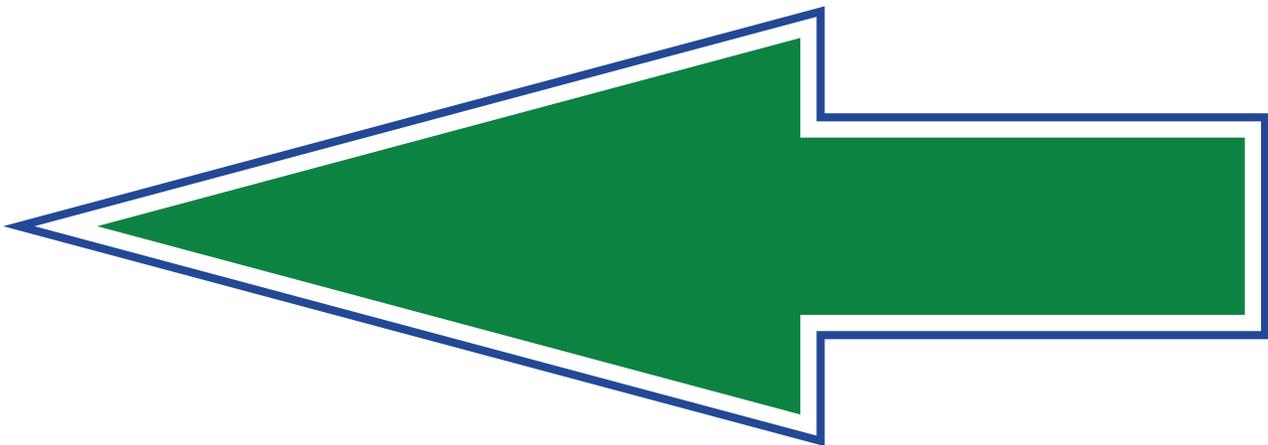
**Please
Submit
Written
Comments
HERE**

state college area
CONNECTOR

 **pennsylvania**
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY Area

Presentation Room



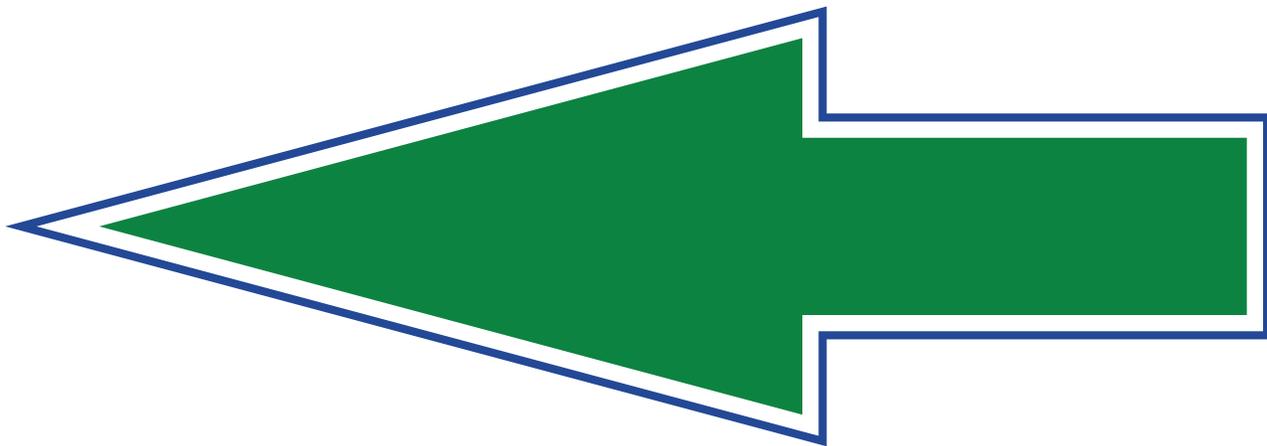
Presentation Room



state college area
CONNECTOR

 **pennsylvania**
DEPARTMENT OF TRANSPORTATION

State College Area Connector Public Meeting Room



APPENDIX M – PennDOT Publication 83

WHEN YOUR LAND IS NEEDED FOR TRANSPORTATION PURPOSES

SOME QUESTIONS AND ANSWERS ON THE PENNSYLVANIA DEPARTMENT OF TRANSPORTATION'S ACQUISITION PROCESS



pennsylvania
DEPARTMENT OF TRANSPORTATION

PUB 83 (12-15)

FORWARD

This booklet has been prepared for the individual landowner. It has been designed to briefly outline and answer the most commonly asked questions pertaining to the land acquisition process used by the Pennsylvania Department of Transportation (PennDOT).

Should your property be needed for a transportation purpose, most commonly the construction of a highway, you may be assured that our Right-of-Way Representatives will gladly answer any questions you may have. They will also be available to assist you throughout the land acquisition process. The address and telephone number of the eleven PennDOT District Right-of-Way Offices appear on the last page of this booklet.

You may also be assured that it is our intention to achieve the best possible transportation facilities while maintaining your satisfaction as a private landowner. We will treat every claimant as fairly and courteously as possible.

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HOW IS HIGHWAY LOCATION DETERMINED?	3
WHAT IS HIGHWAY RIGHT-OF-WAY?	3
WHAT IS EMINENT DOMAIN?	3
WHAT ARE MY RIGHTS?	3
WHO WILL CONTACT ME?	4
WHO DETERMINES THE AMOUNT OF JUST COMPENSATION?	4
WHAT WILL I BE PAID FOR MY PROPERTY?	4
HOW WILL MY OFFER BE PRESENTED?	5
WHAT IF I DISAGREE WITH THE OFFER?	5
MUST I ACCEPT PENNDOT'S OFFER?	6
WHEN WILL I BE PAID FOR MY PROPERTY?	6
DISTRICT ADDRESSES / PHONE NUMBERS	9

HOW IS HIGHWAY LOCATION DETERMINED?

It is PennDOT's goal to establish the most direct and useable highway facility at the least possible cost to the public. To accomplish this, PennDOT undertakes intensive studies on several possible routes in order to find the route that will result in the least possible inconvenience or impact to the public and the private landowner and to comply with environmental regulations.

Statistical data concerning the economy, population needs and traffic volume trends are analyzed for the area under study. Aerial and ground surveys are taken, and consideration is also given to such factors as safety, drainage and soil types. In addition, public meetings are held to discuss the proposed alternate locations.

WHAT IS HIGHWAY RIGHT-OF-WAY?

Right-of-Way is the term used to describe "right of passage" over another's land. When PennDOT acquires title to your land, PennDOT becomes the owner and it then gives the "right of passage" to the public. PennDOT also often acquires lesser easements that allow you to keep ownership of your land but in some manner restricts your usage of the area to activities that do not interfere with its needs. PennDOT also often acquires a right to use your land temporarily to complete its project, and after the project completion the land reverts back to your full control.

WHAT IS EMINENT DOMAIN?

Eminent Domain is the term used to describe the Commonwealth's Constitutional right to acquire privately owned land for public purposes. PennDOT executes this right only when it will benefit the public as a whole.

WHAT ARE MY RIGHTS?

According to Amendment V to the U.S. Constitution, no person shall be deprived of life, liberty or property without due process of law, nor shall private property be taken for public use without Just Compensation. In this situation it is your right to receive Just Compensation in exchange for your property.

Pennsylvania's Eminent Domain Legislation is considered the most liberal of its kind in the U.S. Your rights as a property owner are given primary consideration.

WHO WILL CONTACT ME?

You will be contacted several times throughout the acquisition process. Your first contact will usually be a letter informing you that your property will be affected by a highway project. Various Right-of-Way Representatives will also personally visit you. All appointments will be made at your convenience, within reason, of course. It is our desire to make this process run as smoothly as possible.

WHO DETERMINES THE AMOUNT OF JUST COMPENSATION?

The amount of Just Compensation for your property may be determined by PennDOT right-of-way staff, District Office Appraisers and/or by independent right-of-way consultants or real estate appraisers certified by the Pennsylvania State Board of Certified Appraisers which are hired by PennDOT. Just Compensation can be determined either through an appraisal process or through a process known as a waiver valuation as not all impacts to land may require an appraisal to estimate damages.

An appraisal may not be necessary where damages do not exceed \$10,000 and PennDOT determines the valuation is uncomplicated. PennDOT may also use the waiver valuation process where damages exceed \$10,000 unless the property owner elects to have PennDOT perform an appraisal. You will receive a written offer letter and the letter will indicate whether the amount was determined by an appraisal or a waiver valuation.

WHAT WILL I BE PAID FOR MY PROPERTY?

Local real estate trends and the value of comparable properties will be taken into consideration when determining the value of your property which you will be offered as Just Compensation.

In addition to amounts offered as Just Compensation, you are also entitled to the following benefits:

1. All fees incidental to the transfer of your property to the Department.
2. Any mortgage prepayment penalty you would be required to pay as a result of the acquisition.
3. Reimbursement for up to a combined total of \$4,000.00 per property for reasonable expenses paid for an appraiser, engineer or attorney to evaluate PennDOT's offer.
4. In addition, if PennDOT acquires a residence or business that you occupy, you will be entitled to Relocation Benefits. These benefits are explained in Bulletin #47. You will receive a written 90-day notice prior to vacating any acquired property.
5. PennDOT requires clear title to the property it acquires. Any liens, mortgages, judgments, taxes or other obligations with regard to your property must be satisfied either prior to or at the time of settlement, or partial release obtained as applicable.

HOW WILL MY OFFER BE PRESENTED?

Usually a Right-of-Way Representative will personally present you with a written offer for your property. In some cases your offer will be mailed to you. Each owner is treated on the same basis, and each claim is settled on its merits.

WHAT IF I DISAGREE WITH THE OFFER?

If you do not believe that the offer provides "Just Compensation", and if you can provide factual information pertaining to the value or damage of your property which was not available during the valuation process, please bring the information to PennDOT's attention.

MUST I ACCEPT PENNDOT'S OFFER?

The vast majority of property acquisitions are settled on an amicable basis. Keep in mind, a careful procedure is used to arrive at an offer of Just Compensation for your property, and PennDOT cannot, by law or by our policy, offer you less than the written offer of Just Compensation.

If, however, an agreement cannot be reached through negotiations, PennDOT, in order to proceed with the project, will be forced to file a "Condemnation Proceeding" (Declaration of Taking) in the Court of Common Pleas. At the point of condemnation, you will be offered the full amount of the determined value for your property as Estimated Just Compensation. Although negotiations will be ongoing, you may elect to accept the Estimated Just Compensation without jeopardizing your right to contest the amount in court, or you can refuse the payment and it will be deposited in your name with the Prothonotary of the county in which the property is located.

Once a declaration of taking has been filed, either you or PennDOT may petition, within six years, for a Board of Viewers, or the amount paid will be considered payment in full, in accordance with the Statue of Limitations. At a Board of View, the Viewers will consider your testimony, as well as PennDOT's, and make an award. If either party is still dissatisfied, an appeal may be made to the Court of Common Pleas. Under most circumstances, however, this procedure is not necessary.

WHEN WILL I BE PAID FOR MY PROPERTY?

For your convenience payments will be processed as quickly as possible and, once agreement is reached, payment can be expected within two to three weeks.

Before you receive payment, however, you are responsible for providing PennDOT with several things, such as:

A clear title to the property being acquired. Any liens, mortgages, judgments, taxes or other obligations with

regard to your property must be satisfied either prior to or at the time of settlement.

A completed Form W-9, Request for Taxpayer Identification Number and certification.

Guidance on completing these requirements will be provided to you by your Right-of-Way Representative.

DISTRICT OFFICE ADDRESSES:

District 1-0
255 Elm Street
PO Box 398
Oil City, Pa 16301
(814) 678-7069

District 2-0
70 PennDOT Drive
Clearfield, PA 16830
(814) 765-0444

District 3-0
715 Jordan Avenue
Montoursville, Pa 17754
(570) 368-4337

District 4-0
55 Keystone Indus. Park
Dunmore, Pa 18512
(570) 963-4071

District 5-0
1002 Hamilton Street
Allentown, Pa 18101
(610) 871-4100

District 6-0
7000 Geerdes Boulevard
King of Prussia, Pa 19406
(610) 205-6510

District 8-0
2140 Herr Street
Harrisburg, Pa 17103
(717) 787-4861

District 9-0
1620 North Juniata Street
Hollidaysburg, Pa 16648
(814) 696-7210

District 10-0
2550 Oakland Avenue
PO Box 429
Indiana, Pa 15701
(724) 357-4808

District 11-0
45 Thoms Run Road
Bridgeville, Pa. 15017
(412) 429-4853

District 12-0
PO Box 459
825 North Gallatin Avenue Ext.
Uniontown, Pa. 15401
(724) 439-7146

APPENDIX N – Public Meeting
Presentation



STATE COLLEGE AREA CONNECTOR PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY PUBLIC MEETING

OCTOBER 19 & 20, 2022



PEL PURPOSE AND NEED

Purpose

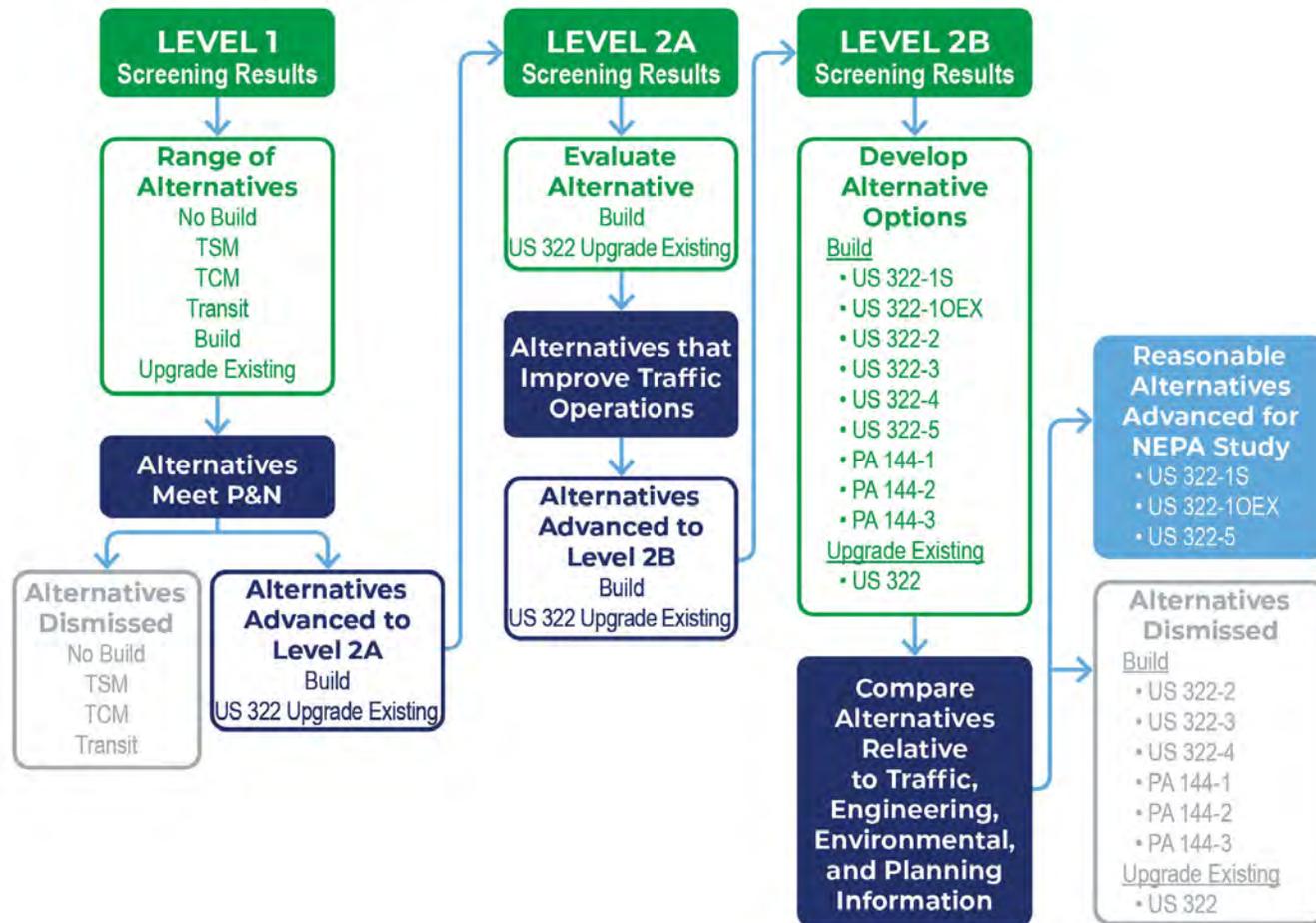
The purpose of this study is to develop and evaluate a range of alternatives to improve mobility and meet regional traffic and local needs by reducing congestion, address safety, and improving system linkages and continuity within the study area.



Study Needs

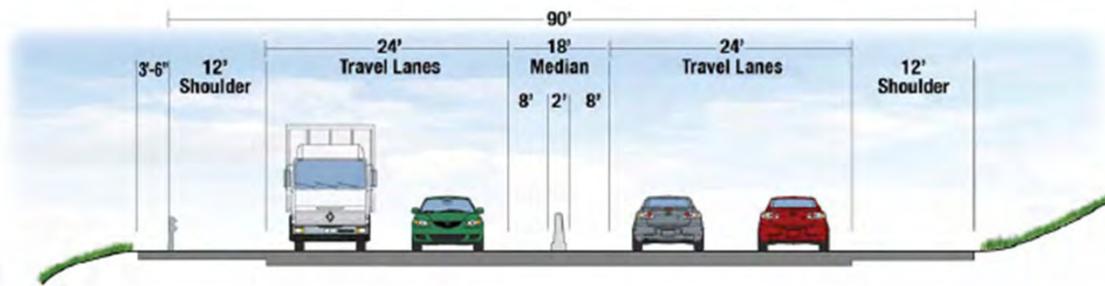
- Traffic congestion in the study area results from high traffic volumes and high truck percentages resulting in poor levels of service.
- Safety concerns exist in the study area.
- Inadequate system linkage and intermodal connectivity exists in the study area to accommodate regional and interstate traffic, in particular heavy truck traffic, along with local community and non-motorized traffic.

ALTERNATIVE SCREENING PROCESS



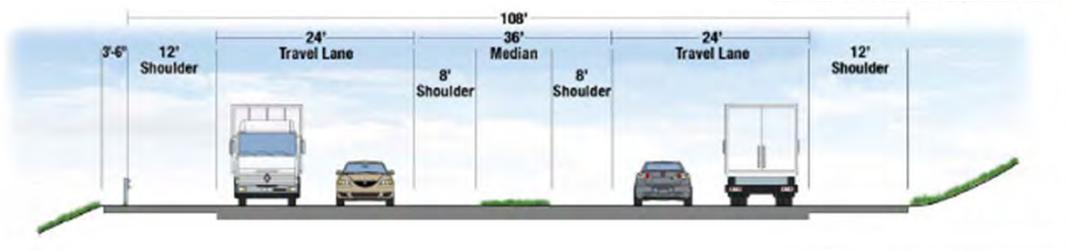
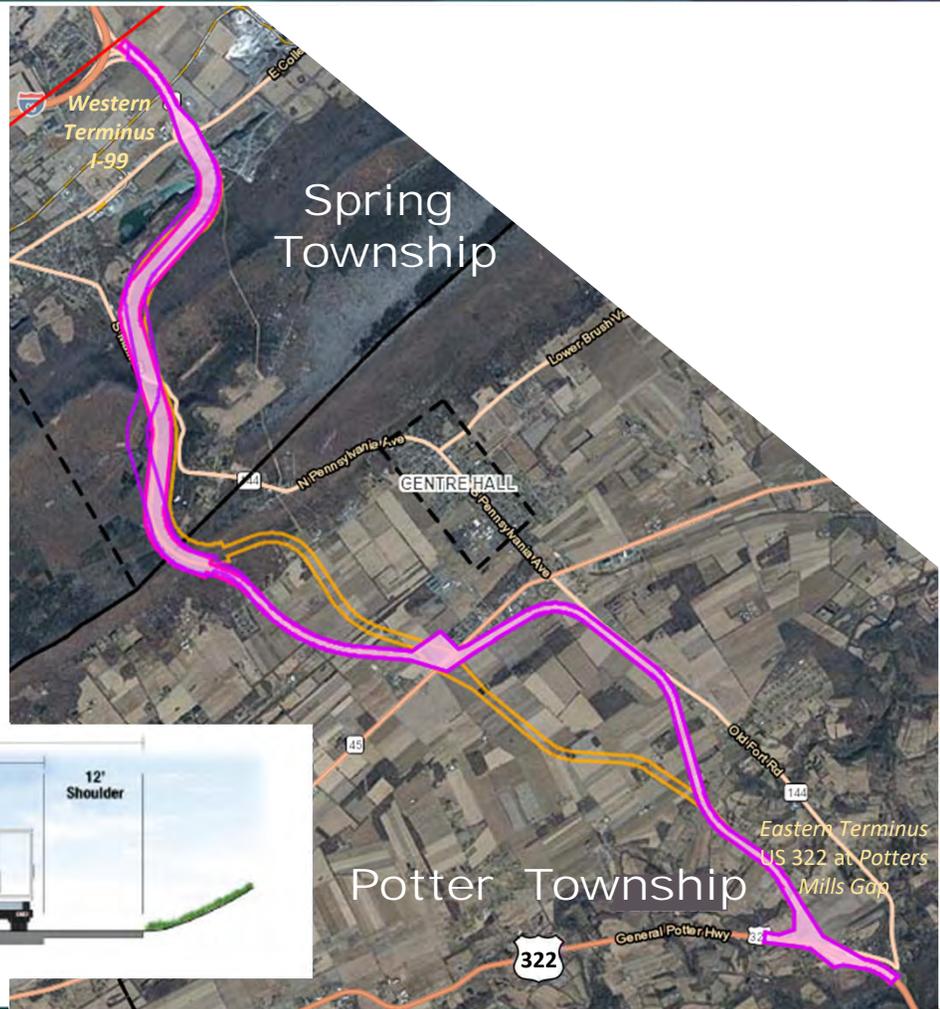
PEL ALTERNATIVES CONSIDERED

US 322 Upgrade Existing Alternative



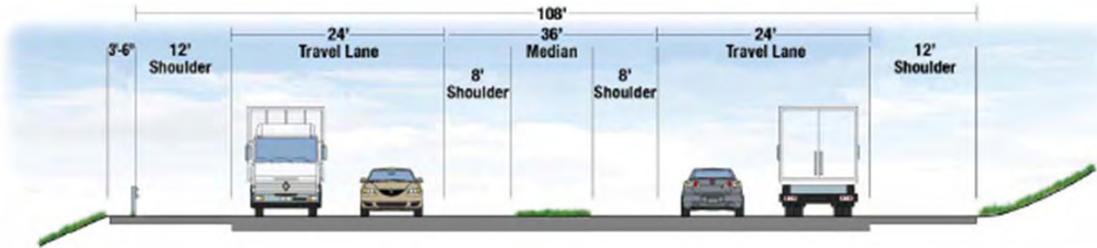
PEL ALTERNATIVES CONSIDERED

PA 144 Build Alternative



PEL ALTERNATIVES CONSIDERED

US 322 Build Alternative



PEL TRAFFIC FINDINGS

Traffic Analysis	US 322-1 OEX	US 322-1S	US 322-2	US 322-3	US 322-4	US 322-5	PA 144-1	PA 144-2	PA 144-3
Reduces Total Vehicles on Local Roadway Network	53%						43%		
Reduces Truck Traffic on Local Roadway Network	72%						56%		
Level of Service – Segment Miles Unacceptable (miles)	6.6						8.5		
Level of Service – Intersections Unacceptable (number of intersections)	2						1		
Safety Improvements – Improves Predicted Total Crashes	Yes						Yes		
Safety Improvements – Improves Predicted F&I Crashes	Yes						Yes		
Traffic Recommended Alternatives	X	X	X	X	X	X	X	X	X

PEL ENVIRONMENTAL FINDINGS

Environmental Review Process	US 322-1 OEX	US 322-1 S	US 322-2	US 322-3	US 322-4	US 322-5	PA 144-1	PA 144-2	PA 144-3
CWA Section 404 Analysis									
Wetlands (acres)	4	3	2	3	6	8	7	6	8
CWF-HQ/CWF Stream (linear feet)	5,129	6,681	5,965	5,066	9,124	9,046	6,275	7,067	4,481
ESA Section 7 Consultation									
“Rothrock State Forest (part) & Stone Mountain” Important Bird Area (acres)	0	0	0	0	125	78	1	1	1
PA Natural Heritage Core Habitat (acres)	25	11	11	11	15	15	8	8	8
Bat Swarming Area (acres of forested land only)	15	7	20	52	7	7	248	261	269
ALCAB Approval Process⁴									
Productive Agricultural Land (acres)	251	278	361	313	180	181	294	296	268
Conservation Easements (within Productive Agricultural Land, acres)	22	15	0	39	0	0	40	40	37
Agricultural Security Areas (within Productive Agricultural Land, acres)	111	112	192	146	70	57	165	166	183
Agricultural Zoning (within Productive Agricultural Land, acres)	152	160	246	212	99	97	133	135	132
Section 4(f) Evaluation									
NRHP Listed/Eligible/Potentially Eligible Property (# involving historic structure displacements) ⁵	0	0	0	1	0	0	1	1	0
Penns Valley/Brush Valley Rural Historic District Contributing Property (acres)	263	266	372	331	301	254	279	276	263
Public Parks (acres) ⁶	0	0	0	0.4	0.3	0.3	0	0	0
Community Impact Assessment⁶									
Residential Displacements (# of resident units)	25	8	21	29	8	11	13	13	9
Commercial Operations Displacements (# of operations)	6	3	1	1	4	2	3	3	2
Places of Worship Displacements (# of primary structures used for worship)	1	1	1	1	1	1	0	0	0
Community Facilities (acres of property only)	2	2	1	1	18	2	36	22	9
Public Water Supply Well Protection Zone Area (acres)	0	0	0	0	0	0	130	129	103
Quarry and Mineral Mining Operations (property acres)	0	0	0	0	0	0	170	171	172
Environmental Recommended Corridors	X	X	---	---	---	X	---	---	---

PEL PLANNING FINDINGS

Planning Analysis*	US 322-1 OEX	US 322-1 S	US 322-2	US 322-3	US 322-4	US 322-5	PA 144-1	PA 144-2	PA 144-3
Planning Recommended Alternatives	X	X			-	X	-	-	-

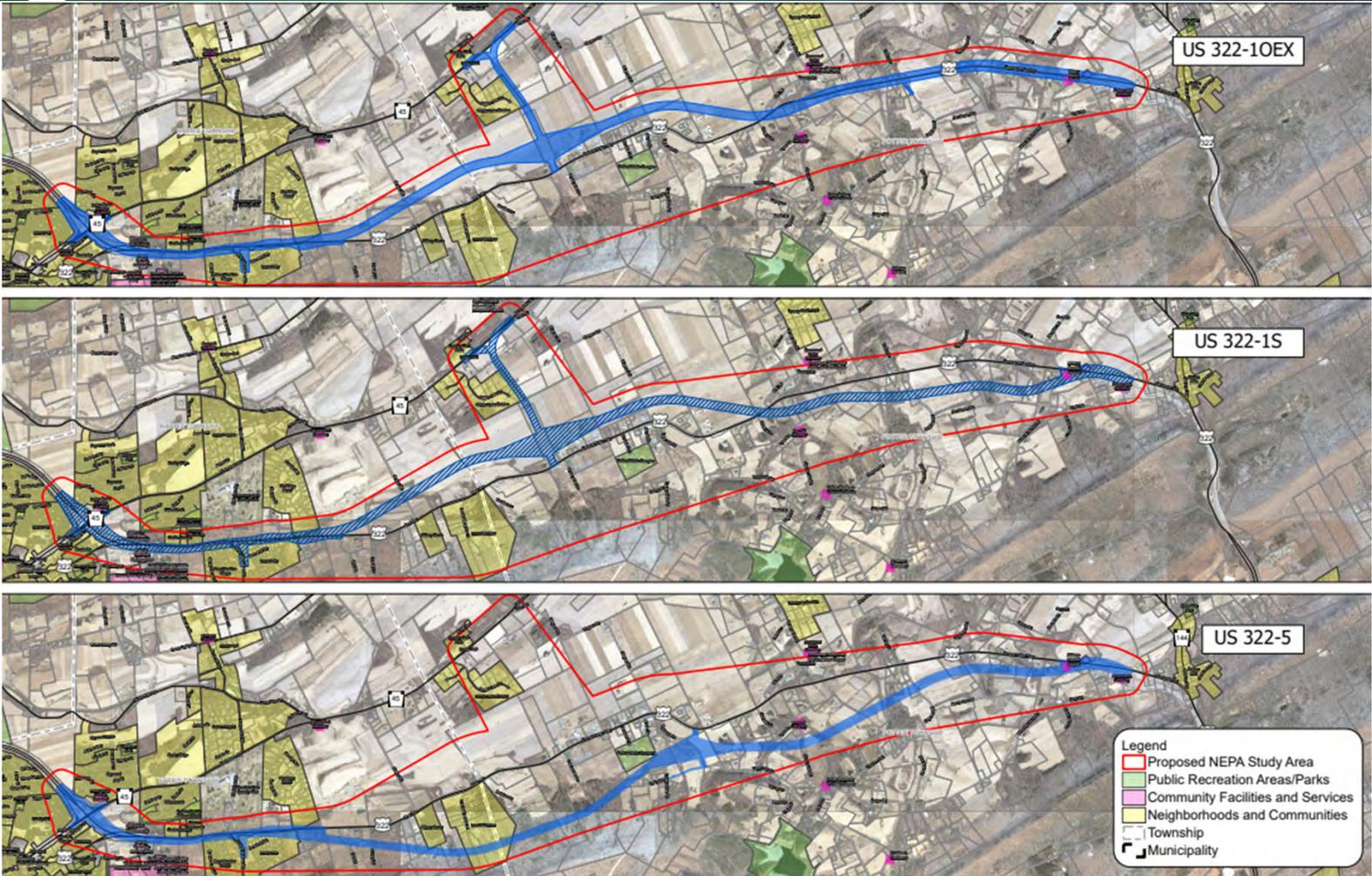
PEL GOALS

- Enhancing local and regional mobility
- Improving recurring and non-recurring congestion
- Reducing travel time delay and traffic congestion
- Improving local and regional access
- Enhancing multimodal opportunity and connectivity
- Developing solutions that coexist with local planning initiatives to the greatest extent possible
- Minimizing impacts to the human, cultural, and natural environment

PEL ENGINEERING FINDINGS

Engineering Analysis	US 322-1 OEX	US 322-1 S	US 322-2	US 322-3	US 322-4	US 322-5	PA 144-1	PA 144-2	PA 144-3
Planning-Level Right-of-Way Cost Estimate (in 2021 dollars)	\$58M to \$63M	\$42M to \$47M	\$37M to \$42M	\$47M to \$52M	\$40M to \$45M	\$32M to \$37M	\$60M to \$65M	\$60M to \$65M	\$55M to \$60M
Planning-Level Construction Cost Estimate (in 2021 dollars)	\$405M to \$430M	\$390M to \$415M	\$475M to \$500M	\$545M to \$570M	\$390M to \$415M	\$455M to \$480M	\$550M to \$575M	\$680M to \$705M	\$455M to \$480M
Total Planning-Level Cost Estimate (in 2021 dollars)	\$468M to \$493M	\$432M to \$462M	\$512M to \$542M	\$592M to \$622	\$430 to \$460	\$487M to \$517M	\$610M to \$640M	\$740M to \$770M	\$510M to \$540M
Engineering Recommended Alternatives	X	X	-	-	X	X	-	-	-

PEL ALTERNATIVES TO ADVANCE



PEL ALTERNATIVES TO ADVANCE

US 322-10EX

- Minimizes water resources
- Minimizes habitat for protected wildlife and plant species
- Minimizes park and known historic resource
- Moderate productive agricultural land
- Higher core habitat area
- Higher residential/commercial relocations
- Reasonable Engineering Cost
- Best meets PEL planning goals

US 322-1S

- Minimizes water resources
- Minimizes habitat for protected wildlife and plant species
- Minimizes park and known historic resource
- Moderate productive agricultural land
- Minimizes residential/commercial relocations
- Reasonable Engineering Cost
- Best meets PEL planning goals

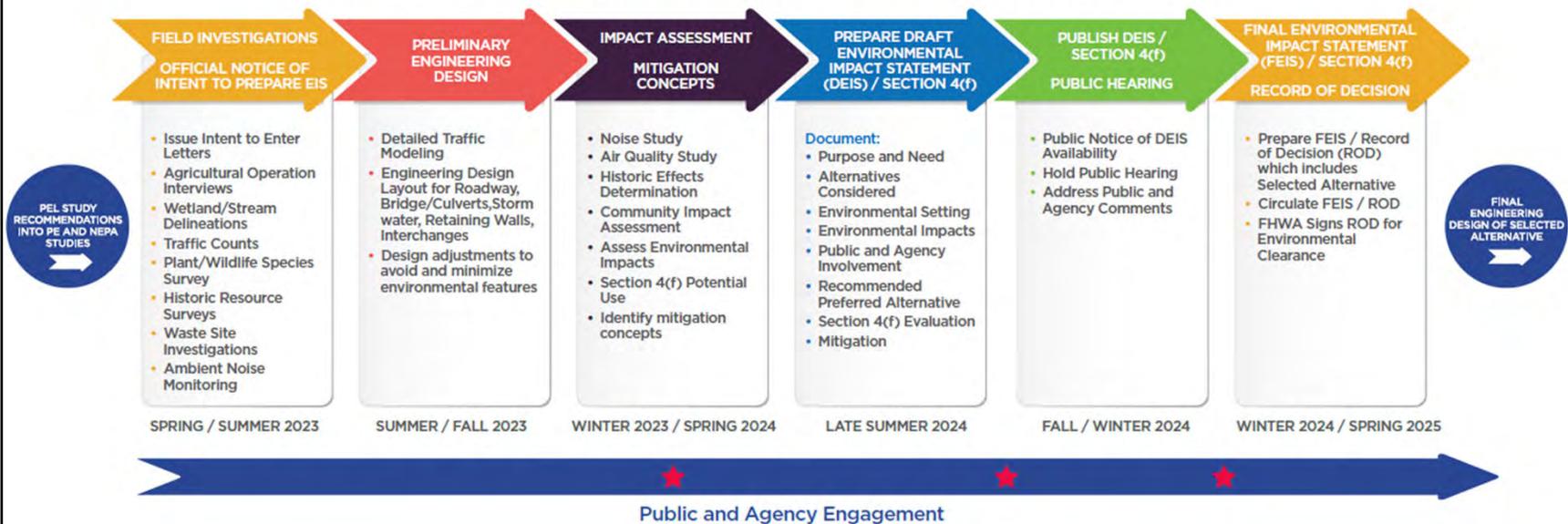
US 322-5

- Minimizes productive agricultural land
- Minimizes park and known historic resource
- Minimizes residential/commercial relocations
- Moderate habitat for protected wildlife and plant species
- Higher water resources
- Reasonable Engineering Cost
- Best meets PEL planning goals

NEXT STEPS

Preliminary Engineering and Environmental Studies (NEPA)

Anticipated Process and Schedule



QUESTION AND ANSWER

- You will be called to the microphone.
- You will have 2 minutes to ask your question.
- If your question has already been asked, please defer your time slot to the next person.



APPENDIX O – Public Meeting Q&A Transcripts

1. Open House Public Meeting Q&A – 10/19/22
2. Open House Public Meeting Q&A – 10/20/22

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
STATE COLLEGE AREA CONNECTOR

IN RE: OPEN HOUSE PUBLIC MEETING TO PROVIDE THE
DRAFT PEL REPORT AND IDENTIFY THE
ALTERNATIVES BEING RECOMMENDED TO MOVE
FORWARD WITH THE PRELIMINARY ENGINEERING
AND DETAILED ENVIRONMENTAL STUDIES

BEFORE: KATHERINE FARROW
KEVIN JAMES
LORI COLE
THOMAS ZURAT
DEAN BALL
PAUL DEANGELO

HEARING: OCTOBER 19, 2022
6:38 - 7:46 P.M.

PLACE: MOUNT NITTANY MIDDLE SCHOOL
656 BRANDYWINE DRIVE
STATE COLLEGE, PA 16801

REPORTER: ELISE FITZGERALD, RPR
NOTARY PUBLIC

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MR. JESSE DARLINGTON	13
MR. PATRICK MACFARLANE	17
MR. BRUCE ROGERS	21
MS. LISA DAVIS	23
MS. TESS CLAPPER	24
MS. LEE KING	26
MS. MARY CAROL FRIER	32
MR. DAN CLAPPER	35
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(Proceedings after open statement.)

MS. KATHERINE FARROW: So I just wanted to go over the rules of engagement for our question-and-answer period so we can make sure that we have enough time for everyone to participate.

You have to -- hopefully whoever wants to ask a question has signed up, and, if not, feel free to run out there and sign up and we will get your names here for the stenographer.

The stenographer will be taking notes, and we'll have a record of the question and answers, and as Kevin said -- or Tom I guess said in the beginning, we'll have two minutes for questions and then we're going to have like three minutes for an answer, and I will be timing everyone and I will have a sign that I will hold up when you're about 30 seconds out so we can keep on track.

I will ask that the audience members please remain quiet during the question and answer so the panelists hear the questions, so the audience can hear the questions, and we give everyone the due respect that we deserve, each of us deserve, and I know that will happen, no problem.

So with that we are going to get started if

1 the panelist want to get up and get in their seats.

2 MR. KEVIN JAMES: I will give a quick
3 introduction. Tom and myself have been introduced.
4 We also have Dean Ball, Assistant District Executive
5 for PennDOT Engineering District 2. We have
6 Paul DeAngelo, who is an environmental specialist
7 with Skelly and Loy and part of the design team, and
8 we have Lori Cole, who is also a planning department
9 specialist with JMT.

10 MS. KATHERINE FARROW: I'm going to call
11 the first five folks up to the microphone. And I'm
12 going to apologize in advance. I used to work my
13 daughter's swim meets and I always got people's names
14 wrong. So I apologize if I mispronounce your name.

15 John Collins, Keith McElhinney,
16 Jesse Darlington, Robert Anderson --

17 Oh, thank you.

18 -- and Bruce Rogan [sic].

19 Go ahead, John. Oh, I'm sorry. Can you
20 also state your name as -- before your question so
21 the stenographer can take it down? Thank you.

22 MR. JOHN COLLINS: Sure. Can you hear me
23 okay? My name is John Collins. I live in
24 Centre Hall. I have been a resident there for
25 18 years. I'm a retired engineer and lawyer.

1 MALE AUDIENCE MEMBER: Speak up.

2 MR. JOHN COLLINS: I've worked for the
3 Environmental Protection Agency.

4 MS. KATHERINE FARROW: John, can you try
5 and speak up?

6 MR. JOHN COLLINS: Louder? Okay.

7 Lived in the area for 18 years and traveled
8 on the roads here, 322, 45. My wife teaches at
9 Penn State so we're back and forth in State College
10 all of the time.

11 I support the 322 alternatives. I've
12 provided written comments to Mr. Ball last week, and
13 I've provided written copies to everybody at the
14 table, so I won't waste your time going over
15 material, but if anybody has comments or needs a copy
16 please give me your card.

17 So I've worked for DVRPC, EPA, for U.S.
18 DOT, and I'm the past president of ITS America, which
19 applies transportation technology to improve
20 transportation, make it safer.

21 I have two questions. The first is -- I
22 believe the proposed 45 connector will decrease
23 safety and will not meet the transportation needs of
24 the area, and so my question -- first question is,
25 what's the feasibility of moving the proposed 45

1 connector two miles west to make all of the 322/45
2 connections at the current 45/322 interchange? I
3 don't know if anybody -- if people can visualize
4 that. Right now there is half an interchange there
5 basically and this -- what's -- there is empty land
6 on the other side. What's the opportunity of moving
7 the connector there?

8 should I ask the second question?

9 MS. KATHERINE FARROW: Yes, please.

10 MR. JOHN COLLINS: Okay. The second
11 question is -- I believe the project has potential to
12 improve multimodal transportation in the area, and
13 the second question is, what's the feasibility of
14 constructing a fringe parking lot in the corridor
15 with solar panels for electric vehicle recharge that
16 would benefit people in the area, CATA bus
17 connections, bike parking? And ideally as a remnant
18 parcel acquired as part of the Uniform Relocation Act
19 that would be worked out, but I'm looking for a
20 concept and a commitment to improve multimodal
21 transportation.

22 Thank you.

23 MS. KATHERINE FARROW: Thank you, John.

24 MR. THOMAS ZURAT: Appreciate the comments,
25 John. I'll start with the multimodal one is

1 obviously with any project that we do, and especially
2 a project on new alignment, we have to look at all
3 modes of transportation when we, you know, look at
4 the corridor studies. So the commitment of that part
5 of it -- you know, for the multimodal side of it is
6 -- is part of the process and we definitely look at
7 that. I like the idea. I guess we're just getting
8 into the EV side of things, so, you know, that's a
9 good thought.

10 One of the things that made our parking lot
11 I guess is -- as we go through this process we've
12 developed a parking lot of, you know, other areas of
13 interest. You know, there are some intersections
14 that may not be in the corridor that we know when we
15 looked at the safety side of things that we need to
16 start documenting those and we kind of put them in a
17 parking lot, and just talked with Frank Harden
18 tonight about making sure that the Centre MPO
19 understands that parking lot and to start looking at
20 possibly programming those projects on the TIP and
21 getting those programmed.

22 One of the things that we looked at -- you
23 know, we're looking at is transit, and, you know,
24 what can we do with transit, what can we do with
25 bicycles and stuff. That is in our parking lot and

1 we will definitely move forward with keeping those
2 fresh as we go through the formal design process,
3 okay?

4 The 45 connector --

5 You want me to touch on that one too? I
6 guess we've had discussions.

7 So the 45 connector is -- as we've looked
8 at where we are with things right now is we've really
9 just touched on a very high level on the engineering
10 side of this. You know, the fine-tuning, the real
11 engineering is -- you know, going to happen in the
12 next phase of the project is -- what we see on the
13 plans and we look at them and you all see alignments,
14 and we keep saying they're alternatives, there is an
15 alternative south of 322, there is an alternative on
16 existing 322, but we haven't gone through and really
17 fine-tuned what those engineering alignments are
18 going to be.

19 So one of the things that we look at is on
20 the safety side of stuff, on the connectivity side of
21 things what happens -- if we build on existing 322
22 what happens to that alignment? what do we end up
23 doing with it? Do we need that connectivity between
24 -- you see the interchange but there is a connection
25 down to 322 and up to 45. Do we need that

1 connectivity? And at this point we just don't know.

2 So we've shown that alignment on the plan
3 so it's in our study area and we can go through the
4 detailed study part of it but also on the engineering
5 side of it we have to further look at what our
6 traffic model is going to become as we move forward,
7 and then does that affect safety or not? Does that
8 -- does that alignment connector need to be there and
9 what does it do to safety? And then we can make
10 decisions after we get that into our model of is it
11 really needed or is it not needed.

12 So, you know, for a lot of things as we
13 move forward, and that connector being one of them,
14 there is still a lot of engineering to do, still a
15 lot of evaluations and analysis to do as we actually
16 get into the engineering phases of this project. So
17 I hope that helps.

18 MR. JOHN COLLINS: Okay.

19 MS. KATHERINE FARROW: Thanks, Tom.

20 I would like to call a few people up so
21 that we can save time so --

22 Oh, you're here? Awesome. I thought you'd
23 be standing. So this is cool. Great.

24 For everyone else, just a -- I forgot to
25 mention if someone has asked your question or I know

1 some people weren't sure if they had a question, you
2 know, you don't have to come up. You know, if you
3 don't show up we'll just keep going. So thank you.

4 Go ahead, Keith, if you want to give your
5 name and then --

6 MR. KEITH MCELHINNEY: Yep. My name is
7 Keith MCELhinney. I live at 121 Roundhill, which is
8 right at the base of Tussey Mountain. Every single
9 route goes right either by my house or through my
10 house, so naturally my concern would be that you are
11 going to destroy my family by paying me the lowest my
12 real estate is worth because we are going into a
13 recession with the highest interest rate that we've
14 had in 15 years.

15 Every single person in this room that you
16 have never talked to that owns a house, you are going
17 to destroy their family unless you are prepared to
18 write checks for 40 percent more than what their
19 mortgage is. Right now my mortgage will double if I
20 refinance right now. Double. I can't pay that. I
21 shouldn't have to pay that. For you to take a fair
22 use and to say that it's fair, that means my house in
23 another location with my same payment.

24 If you do not do this I'm going to take
25 every single person and we are going to file a class

1 action lawsuit, and we are going to come after you.
2 Not only for that; for relocation. I have a business
3 that I can't put in a regular house. I custom built
4 my house so that I have 400-amp service and 10-foot
5 ceilings in my basement so that I have my business.

6 You're going to pay for all of this? Is
7 this what you're going to do when you take my house?
8 Are you prepared to do that for everybody? Are you
9 prepared to do that for farms? Are you prepared to
10 do that? You're not. We all know what's going to
11 happen. Oh, your -- your house is worth X amount of
12 dollars, go ahead and try to fight it.

13 That is not in your budget. You obviously
14 don't have any budget that you are going to have to
15 pay more to really relocate people, and with PennDOT
16 being in 13.2 billion dollars in debt, you're going
17 to take on this while you have a hundred bridges at
18 poor or below poor quality that you took off your
19 website because, just like everything in this
20 process, you have hidden it from the public. I'm
21 pissed and so is a lot of people here and you're
22 going to hear that coming up here.

23 MS. KATHERINE FARROW: Thank you for your
24 comments.

25 MR. KEITH MCELHINNEY: I want to know what

1 you're planning to do about my situation and about
2 everybody else's situation.

3 MS. KATHERINE FARROW: Thank you.

4 MR. KEVIN JAMES: We definitely appreciate
5 the feedback on that and we -- we understand what
6 everybody's going through. This is not an easy
7 process for anybody. We do -- we do have a
8 right-of-way process that we will be following and we
9 will be sure to get back to everybody who may or may
10 not be impacted by the study going forward.

11 MR. KEITH MCELHINNEY: That's it? Just
12 take it? That's what I'm supposed to?

13 MR. KEVIN JAMES: No. That's not what I
14 said. I said we have a process that we will follow
15 and we will be --

16 MR. KEITH MCELHINNEY: And historically you
17 don't do any of the things that I mentioned, do you?

18 MR. KEVIN JAMES: Paying 40 percent over
19 what your current mortgage is? Is that what you're
20 asking?

21 MR. KEITH MCELHINNEY: Yeah. To make it so
22 that I have the same payment on a new house that is
23 exactly the same value as the one I live in now.

24 MR. KEVIN JAMES: I can't answer that. I'm
25 not a right-of-way expert and the -- unfortunately,

1 the right-of-way administrator is not here this
2 evening but we will be following the right-of-way
3 process as -- as is required.

4 MS. KATHERINE FARROW: And if you would
5 like we can have the right-of-way person give you a
6 call, the administrator, and she can answer your
7 questions --

8 MR. KEITH MCELHINNEY: It would be the
9 first call that anyone has gotten from these people
10 that houses they're going to take.

11 MS. KATHERINE FARROW: Okay. So I didn't
12 think there was any other -- so we're going to go to
13 Jesse Darlington.

14 And, Jesse, again if you want to state your
15 name.

16 MR. JESSE DARLINGTON: Hi, Jess Darlington.
17 Hi, Dean.

18 Hi, Tom.

19 As you know, my story, family operation,
20 250-acre farm down towards Colyer Lake. We are a
21 community down there. This isn't only going to
22 impact my farm but it's going to impact other farms,
23 so I'm here for all the farmers. I mean, it doesn't
24 matter where -- where we are. So, you know, we
25 provide your clothes. We provide your food. We --

1 you know, we provide a lot of things for you.

2 We have about two miles of Sinking Creek on
3 our farm that we value in -- in the -- in the farms
4 so where it's staying clean, so we don't even get
5 near that. So we're doing all the right things where
6 it comes environmental. We're -- we're stewards of
7 the land so our soil -- soil is very important to us.

8 You guys know a road going through the
9 middle of our farm impacts us. It takes us out --
10 out of the equation. I am the 12th generation farmer
11 of our family. I got three boys, two are currently
12 going to Penn State University right now for -- for
13 the, you know, College of Ag to have this opportunity
14 to further the farm. So our goal is for this family
15 operation to move on to the next generation, just
16 like my mom did, my dad did, and so on and so on.
17 Our family is buried or scattered on the farm so
18 these things are very important to us. We've
19 purchased a large amount -- you know, land in order
20 for the next generation to move forward.

21 At this time -- at this time with the
22 proposal -- I got three proposals. All three go
23 through my farm. I'm shut down, guys. It cost over
24 \$100,000 to buy a new tractor. Can I put my family
25 in debt by doing that right now if you shut me down?

1 So how are you going to compensate me? I'm not -- I
2 need 250 acres. You know, if you go through the
3 middle of my farm, find me 250 acres right here in
4 Penns Valley, I'm fine, but don't dissect me and take
5 me out of business.

6 We have -- just to let everybody know, I
7 have got a -- I got a pairing nest of bald eagles on
8 my farm.

9 MS. KATHERINE FARROW: Jesse, the time is
10 up. I don't -- I hate to cut people off but we are
11 trying to cycle through a lot of folks. So did you
12 have anything more -- is this question about how
13 we're going to --

14 MR. JESSE DARLINGTON: Yes. How are you
15 going to allow us to move forward? We have been shut
16 down for over a year now. How are you going to
17 compensate my kids if this happens where they just
18 spent their lifetime on the farm and their lifetime
19 in college? They got a lot of debt right now.

20 MS. KATHERINE FARROW: Okay. Thank you.

21 MR. THOMAS ZURAT: Appreciate it, Jesse,
22 and we've talked -- we've talked about this and I
23 know I can't answer every one of the questions at
24 this point. As we spoke about over in the other room
25 is that we will move this process -- you see three

1 alignments and it's really the corridor that we're
2 going to study at this point, and when we start
3 fine-tuning it we have two years to get to an
4 environmental clearance on what that approved
5 alignment is going to be, that final alignment.

6 So we have to get moving towards the
7 studies, get a little more engineering done and
8 really start fine-tuning things to get moving into
9 that preferred alternative, that alignment where
10 we're going to be, and we -- we will do that, you
11 know, as quickly as we can. And part of that process
12 is meeting with the farmers, meeting with business
13 people, working with the municipalities and getting
14 that information and trying to be -- you know, trying
15 to get that story of what we can do to be the least
16 impactful we can, and, again, I promise you and your
17 family we will do that.

18 And I know, sir, you may not see it at this
19 point -- I don't know what happened with those
20 bridges. I don't even know that story that you're
21 talking about but we will work with -- you know, work
22 with the property owners, you know, to take a look at
23 what we can do within the limits of -- there is
24 permitting requirements and everything else but again
25 we've met and spoke with a lot of the property

1 owners. We will continue to do that and as we move
2 forward I promise we will do the same thing for you.

3 MS. KATHERINE FARROW: Thank you.

4 And now we have Robert Anderson and as he
5 is coming up if -- I think I have -- I think I have
6 already called Bruce Rogans [sic], but, if not, Lisa
7 Davis, and Tess -- I see a Clagger [sic] or
8 Clogger [sic]. I apologize.

9 FEMALE AUDIENCE MEMBER: It's Bruce Rogers.

10 MALE AUDIENCE MEMBER: It's Bruce Rogers.

11 MS. KATHERINE FARROW: Like I said, I
12 apologize in advance. The handwriting -- someone
13 else wrote it down.

14 So Robert Anderson if you still have a
15 question, and then Bruce Rogers. I don't see anyone
16 getting up, so I guess Bruce Rogers.

17 The microphone is up there.

18 Oh, you're right. I'm sorry. Go ahead,
19 Patrick.

20 Patrick MacFarlane and then Bruce. I got
21 ahead of myself.

22 MR. PATRICK MACFARLANE: Okay. Hopefully I
23 don't get the Oscar music or get kicked out.

24 MS. KATHERINE FARROW: Can you give your
25 name for the stenographer?

1 MR. PATRICK MACFARLANE: My name is Patrick
2 McFarlane. I'm with Hidden Lake and No Connector, No
3 45 Connector. We have some material outside if you
4 want to take a look, a couple handouts, but I just
5 wanted to kind of make a few comments, and I know
6 I've talked to some of you before.

7 So some of the -- our concerns are mainly
8 regarding safety on 45, as you know, and like the
9 connector between 45 and 322, and some of the
10 information that we've found was we looked at the
11 last five years of crash data, 2017 to '21, and
12 noticed that the fatality rate on 45, especially in
13 Potter Township, was two to four times, depending on
14 whether you use average daily traffic or truck
15 traffic, higher than the next closest road.

16 The Purpose and Need Study show that they
17 had the most crashes and that was by about nine
18 percent, most injury crashes by 44 percent, highest
19 injury crash rate at 50 percent, over a third of it
20 are substandard today, two-thirds of the
21 bike/pedestrian accidents were on there, and
22 everything up to this point had shown increase in
23 traffic. There was notes in the Purpose and Need
24 about truck traffic doubling and 80 percent of local
25 traffic but there is no plans to improve 45 in Potter

1 Township or across the corridor. There is a
2 connector being added that would simply add more
3 access.

4 So, you know, I think we're kind of a
5 little baffled by the cumulative stats that are
6 showing 45 dropping in total traffic because we're
7 not sure where that could be going, that, you know,
8 the road is just going to pull some traffic away
9 somehow. And, you know, in my line of work -- I'm a
10 research engineer. We do things where we're
11 entrusted to check on contractors from the government
12 and to help get some transparency there, and I think
13 that, you know, the Harris Township supervisors have
14 said something to the effect of show your work, and
15 we're trying to really understand this.

16 And I know we talked a bit through our
17 Potter Township supervisor who mentioned that, you
18 know, he -- we have his total support on opposing the
19 connector. He wrote a letter.

20 MS. KATHERINE FARROW: I'm sorry. Patrick,
21 if you have a question --

22 MR. PATRICK MACFARLANE: So my question is,
23 how is traffic being reduced on 45 in Potter
24 Township?

25 MS. KATHERINE FARROW: Thank you.

1 MR. KEVIN JAMES: Thanks, Patrick. And so
2 I guess your question is, how is traffic being
3 reduced on 45 with the connector?

4 MR. PATRICK MACFARLANE: Just in Potter
5 Township.

6 MR. KEVIN JAMES: In Potter Township?

7 MR. PATRICK MACFARLANE: Correct.

8 MR. KEVIN JAMES: Okay. So what we did --
9 at this point we looked at the high-level analysis
10 for traffic using the Origin Destination information
11 that we have and the safety information that we have
12 and we -- when putting the connector in it makes --
13 the initial analysis shows that there is a reduction
14 on the western side of 45, but on the Potter Township
15 side of 45 it's roughly the same. So that's --
16 that's kind of the issue.

17 I mean, there might be slight variations.
18 When you're looking at actual numbers -- I know we're
19 all engineers. We know numbers. We look at those
20 things, but really what we're looking at right now is
21 we're trying to see would that connector make any
22 improvements to the traffic and safety operations.
23 When we looked at it at a high level there is a
24 possibility so we have -- we are keeping it so that
25 we can do the refined analysis. Like you said, we

1 want to dig into the numbers some more to find out is
2 this really true? Is this really going to improve
3 traffic and safety or is it not? If it does not, it
4 won't remain.

5 MS. LORI COLE: And the other part to that
6 is you mentioned 45 not having any improvements at
7 all with the proposed corridors. Tom talked briefly
8 about our list of projects and several of those
9 intersections that Tom was talking about are on 45
10 that we have included in the PEL as future projects
11 to get planned and programmed through the MPL.

12 MS. KATHERINE FARROW: We good? Thank you.
13 Bruce Rogers.

14 Again, Bruce, if you want to state your
15 name for the stenographer. Thank you.

16 MR. BRUCE ROGERS: Sure. Bruce Rogers, one
17 of Patrick's neighbors, the gentleman that just
18 spoke.

19 MS. KATHERINE FARROW: You need to speak
20 into the microphone.

21 MR. BRUCE ROGERS: Yes. Bruce Rogers,
22 neighbor of Patrick MacFarlane who just spoke.

23 I don't want to be redundant here, but we
24 were told that any improvements on 45, which is
25 substandard from Centre Hall to Boalsburg in about

1 35 percent of the road, would not be funded at the
2 earliest for another 20 years. So I guess
3 something's, you know, happened very recently to make
4 that not true.

5 You know, this is supposed to be a
6 collaborative process allegedly but what -- when we
7 see the connector added in Step 5 of a seven-step
8 process kind of, you know, made us wonder does this
9 really pass the smell test, so to speak. You know,
10 it's just -- it's just hard to believe that we're not
11 going to have more traffic, more accidents,
12 definitely more truck traffic in front of all of the
13 neighborhoods between Centre Hall and the Boalsburg
14 bypass.

15 So we would -- I would like that the
16 connector -- hitchhiking on Potter Township's
17 recommendation that that connector be removed. The
18 reason why it was added was because it's easier to
19 add it now than it would be later. So we respect --
20 respectfully ask that it be removed now, not later.

21 MS. KATHERINE FARROW: Thank you very much.

22 MR. KEVIN JAMES: If I can give just a
23 quick comment.

24 Thank you for your comments, Bruce. Part
25 of what we do going through the seven-step process is

1 we -- and if you remember from the earlier meetings
2 -- the earlier public meetings that we had we showed
3 some of these corridors which have been refined as we
4 go through the process, and part of that refinement
5 was showing whether or not we were going to include
6 any kind of interim interchanges or connections, and
7 we showed those initially with dots and circles and
8 then as we progressed through the process to get to
9 that Step 5 now we showed, okay, what would that
10 actually look like rather than just a dot or a circle
11 on the map so we can identify what those impacts may
12 actually be if we were to put some connection or some
13 interchange in there.

14 So that's why it didn't progress through
15 the process and as soon as it became, you know,
16 something that was active in the study process it was
17 shared with everyone.

18 MS. KATHERINE FARROW: Thanks, Kevin.

19 Lisa Davis, and then if Tess Clagger [sic]
20 can come forward.

21 what was it? Clapper. Thank you.

22 MS. LISA DAVIS: Hi. My name is Lisa Davis
23 and I live in Kaywood North. Or, no, not Kaywood
24 North. The old Kaywood off of Route 45, and I really
25 appreciate you being here. Thank you so much for

1 this. You're quite brave to do this two nights in a
2 row, but, you know, it seems as if the only options
3 that we're looking at are to build and displace, and
4 it seems to me there have to be other options that we
5 can consider.

6 There are other sections of the country
7 that have faced this same issue. There are other
8 countries that have faced this same issue, and it
9 would seem to me that with all of the brainpower
10 sitting here and all of the brainpower in the room
11 that we have that there should be other options
12 besides building new roads and displacing families.

13 I'm thinking about the comment that the
14 farm has been on hold now for a year. If we are
15 looking at two more years to do the next phase of the
16 project what does that mean then for those who are
17 trying to build up their businesses or those who are
18 trying to raise their families?

19 So it's a -- more of a rhetorical question.
20 I'm not sure if you can answer it, but I do want to
21 get it into public record that I think there should
22 be some other option besides just building and
23 displacing.

24 Thank you.

25 MS. KATHERINE FARROW: Thank you.

1 MS. TESS CLAPPER: Tess Clapper also with
2 the Hidden Lake Development. Call me crazy, if you
3 guys are 13.2 billion dollars in debt, why would you
4 add a connecting road -- an entire road, and the cost
5 that goes with building an entire road, when all you
6 would need to do is add two more ramps off of the
7 existing 322 interchange in Boalsburg? From a cost
8 savings standpoint, from a disruption standpoint, it
9 makes absolutely no sense to build an entire new
10 road.

11 Can somebody answer me that question?

12 MS. KATHERINE FARROW: I will tell you just
13 real quick --

14 Because I know you're finished with your
15 question.

16 -- if we get a lot of disruption it goes
17 against the person's question, so thank you at least
18 waiting for her to be finished.

19 Go ahead.

20 MR. KEVIN JAMES: Thank you for your
21 question, Tess. It -- yes, I mean, it's a valid --
22 it's a valid question. It's a valid concern. Cost
23 is definitely a concern for everything that we do for
24 all taxpayers. It's all our money so we want to make
25 -- be good stewards of that money. This is --

1 looking at the connector, like I said, is an option
2 that we looked at.

3 Does it improve -- is it something that
4 will be worth the money, worth displacement to
5 improve the safety and traffic operations? It's just
6 something that we had to look at so that we're making
7 sure we're not leaving any stone unturned.

8 Yes, from a logic standpoint, from a money
9 standpoint adding two ramps in seems like it might be
10 the best solution, and it may be, but we need to get
11 to that point to get that answer. So we need to
12 study this to make sure that's the right answer.

13 MS. TESS CLAPPER: And a follow-up
14 statement, if I may? You said that it was always on
15 the map but back in September of '21 it was just a
16 dot that nobody knew what the heck it was. For
17 future and going forward with projects like this that
18 are going to get people upset -- we were blind-sided
19 in April at the meetings when suddenly this whole
20 roadway appears on the map, and the answer we got
21 from everyone was oh, it was on the map but it was
22 just a dot. Put it on the map the whole way, not
23 just the dot.

24 MS. KATHERINE FARROW: Thank you.

25 MR. KEVIN JAMES: Understood.

1 MS. KATHERINE FARROW: The next group
2 includes Amber Hubert, Dan Clapper, Jeanine Page, and
3 Lee King. If you -- any of you want -- Amber Hubert,
4 Dan Clapper, Jeanine Page, Lee King.

5 MS. LEE KING: I'm Lee King.

6 MS. KATHERINE FARROW: Thank you.

7 MS. LEE KING: So I'll reiterate what Lisa
8 said, and thank you for the opportunity to ask some
9 questions. First off, I do want to say that Harris
10 Township has -- the board of supervisors has put out
11 a letter outlining an alternative to these three and
12 I think all of you who are concerned about the
13 connector should really look at the Harris Township
14 Board of Supervisors' recommendation, and I have to
15 say I would support that but I also have some
16 questions.

17 And I don't remember your name, but you
18 just stated that you promise to be least impactful,
19 and if that promise is for real then I think Harris
20 Township's alternative should certainly at least be
21 evaluated.

22 So my -- my questions regarding the
23 presentation are two-fold. In the presentation it
24 says there would be 72 percent less truck traffic on
25 local networks and it would -- that these would

1 improve local access, but where's the local traffic
2 go? I actually live in Bear Meadows. So how do
3 people who want to go to Tussey Mountain, or Rothrock
4 Forest, or me to get home, how do we get there?
5 Where is my local access?

6 That's -- and my second question is, when
7 would landowners actually be notified? You all
8 talked about a letter being sent out to landowners.
9 So when would that notification occur?

10 MS. KATHERINE FARROW: Are you talking
11 about the Notice of Intent to Enter for people to do
12 studies on their properties? Those letters?

13 MS. LEE KING: Yes.

14 MS. KATHERINE FARROW: Okay. I just wanted
15 to clarify.

16 So the question is about local access, how
17 do local people get around, and then also when are
18 the Intent to Enter letters going out?

19 MS. LORI COLE: So, first, I'll address the
20 Intent to Enter letter question. Let me explain what
21 that is. Basically an Intent to Enter letter --
22 which we're looking -- we're creating right now.
23 We're creating a list of all of the property owners
24 that are within that refined study area and we're
25 working on a letter right now. We're looking to get

1 that out here in this fall or early winter because we
2 want to get it out as soon as possible to get the
3 process moving so everybody knows where we're going.
4 That letter, like I said, later this fall, early --
5 early winter.

6 Does that answer that question for you?

7 MS. LEE KING: Yes.

8 MS. LORI COLE: And what that is --
9 basically all that letter is -- that doesn't mean
10 that PennDOT is going to buy your property. All that
11 letter is is just informing you that you are within
12 the study area, that PennDOT is doing evaluations,
13 and that people -- Paul has staff. I have staff --
14 we will be going out and doing fieldwork and there is
15 a potential that you may see these people on your
16 property. So that's really all that letter is
17 telling you from our perspective.

18 MS. LEE KING: Okay.

19 MR. KEVIN JAMES: And as far as -- as far
20 as your question on the local connectivity, the goal
21 would be if you live there now, and you have access
22 now, you will still have local access in the future
23 regardless of what the alternative is that's built.
24 Right? So there still has to be local access. It
25 could be a road -- it could be the existing road that

1 still has the connection to it via a bridge
2 underneath or overtop of the exiting alternative, it
3 could be an additional road that's built adjacent to
4 it to allow that access, but we would not be cutting
5 off access if you are still remaining in that
6 property. If you are not displaced, you would still
7 have access.

8 MS. LEE KING: But if I'm correct local
9 traffic still has to get on a highway -- on and off
10 of a highway. Am I correct about that assumption?

11 MS. LORI COLE: You do not have to. So you
12 said you lived in Bear Meadows -- off of Bear
13 Meadows?

14 MS. LEE KING: Correct.

15 MS. LORI COLE: So at the first public
16 meeting one of the things we asked is where are the
17 intersections that are problematic, and, honestly,
18 Bear Meadow was probably the number one people on the
19 table mentioned. Bear Meadow/322.

20 So what do we mean by improved access? So
21 you can leave your house, you go out Bear Meadow, and
22 you want to make a left on 322. Right now you
23 probably sit there quite some time waiting to make
24 that left because traffic to safely merge onto 322.
25 When we say it will improve local access and local

1 traffic what we're saying is in the future, because
2 there's more roads that regional traffic is now on
3 the highway, it will be easier for you to get on the
4 existing 322. That's how we're talking about
5 improving access; by removing cars, making it easy
6 for people to travel on the network that's out there
7 today.

8 MS. LEE KING: Okay. I think though --
9 again I really am going to state that I hope that you
10 will at least seriously consider what the Harris
11 Township Board of Supervisors has put forth because I
12 think it's -- it also improves local access.

13 MS. KATHERINE FARROW: Thank you.

14 MS. LORI COLE: Thank you.

15 MS. KATHERINE FARROW: Thank you. We do
16 have that letter. Thank you.

17 The next person, Alan Bigatel, Mary
18 Carol --

19 FEMALE AUDIENCE MEMBER: Frier.

20 MS. KATHERINE FARROW: Frier. Thank you.
21 I had it in my head a second ago.

22 Alan first, then Mary Carol, then Dorothy
23 Blair, Rod Fletcher.

24 MR. DAN CLAPPER: Did you call Dan Clapper?

25 MS. KATHERINE FARROW: I called you before.

1 MR. DAN CLAPPER: Oh, I'm sorry. I thought
2 it was the individual -- the lady that was in front
3 of me.

4 MS. KATHERINE FARROW: Oh, no. I called
5 Dan -- I called you before in the last round.

6 MR. DAN CLAPPER: I thought you wanted me
7 to queue up and I was right there. May I go now or
8 should I -- I can wait.

9 MS. KATHERINE FARROW: You want to wait?

10 MR. DAN CLAPPER: I can wait.

11 MS. KATHERINE FARROW: You can go ahead,
12 ma'am.

13 MR. DAN CLAPPER: I'm going to sit right
14 here.

15 MS. KATHERINE FARROW: I see you now. I
16 won't miss you.

17 MS. MARY CAROL FRIER: My name is Mary
18 Carol Frier. I am a certified crop advisor also an
19 aromatherapist, and my question revolves around,
20 during the six years or more of the construction of
21 this project how will our living environment be
22 protected from dust, from asphalt, from carcinogens
23 and all of those nasty things that go into
24 construction? This is six years we're talking about,
25 and the wind blows where it blows.

1 So that was -- that was one aspect of this
2 that I would like to get some feedback from. What is
3 your plan to protect our citizenry while this process
4 going on? That's one.

5 The second part is that it seems to be very
6 cavalier the way agriculture is being treated in this
7 project. Don't we realize that the south -- that the
8 southeast part of the country is being flooded out,
9 the midwest is being burned out, the west coast is
10 already burned out and salinized. So where's our
11 food going to come from?

12 I would like to suggest that here in
13 Pennsylvania there is no such thing as unproductive
14 agriculture, which you have politely described. So
15 what are we going to do? Do we want to eat or do we
16 want to just walk over concrete? We can't eat
17 concrete and we're also -- because of our food
18 scarcity and potential we are -- actually the
19 agricultural lands have much more value than they are
20 currently affording.

21 MS. KATHERINE FARROW: Thank you very much.

22 MS. MARY CAROL FRIER: You're welcome.

23 Thank you.

24 MS. KATHERINE FARROW: Paul is going to be
25 answering the agricultural question.

1 MR. PAUL DEANGELO: Yes. Thank you. Thank
2 you for the comments.

3 So agriculture, certainly important, and we
4 realize that. We have been interacting with -- we
5 have the Web Map as part of the environmental studies
6 for this project again coordinating the importance of
7 not only productive ag land, Ag Security Areas, Clean
8 and Green, and so as we continue to evaluate this as
9 part of the process -- I think Tom mentioned it
10 before, in the next phase we get into detailed farmer
11 interviews to understand productivity of each farm,
12 how the operation works, and again to make sure that
13 that part of the process is incorporated into all of
14 the different items that we're talking about when you
15 develop a project. The farmers being involved,
16 farmer interviews are very important, and they'll be
17 incorporated in the next phase.

18 MR. THOMAS ZURAT: Yeah. And on the
19 construction side of it, I wish I can answer that.
20 You know, we've -- we've definitely taken steps in
21 construction for E&S Controls, you know, erosion and
22 sedimentation, you know, we look at dust control and
23 stuff. It's just honestly construction and roadway
24 construction is advancing so fast right now I can't
25 even tell you if we're going to have operators in the

1 vehicles that are out there building this if we're
2 looking at six, eight years down the road.

3 It's just -- technology is just moving so
4 fast. It's -- I'm not sure what construction is
5 going to look like eight years from now, but promise
6 you that there is so many environmental controls in
7 place at this point when it comes to construction
8 that -- that we will work with DEP and we'll provide
9 a plan that's as least disruptive on -- on the
10 pollution side of it that you were talking about as
11 possible.

12 MS. KATHERINE FARROW: Thank you.

13 And for the farmland stuff there is --
14 going through the Agriculture Land Condemnation
15 Approval Board process is a very in-depth and
16 independent study on farmland and the impacts to the
17 farmland, and also the interviews with the farmers
18 will be conducted. They're going to look at, you
19 know, what's happening on each of your parcels, where
20 are your most productive parcels, how long it's been
21 in your family, how do you get to the market, are
22 there any -- how do you access each parcel, what's
23 the size of your equipment in case we have to put a
24 bridge or something over so that you can get your
25 equipment through. There is a lot that we do with

1 the farmers in the next phase.

2 So, Dan, you're up.

3 MR. DAN CLAPPER: All right. Thank you.

4 My name is Dan Clapper. So I believe it's
5 Kevin --

6 You were talking about the 45 connector and
7 that it's sort of opening and you have to do an
8 assessment of traffic and all of that.

9 FEMALE AUDIENCE MEMBER: Louder.

10 MR. DAN CLAPPER: So is it fair to assume
11 that none of the costs associated that 45 connector
12 was any -- in any of the presented materials before
13 with the overall cost? Is one question.

14 The second question is -- Tom, you just
15 said you can't foresee what's going to happen
16 construction wise in eight years. I can foresee it,
17 especially with that 45 connector. That will be at
18 the interchange off of 322. That is an opportunity
19 -- and the real estate developers are licking their
20 lips right now for it because they will get that
21 connector and they will put up a sheetz. They will
22 put up a strip mall.

23 So any of the work that you're doing in
24 your models -- and statistical models can go off the
25 rails very easily with bad assumptions -- you better

1 be factoring in you put that in all of the traffic
2 that's going to be added with the development of that
3 corridor onto 45 and what that's going to do on
4 existing 45 and residents there.

5 Thank you.

6 MS. KATHERINE FARROW: Thank you.

7 MR. KEVIN JAMES: Yep. Thank you. So to
8 answer your first question, yes, the cost for the
9 connector at 45 was included in the estimates that
10 were shown on the engineering boards and in the
11 presentation and we do factor -- we've been working
12 -- and the good thing about this area is the Centre
13 County MPO is probably one of the most robust MPOs in
14 the entire state, the entire Commonwealth, as far as
15 the information that they gather and -- on the
16 developable areas and the statistical models that
17 they have for traffic and the areas that are -- you
18 know, how's -- the zoning map and things like that.
19 Those -- we work hand-in-hand with them to determine
20 if you -- yes, if you put in an interchange
21 somewhere, sure, it's going to draw more traffic and
22 it's going to draw more development, and that's all
23 part of the process.

24 MR. DAN CLAPPER: Thank you.

25 MS. KATHERINE FARROW: Okay. We have

1 Alan Bigatel.

2 MS. JEANINE PAGE: Jeanine was first.
3 Jeanine Page.

4 MS. KATHERINE FARROW: Oh, yeah. I keep --
5 I didn't think any of you guys came down. Sorry.

6 MS. JEANINE PAGE: We were just waiting our
7 turn.

8 I just have a couple things about the 45
9 connector. My name is Jeanine Page. I live in
10 Hidden Lake Development with my friends and neighbors
11 here. One of the things that I saw -- this is
12 actually the first time I actually got a really good
13 look at it -- was the chart where you talked about
14 the whole analysis, environmental impact, bats,
15 birds, wetlands, all of those things, and how you
16 went through and eliminated certain alternatives and
17 things like that, and I just want to make sure that
18 all of that is going to be applied to when you're
19 evaluating whether or not we need this connector,
20 because I'm hearing about connectivity, and cost, and
21 development, and traffic, and predictions and all of
22 those things and that's -- that's all great. We have
23 to examine that but I also want to make sure that
24 we're paying attention to -- one of the things I saw
25 on your chart is public water. I have a well. So

1 private water and how -- even if that road is not
2 running through my backyard, how that could
3 indirectly affect me, my children.

4 How is that going to fit in and align with
5 -- we live in a beautiful area; rural Pennsylvania.
6 Like this is -- it's gorgeous here, and how is that
7 road and all of this development that we could
8 potentially see from that going to balance that out;
9 runoff, hazardous waste spills. We just don't know.

10 So I just want to make sure that we're
11 balancing connectivity, and progress, and those types
12 of things with how that's going to impact some of us,
13 maybe not right away, but down the road; real estate
14 values and all of that kind of stuff. Will all of
15 that stuff -- all of those items be factored in and
16 will the connector be -- will enough scrutiny be
17 applied to the connector just as it was to all of the
18 322 alternatives?

19 MS. KATHERINE FARROW: Thank you.

20 MS. LORI COLE: So I'll start with that
21 one. So, yes, the answer -- the short answer would
22 be yes.

23 And so we talked about this next stage and
24 the engineers have talked about the engineering side,
25 the connectivity, the safety, all of -- and the cost.

1 So that's -- that's part of the factor, and just like
2 in the PEL factor -- in the PEL study we have also
3 got the environmental factors, and that's where Paul
4 and I come in. So we are going to look at the
5 potential impacts that would have on your wells, the
6 environment, the birds. All of those things, just
7 like we did in this study, will be done again in more
8 detail in the next phase.

9 So, yes, the answer is yes. We will be
10 considering that equally to make sure it's part of
11 the balancing and the cost/benefit analysis.
12 Environment is part of that cost/benefit analysis.

13 MS. KATHERINE FARROW: Okay. Wait. I just
14 want to double check.

15 Amber Hubert, I called you before and since
16 I missed people that had come down.

17 Okay. So then if there is no one here
18 then, Dorothy, you're next.

19 Dorothy Blair, Rod Fletcher, and
20 Daniel Klees.

21 MS. DOROTHY BLAIR: Thank you very much.

22 MS. KATHERINE FARROW: Thank you.

23 MS. DOROTHY BLAIR: I have to put it in
24 position. Thank you very much for allowing me to
25 speak, and I speak on behalf of the Nittany valley

1 Environmental Coalition, and I'm the president here,
2 and we have members that are directly impacted by the
3 322 extension.

4 Our commitment is to protect the local
5 environment, especially applying the provisions of
6 the PA Constitution, as it interacts in the charters
7 -- with local charters and ordinances. And as a
8 501(c)(4) NVEC is requesting to intervene in the
9 State College Connector process.

10 So we committed -- and we also have put in
11 comments back in April 2022 and we're submitting
12 written comments today.

13 Okay. Now we are for a minimum build of
14 the 322 Connector Project, and what I need to know
15 is, have you considered reducing the traffic on the
16 road? And there are methods to do that. I think
17 actually NEPA requires you to look into that. Using
18 something like demand side -- the management of
19 traffic and cooperation with Penn State so that
20 events can be scheduled so there's not so much
21 traffic on the road at one time or there is
22 variations of when people get out of work so you can
23 -- they can sequence events, and have you tried that?

24 Second thing, will you use Transportation
25 -- Transportation Systems Management and intermodal

1 approach to integrate transportation with other
2 methods of movement such as was suggested by the EPA
3 person who first spoke?

4 Also, lastly, will you -- once 322 becomes
5 an interstate you'll have no ability to divert truck
6 traffic from that road, but before it does you could
7 actually move it up to get it off the road coming in
8 here if you take it up 80 and over -- I mean 81 and
9 over to 80 -- 80, which is a possibility, but you
10 will lose that possibility as soon as you have this
11 322 interstate.

12 MS. KATHERINE FARROW: Thank you, Dorothy.
13 It's time. Thank you.

14 MS. DOROTHY BLAIR: Okay. Thank you very
15 much. I'm asking that question. Those questions.

16 MS. LORI COLE: So Kevin talked briefly
17 about the different levels of evaluation that we did;
18 screenings. He talked about Level 1 screening,
19 Level 2 screening, 2A and 2B, and we're mostly
20 talking today about 2B.

21 During the Level 1 analysis we did consider
22 TSM and TCM alternatives as it -- would they address
23 the full purpose and needs of the project that was
24 identified, and what we found there in the quality of
25 assessment is that those measures alone would not

1 address all of the traffic and transportation issues
2 that we have in this area, however, we are going to
3 include them as -- as other pieces -- sorry -- as
4 other pieces as we move forward on this project.

5 There are components of TC -- TSM and TCM
6 alternatives that we would incorporate into an
7 alternative moving forward. For example, we can
8 consider Park and Ride locations where you can have
9 -- you know, for high-demand times where we can have
10 coordinated Park and Rides where maybe bus into
11 Penn State for a football game or some session like
12 that. So we are considering components of those as
13 we move forward as byproducts of this project.

14 MR. PAUL DEANGELO: So I think there was a
15 question following the NEPA process and the
16 environmental evaluation. So I will tell you in
17 addition to public involvement we have robust
18 interaction with the regulatory agencies, EPA, Corps
19 of Engineers, Department of Ag, DEP, US Fish and
20 wildlife, and that continues through the NEPA process
21 and we check in with them routinely on the different
22 studies as we move forward and the impact analysis.
23 So again that continues as we move forward with the
24 process.

25 MS. KATHERINE FARROW: Thank you.

1 Now we found Alan Bigatel, so he's next.
2 Then after Alan we have Rod Fletcher, Daniel Klees,
3 Gary --

4 I'm going to say your name wrong.

5 -- Blaszak [sic], and Jim Steff.

6 MR. ALAN BIGATEL: Hello. I'm Alan
7 Bigatel. I'm an engineer. I did live near one of
8 the proposed routes. I will tell you that right
9 upfront, and my experience is in civil and
10 environmental engineering. My concern here is that
11 this process is supposed to be the PEL -- remember
12 that middle word there, that "environmental" word.
13 Well, there has been no environmental work done out
14 in the field.

15 Both of the streams involved here have
16 natural trout reproduction. They're both exceptional
17 quality streams, which make the wetlands and the
18 unnamed tribs that feed those streams very important.
19 Spring Creek's headwaters are in Potter Township,
20 about where wheatfield Nursery is right now, and
21 there are many unnamed tribs that come off
22 Tussey Mountain. I've camped up there a lot and I
23 know that the water comes down through the sandstone,
24 hits the shale layer, flows over towards Spring
25 Creek, but then it goes through the limestone soils

1 and it doesn't flow on the surface, but those tribbs
2 need to be mapped and the wetlands along Sinking
3 Creek are by definition -- in federal law and state
4 law those are exceptional valued wetlands.

5 So those need to be mapped on the ground.
6 People have to get out there. I'm not talking about
7 surveying every square inch but just we need to know
8 where they are. Right now it appears that decisions
9 are being made about eliminating certain alignments
10 to the point where we're down to maybe one, maybe two
11 alignments when people haven't gone out and figured
12 out where the exceptional valued wetlands are and
13 where the unnamed tribbs of Spring Creek are.

14 So I'm asking, how can these decisions be
15 made at this stage when there's so much mapping that
16 needs to be done? How can we go from nine
17 alternatives down to one or two at this point when
18 people haven't gone out and mapped these exceptional
19 value wetlands and the unnamed tribbs to Spring Creek?

20 MS. KATHERINE FARROW: Thank you. I bet
21 you Paul will take that.

22 MR. PAUL DEANGELO: Thank you. Thank you
23 for the comment. And as we had talked back in the
24 big room, this is a planning-level study for a
25 project area that's 70 square miles, and so at this

1 point it's not practical to study every square inch
2 to map every single resource and so -- but
3 understanding environmental is part, and a very
4 important part, of PEL, as you described.

5 So we have been undertaking this
6 Environmental Map feature -- the Web Map, which is
7 all available on our -- on the PennDOT website for
8 everyone to look at. We have developed that map
9 using robust comprehensive involvement of secondary
10 source information, okay, and we have reached out to
11 regulatory agencies, the public, different entities
12 to build information into that Web Map so that way we
13 are mapping the streams, the wetlands, the
14 agricultural lands, and it's been a very open process
15 in that we put all of this information not in the
16 backroom on a map -- it's on the Web Map so everybody
17 can look at it.

18 So we have gone to public meetings where
19 people have brought information to us of this
20 particular stream, of this particular farmland, of
21 this feature -- the Bald Eagle I think came up as
22 part of public involvement to make sure that --
23 understanding secondary-source information may have
24 limitations to it. It's not boots on the ground
25 getting every single part of the channel or the

1 wetland, but we are building that and continuing to
2 build it to this day, and we interact and it's out
3 there for everyone so that we are showing the same
4 information that we are using to make decisions that
5 you can see it as well.

6 And part of that we're going to continue as
7 we move forward with the web Map as we move to the
8 next phase and we get into the detailed surveys we
9 will be adding that as well into that information so
10 people can track it as well.

11 MR. ALAN BIGATEL: That's great but I still
12 would not want to have decisions made about the
13 alignment until that information has been collected
14 and considered.

15 MS. KATHERINE FARROW: Thank you.

16 Rod Fletcher, Daniel Klees.

17 I can't tell if people who are getting up
18 and leaving are people getting up to talk.

19 Okay. So we have Gary Greg -- I'm sorry.
20 Greg Blaszak [sic].

21 MR. DANIEL KLEES: I was waiting for
22 Rod Fletcher to come up. I am Dan Klees.

23 MS. KATHERINE FARROW: Oh, I said that
24 before. Rod Fletcher.

25 MR. DANIEL KLEES: I am not Rod Fletcher.

1 I am the next one.

2 MS. KATHERINE FARROW: Daniel Klees?

3 MR. DANIEL KLEES: Yes.

4 MS. KATHERINE FARROW: Yes. I just said
5 your name. Yes. And is it Klees or --

6 MR. DANIEL KLEES: Klees. Yeah. It -- it
7 gets butchered plenty of times.

8 MS. KATHERINE FARROW: I bet.

9 MR. DANIEL KLEES: My name is Daniel Klees.
10 I'm a resident of College Township. I probably have
11 a little bit of a different perspective from many of
12 the people in the room. I do live along the existing
13 322 corridor but it's one of the existing four lane
14 sections in College Township. I was a member of
15 College Township Council, and I know the TIP was
16 brought up several times tonight. I was also a
17 member and chair of the Metropolitan Planning
18 Organization. So I know enough to be dangerous but
19 I'm not -- it's not my responsibility to build a
20 road.

21 One of the things that I -- brought me out
22 tonight were two things. One was the reduction in
23 the choices of the corridors. I did ask questions in
24 the other room. I did get answers and I have a
25 little bit better understanding and I -- I'm not

1 surprised that we ended up with the 322 corridor as
2 the preferred route.

3 The second part of that is is having been
4 involved in this process since the late 1980s when
5 Centre Hall Mountain was closed to truck traffic, you
6 know, one of the solutions at first was to find a
7 solution for Route 144, and that's literally over 35
8 years ago, and here we are today and we are packaging
9 all of these different problems in the corridor, in
10 the study area, down into picking the right corridor,
11 or the best corridor, and the least impactful
12 corridor, or the most environmentally sensitive
13 corridor to build a corridor.

14 My question is -- no matter what you guys
15 do someone will be impacted, something will be
16 impacted, it won't be perfect, and my concern is --
17 you talked about a list of things that you are
18 keeping track of. I would ask that that somehow
19 become part of the documented public process after
20 this meeting so that people can read that list and
21 add things or recommend things to that list, whether
22 it be local governments or individuals.

23 And -- I know this is going to sound a
24 little offensive to some people in the room -- I want
25 you to work as diligently, and seriously, and quickly

1 as possible because I have personally known people
2 involved in accidents on this corridor. I don't
3 prefer to have the trucks continue to come past my
4 house, but I understand that this is been decades --
5 literally decades in the waiting.

6 If you go online and you look up the
7 history of Route 322, the part from Lewistown to the
8 east was built in the '60s.

9 MS. KATHERINE FARROW: Thank you.

10 MR. DANIEL KLEES: Sorry. Thank you.

11 MS. KATHERINE FARROW: Just -- I'll just --
12 the list will be in the PEL report. The parking lot
13 -- is that what you are referring to? The parking
14 lot and things?

15 MR. KEVIN JAMES: Yeah. That list --
16 that's a great comment and that will be part of the
17 PEL document, and we have been sharing that with the
18 MPO and working with them and will continue to do so
19 as we move forward.

20 MS. KATHERINE FARROW: Now we have Greg and
21 Jim Steff.

22 MR. GREG BLASZCZAK: Greg Blaszcak. I
23 live in Potter Township. Two comments; two
24 questions.

25 First comment is, it's laughable to say a

1 road is depicted as a dot on an initial study. In my
2 opinion that's deceptive.

3 Comment number two, it's irresponsible to
4 dump more traffic on Route 45 that already has a
5 higher fatality rate than 322 -- your numbers, not
6 mine -- with the hopes that maybe possibly someday in
7 the future there will be improvements to Route 45.
8 How many people are going to die in fatal accidents
9 because of your connector road? That's a rhetorical
10 question.

11 My first real question is -- somebody made
12 a decision to place the Route 45 connector where it's
13 presently shown. Can you state for the public all of
14 the reasons that led to the decision to put that
15 connector road through the farms of property that
16 it's being presently shown in?

17 And, second question, does the current
18 ownership of any of those properties have any
19 influence on the placement of that connector road?

20 MR. KEVIN JAMES: I'm sorry. What was the
21 second question?

22 MR. GREG BLASZCZAK: Does the ownership of
23 any of the properties that the Route 45 connector is
24 shown to run through -- does that ownership have any
25 influence on the decision of the placement of that

1 road?

2 MS. KATHERINE FARROW: Like who owns the
3 property? If they are someone --

4 MR. GREG BLASZCZAK: Correct. Yes.

5 MR. KEVIN JAMES: I will take the second
6 one first just because we've had this conversation in
7 the past and unequivocally I can say we've had --
8 nobody here has had any conversations with the
9 property owners specific to -- that was not a reason
10 as to why the connector was placed there. It had
11 nothing to do with the property owner. There was no
12 conversations that anybody at PennDOT had, or with
13 the design team, with -- specific to that property
14 owner.

15 MS. LORI COLE: And relative to the
16 location, so the location of the connector road was
17 initially kind of predicated on where the interchange
18 best fit on the 322 corridor. So because the
19 interchange is a larger feature that we have to look
20 at the environmental impacts, but still maintain
21 engineering design criteria, we located that first,
22 and then the connection to 45 was provided -- if you
23 go back and look at the maps you see there is some
24 farm fields -- there is a residential community and
25 then there is a treeline with farm fields on both

1 sides.

2 So one of the things we try to do, and to
3 the best of our ability based on the planning level
4 we're at, is kind of -- assuming that -- we're going
5 through and minimizing impacts to multiple parcels.
6 So we utilize that treeline to kind of connect us up
7 to based on the location of the existing interchange.

8 MS. KATHERINE FARROW: Okay. Thank you.
9 Jim Steff.

10 MR. JIM STEFF: Thanks for having a public
11 comment period. Were any of you guys around 25 years
12 ago when this project was brought up before? Well
13 this meeting is kind of like a repeat of those
14 meetings and what I heard -- my takeaway is
15 Dorothy Blair's organization is going to sue you.
16 The business guy is -- is going to sue you. The
17 farmers are upset. This is kind of a repeat of that
18 whole situation, and as that first study played out
19 the consultants and PennDOT got so frustrated they
20 just walked away from the whole corridor and it was
21 left to rot for decades.

22 So my question is -- you have received a
23 letter from Harris Township Board of Supervisors
24 asking to look at safety improvements -- meaningful
25 safety improvements within the existing corridor, and

1 maybe that ought to be an option that should be
2 studied because at the end of the day you guys get so
3 frustrated you just turn your back and walk away from
4 this, because, basically as you can see for yourself,
5 everybody -- most everybody hates this project in at
6 least Harris Township and Potter Township.

7 So instead of giving the area nothing if
8 you kept that as an alternative, if you couldn't
9 build these other three things at least there would
10 be some sort of backup plan. So my question is, can
11 you add that as a fourth alternative to the study?

12 MS. KATHERINE FARROW: Thank you.

13 MR. THOMAS ZURAT: Yeah. We've looked at
14 that. That Upgrade Existing alternative that was
15 presented was basically what you're asking for. Is
16 we looked at what can we do on the existing alignment
17 that -- that, you know, would take care of safety,
18 looked at whether it will be eliminating left turns,
19 right turns, jughandles, all of those things, very
20 similar to the route that Centre -- or that Harris
21 Township presented in the letter that they sent to
22 us, which we went and looked at that route over the
23 last couple days.

24 Our study -- and this was aborted at the
25 very first meeting that we had last fall -- talked

1 about predictive crashes, and, quite frankly, the
2 No-Build Alternative, so do nothing out to 2050 with
3 the 2050 on the route, or upgrade the existing with
4 those features -- which again it may be a traffic
5 signal in some locations, it may be some other things
6 -- the Upgrade Existing safety predicted crashes
7 actually doubled versus doing nothing.

8 So when you go through and you look at --
9 at improvements is -- that's why we're looking at a
10 four-lane highway, eliminating left turns, some of
11 those things is -- that's what's improving safety
12 along that corridor. We would get no support from
13 FHWA to do a project that ultimately is showing an
14 increase in crashes.

15 And let me just say in looking at that
16 Route 41 that was recommended is that the numbers
17 that we have out of our study actually mimic what is
18 the crash rate on 41. So doing that -- I don't know
19 what the rate was before but when you go down and
20 look at the actual crashes on that section of 41 for
21 the type of roadway it is it almost meets what we
22 predicted by doing -- upgrading the existing
23 alignment with some of those improvements.

24 So it's a tough -- it's a tough call on
25 that end of it, and I get what you're saying, but

1 ultimately when you look at -- at, you know, the
2 issues along that roadway is it's the volume of
3 traffic that you have, people -- you know, the
4 alignment of -- you know, there's not a lot of places
5 to pass so you're stuck behind people, people trying
6 to make a left-hand -- when somebody has to make a
7 left-hand turn and you start backing other traffic up
8 it becomes a dangerous situation, and how do we go
9 along and correct those things is, you know, looking
10 -- and that's where our Build Alternative is. Well,
11 if you're putting in a four-lane highway and you have
12 two lanes in each direction you can pass. So you
13 take -- if you put a median in there you eliminate
14 the left-hand turns. So how can you control that
15 type of access and those are the things we're looking
16 at going forward.

17 MR. JIM STEFF: Can I paraphrase my
18 takeaway -- may I paraphrase my takeaway message from
19 that? So if -- if the Harris Township Board of
20 Supervisors' idea was implemented it would make the
21 road less safe?

22 MR. THOMAS ZURAT: Well, that's -- what
23 they're suggesting was the Upgrade Existing
24 Alternative that we studied at the very beginning of
25 this that basically shows that doing that will

1 provide a less safe and almost a -- twice as -- you
2 know, it would be twice as safe by doing nothing.
3 So, yeah, and -- and we had that -- those documents
4 are on the website from the public meeting that we
5 had back last fall. You know, that was that Level 1
6 screening we did.

7 Kevin talked about -- in his whole report
8 about why did we eliminate improve existing alignment
9 at the very beginning under the Level 1 screening and
10 it went back to the safety side of it. It did not
11 improve the safety through the corridor and, quite --
12 like I said, quite frankly, it was -- it was -- it
13 made it twice as bad by doing some of those things
14 because you still left left turns or you put a signal
15 in or did things -- do those types of things that
16 that did not improve the safety, and that's why it
17 was eliminated. So it was looked at again in the
18 very first part of the scope.

19 MR. JIM STEFF: Thank you.

20 MS. KATHERINE FARROW: Thank you.

21 All right. That was all of the people who
22 signed up and I really appreciate everyone for coming
23 out tonight. We'll be here tomorrow.

24 MS. TESS CLAPPER: Can I just have the
25 stage real quick?

1 MS. KATHERINE FARROW: Sure. You might
2 want to come up.

3 MS. TESS CLAPPER: To add on to what the
4 gentleman who just spoke said, you said you are
5 predicting until 2050 what the traffic is going to be
6 and what the crashes are going to be and whatever.
7 You yourself said about the construction -- that it
8 might even be operatorless with the advances and
9 everything else. We all know that there is smart
10 cars. We all know there is crash-resistant things.

11 MS. KATHERINE FARROW: Excuse me. Excuse
12 me.

13 MS. TESS CLAPPER: How can you predict in
14 2050 what the crashes are going to be when we know
15 there is a constantly-changing technology in the
16 vehicles themselves?

17 MS. KATHERINE FARROW: Thank you.
18 Thank you very much.

19

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21 (Whereupon, the PennDot Public Meeting
22 concluded at 7:46 p.m.)

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I, Elise Fitzgerald, Registered Professional Reporter, hereby certify that the proceedings and evidence are contained fully and accurately in the notes taken by me on the within Proceedings and that this copy is a correct transcript of same.

ss/: Elise Fitzgerald, RPR

(Signed electronically)

ELISE FITZGERALD, RPR

Notary Public
Centre County, Pennsylvania

Notary ID 1256588

My commission expires March 23, 2026

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PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
STATE COLLEGE AREA CONNECTOR

IN RE: OPEN HOUSE PUBLIC MEETING TO PROVIDE
THE DRAFT PEL REPORT AND IDENTIFY THE
ALTERNATIVES BEING RECOMMENDED TO MOVE
FORWARD WITH THE PRELIMINARY ENGINEERING
AND DETAILED ENVIRONMENTAL STUDIES

BEFORE: KATHERINE FARROW
KEVIN JAMES
LORI COLE
THOMAS ZURAT
DEAN BALL
PAUL DEANGELO

HEARING: OCTOBER 20, 2022
6:38 - 7:36 P.M.

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1 (Proceedings after open statement.)

2

3 MS. KATHERINE FARROW: Thank you, Kevin.

4 Is this working? Thank you.

5 If you guys want to go up; the panel. So
6 how this is going to work is we have a -- a number of
7 folks that are going to go up on the stage and
8 basically answer their questions. The people who
9 registered in advance can ask questions. Each
10 question can be two minutes in length. I have a
11 little 30 seconds remaining to wave just so you know
12 the timing.

13 I'm going to call folks up in order of how
14 they registered and then we'll move forward. I just
15 do want to ask the audience to remain quiet during
16 people's questioning so that everyone can hear and
17 the panelists can answer the questions.

18 So we're going to begin. I just want to
19 verify that Nancy Parks scratched her name out?

20 MALE AUDIENCE MEMBER: Yes.

21 MS. KATHERINE FARROW: Okay. Thank you.

22 So I'm going to call a few of you up so
23 that you can sit up front and be ready to come up.
24 Bonnie Darlington, Tanya Evans, and Lisa Muir [sic].
25 Also I'm really bad at pronunciations so I apologize

1 if I mess up your name, but those are the first three
2 people. If you can come up, that'd be great. Thank
3 you.

4 MR. KEVIN JAMES: Kate, we will do a quick
5 introduction of the folks on the panel here.

6 MS. KATHERINE FARROW: One more -- wait.

7 When you come up to the microphone please
8 make sure that you state your name so the
9 stenographer can get it, and then also adjust the
10 microphone so that everyone can hear you as you talk.
11 Thank you.

12 Kevin.

13 MR. KEVIN JAMES: Okay. So I just want to
14 do a quick introduction. You know Tom and myself but
15 the others that we have on the panel up to here to
16 answer your questions -- we have Lori Cole from JMT
17 who is a planning environmental specialist with the
18 design team. We have Paul DeAngelo with Skelly and
19 Loy, also an environmental specialist with the team,
20 and Dean Ball who is the Assistant District Executive
21 for Engineering District 2.

22 MS. KATHERINE FARROW: Go ahead, Bonnie.
23 You can come up to the microphone. Thank you.

24 MS. BONNIE DARLINGTON: Hi. I'm Bonnie
25 Darlington and I live and own Darlington Farms, which

1 lies across from Tusseyville along 322, and our farm
2 is in jeopardy.

3 My question tonight is, how many times may
4 our government take from one family our
5 constitutional rights to life, liberty, and property?
6 Reason for that question is my family has lost 291
7 acres within 40 years to government and now may lose
8 231 acres more and perhaps a future in farming after
9 13 generations and 339 years of farming in
10 Pennsylvania for a loss of 522 acres. Where is our
11 constitutional rights to life, liberty, and property?
12 And again my question is, how many times may the
13 government take one family's farms and constitutional
14 rights?

15 MS. KATHERINE FARROW: Thank you.

16 MR. THOMAS ZURAT: Yeah. Thanks, Bonnie,
17 and -- and we've had conversations about this, and I
18 understand, you know, where -- where you guys come
19 from. We have been out to your farm and stuff so --
20 and I don't think there is an answer to how many
21 times on that end of it and I've told you, and we
22 talked to Jesse last night, as we move forward with
23 this project and we get into the engineering phase
24 and really look at the alignments and where the road
25 is going to go is we're committed to meeting with you

1 guys, the other farmers, the other property owners
2 along the corridor and -- and working with you guys
3 to be as least impactful, and there are going to be
4 impacts. There is no doubt there is going to be
5 impacts but how can we make that the least impactful
6 to your business, you know, your farm, you know, how
7 can we work around some of the things that you guys
8 have, and promised that last night to Jesse when he
9 gave comments and we continue to have that commitment
10 to you guys.

11 MS. BONNIE DARLINGTON: I have another
12 question. How long may our government keep people in
13 a tormenting limbo state where their property is
14 worthless and their lives are forced on hold forcing
15 stress and undue mental anguish and hardship on their
16 victim?

17 MR. THOMAS ZURAT: And that's a good
18 question too. Is going into the PEL process and what
19 this process is in general is a process that we have
20 to follow legally to go through property, you know,
21 acquisitions, roadway alignments. Working with
22 permitting agencies on -- on other impacts, other --
23 other items, wetlands, streams, those types of
24 things. So there is a process legally and we have to
25 follow that. As we get through this PEL --

1 And, Lori, I'll let you talk a little bit
2 about this.

3 But as we move through the PEL, what the
4 process is after that and when we get into the
5 engineering and what that timeframe is going to be,
6 and I think we can give a little bit of that
7 timeframe now as we get out of this draft PEL side of
8 it.

9 MS. LORI COLE: Tom is correct. I'm sorry.
10 The PEL process we're ending here shortly and we will
11 be starting what they call the NEPA process Kevin
12 talked about. The NEPA process has regulatory
13 requirements, right, two-year period is the schedule
14 for that, and we have some handouts I believe out
15 front that kind of show you what we're predicting
16 that schedule to be moving forward once we hit the
17 NEPA process. So that will be a two-year process.

18 Now what does that mean? We could
19 eliminate corridors during that process, but it means
20 from start to absolute finish we have two years to
21 make it through.

22 MS. KATHERINE FARROW: Thank you.

23 And, Bonnie, your time is up. I hate to
24 tell you that.

25 MS. BONNIE DARLINGTON: Thank you.

1 And I ask -- I just ask for your help.

2 Thank you.

3 MR. KEVIN JAMES: Thanks, Bonnie.

4 MS. KATHERINE FARROW: Tanya Evans.

5 Thank you.

6 And then if Lisa Moir is here, she's after

7 Tanya.

8 Thank you, Dennis, for getting the

9 microphone.

10 MS. TANYA EVANS: Hi. My name is

11 Tanya Evans, and I live in Tusseyville, and I've

12 lived here my whole entire life, and I drive Route 45

13 almost every single day, my husband and I, and when I

14 was talking to several people they said that there

15 wasn't going to be as much traffic on there with this

16 connector project but as we drive and we see joggers,

17 and bicyclists, and people that are walking their

18 dogs -- and the berm is very narrow on 45, and there

19 is lots of farm traffic going both east and west with

20 lines of traffic, people passing where they

21 shouldn't, I don't understand why you're going to

22 spend all this money on a mile and a half or a two

23 mile connector project -- why don't you just start

24 with 45? Fix it. Make wider berms. Make it better.

25 And in there where the cut is, do that. That makes

1 more sense instead of putting the cart before the
2 horse spending all this money and doing -- and doing
3 that. I don't understand that.

4 And the same way with the 322 project.
5 Follow 322 the way it is. I don't have a degree. I
6 don't have fancy letters behind my name. I'm not an
7 engineer, but I certainly was blessed with common
8 sense, and I think when you guys are sitting in your
9 meetings you certainly don't use very much common
10 sense when you're looking at all of this. There is
11 no reason for the connector road and there is no
12 reason to be displacing farmland. With the drought
13 in the midwest, fires in California, floods down
14 south, farmland is being decimated and Pennsylvania
15 does a very good job with their farmland, and there
16 is just absolutely no reason at all to be taking any
17 of that.

18 So those were my two questions. Why can't
19 you follow 322? And why can't you fix 45 before
20 putting in a connector road if you're so worried
21 about traffic there?

22 MS. KATHERINE FARROW: Thank you.

23 MR. THOMAS ZURAT: Yeah. Appreciate it.
24 I'll take the 322 portion of that I guess. Is
25 looking at 322 one of the alignments we have on 322,

1 the OEX -- actually about two-thirds of that
2 alignment is on existing 322. We get off of 322 to
3 try to protect the businesses that are already
4 established out there at one point or another.
5 That's why the alignment or the alternative that you
6 see is shown in that case.

7 At this point when you look at those maps
8 there is some red lines on those maps out there and
9 that's what the study area is. The broad-brush
10 corridors that you see are ultimately -- are
11 ultimately alternatives and the -- the alignment or
12 the roadway in its final stage could really wind up
13 anywhere within that -- those red lines that we're
14 going to study, and again that's what the -- the
15 cooperation with municipalities, property owners,
16 farmers is getting that information and trying to
17 fine-tune that 322 alignment, but as you can see that
18 OEX -- two-thirds of it is on the existing alignment
19 and we'll look at, you know, what we can do on the
20 engineering side of it to work through those
21 challenges that we'll have through any of the
22 alignments we look at, but that is definitely one of
23 the -- one of the alternatives that we'll continue to
24 look at.

25 Let me have Kevin and Dean talk a little

1 bit about that -- the 45 connection and how it's got
2 there and why we still need to continue looking at
3 it.

4 MR. KEVIN JAMES: Sure. Thanks, Tom.

5 And thank you for your question, Tanya. As
6 far as the 45 connector, why it's there, those -- you
7 know, at this level, the planning-level analysis,
8 where we're looking at the traffic operations at a
9 high level we look at the connection there to see if
10 it would help to improve -- because we know there are
11 safety concerns on 45 as well as 322. So we looked
12 at that connection to see if we could help to draw
13 more traffic off of 45, and the high-level analysis
14 that we've done to this point does show that there
15 could be some improvement there, however, it's still
16 a planning-level analysis.

17 So we need to do more study, we need to do
18 more detailed analysis to determine whether that is
19 true or not, and if so is it worth it. Are the
20 impacts worth it to get that -- are we going to get
21 enough value out of that safety improvement for those
22 impacts, you know, for that PA-45 corridor --
23 connector.

24 MS. KATHERINE FARROW: Thank you. And I
25 know we have --

1 Oh, I'm sorry.

2 MR. THOMAS ZURAT: Yeah. You had mentioned
3 the improvements on 45. Part of the PEL study is we
4 studied the entire corridor, all of the local road
5 network, and we -- and in the PEL study there is
6 information in the PEL study that will be coming out
7 to where it showed that there was some intersections
8 and some parts of the SR-45 that do need attention
9 and that is going to be part of the PEL study moving
10 forward and working with the local planning agency
11 trying to get something planned out there on the
12 road.

13 MS. TANYA EVANS: Okay. All right.

14 MS. KATHERINE FARROW: Thanks.

15 MS. TANYA EVANS: Thank you.

16 MS. KATHERINE FARROW: Lisa.

17 Oh, we might need to move that mic up.

18 MS. LISA MOIR: Hi. I'm Lisa Moir. My
19 last name is M-o-i-r.

20 MS. KATHERINE FARROW: Thank you.

21 MS. LISA MOIR: And I'm from Potter
22 Township and my question tonight is also about the
23 connecting road between Route 322 and Route 45 and I
24 guess the -- I'll read my question in a minute but I
25 wanted to make a comment about some of the statistics

1 that are really different tonight than they've been
2 in the past.

3 In your previous studies -- in your
4 previous studies you've -- you recognize Route 45 is
5 a substandard road in at least I believe one-third of
6 the area, and I say when you take a substandard road
7 you add traffic to it you cannot make it a safer
8 road.

9 Basically my questions are that your --
10 some of your data is -- appears tonight since it's
11 the safety and the traffic values have improved, I'm
12 going to suggest that they have not improved for all
13 of Route 45, that a connection would improve safety
14 and traffic on only a portion of Route 45, the
15 western portion. The most dangerous part of Route 45
16 is the center and the east portion. Adding traffic
17 to that area is not going to help Route 45 and by
18 taking data and aggregating it, averaging it, or
19 truncating the data does not give you an accurate
20 picture of the full length of Route 45.

21 Okay. So my question, will the existing
22 poorly engineered temporary intersection at
23 Potter Mills connecting Route 322 to 144 be a part of
24 the 322 Build Alternative providing a more efficient
25 transition for trucks heading north of Centre Hall,

1 or are you going to continue to direct trucks to the
2 Route 45 connector road? And is the plan of PennDOT
3 in the long range to use Route 45 and the 45
4 connector road as part of a designated 144 truck
5 route?

6 MS. KATHERINE FARROW: Thank you.

7 MS. LISA MOIR: Thanks.

8 MR. THOMAS ZURAT: And I guess I will take
9 that. Is I don't think we have gotten that far with
10 the -- with the engineering study and at this point,
11 and with the traffic analysis, there is obviously
12 more detail that needs to go into that.

13 We know we have some issues with turning
14 movements down at the Potters Mill Gap connection,
15 the 144 and the old 322. The guide rails still seem
16 to get knocked down in that location and we're taking
17 a look at that. I believe the culvert that's in that
18 area is scheduled to have some work on it in -- on
19 our long-range plan if we can improve that
20 intersection a little bit at that time. So we do
21 have some work -- typically work scheduled or to look
22 at that intersection.

23 Following with where we can move forward on
24 the traffic side of things and we get into the final
25 engineering of this, obviously our traffic model will

1 be looked at but at this point we didn't plan on
2 changing the 144 alignment in a way the assigning of
3 144 would be. So it would still be directing the
4 traffic down to Potters Mills and then -- you know,
5 using the roundabout and getting on at that
6 interchange is always how we laid it -- had it laid
7 out when we built the Potters Mill Gap section.

8 MS. KATHERINE FARROW: Tom.

9 MR. THOMAS ZURAT: And let me have Kevin
10 comment a little bit.

11 MR. KEVIN JAMES: And I do want to thank
12 you for your question, Lisa, as well. I do want to
13 address your comments on aggregating the 45 corridor,
14 looking at the safety analysis and not, you know,
15 looking at each part or segment.

16 We are looking at each part and segment.
17 In the analysis that we've done that's kind of what
18 we're doing, so on either side of the proposed
19 connector, and will continue to do that. So it won't
20 be just an aggregate, oh, if we can only improve part
21 of 45 then it's worth it. It's going to be more than
22 that. So it would be -- like Dean said, you know,
23 earlier as well, there could be other improvements to
24 45. If the connector and other improvements could
25 help, you know, with the overall safety then that's

1 something that could be considered as well.

2 MS. KATHERINE FARROW: Thank you.

3 The next three people we have are Doug --
4 Douglas Mason, Andy Bater, and Beth Kirchgesser [sic].

5 Sorry, Beth, I'm horrible with
6 pronunciation.

7 MR. DOUGLAS MASON: Good evening. I'm Doug
8 Mason and I'm chair of the Sierra Club Masonic Group.
9 We oppose both the connector and all three new
10 proposed routes but find U.S. 322-S particularly
11 unacceptable because of its impact on stream
12 headquarters and bog life among other natural
13 resource concerns.

14 The Sierra Club Masonic Group will be
15 submitting written comments that will go into greater
16 detail about our many concerns and why we prefer the
17 Do-Nothing or No-Build option over any proposed four
18 lanes, but I did want to say that if PennDOT -- this
19 is my question. If PennDOT is considering the
20 construction -- are they considering the construction
21 of wildlife corridors, such as bridges and
22 underpasses, to allow animals to wander safely
23 between Mount Nittany and Tussey Mountain if a
24 four-lane highway is constructed?

25 MR. THOMAS ZURAT: Can you address that,

1 please?

2 MR. PAUL DEANGELO: So the question was
3 will wildlife crossings be incorporated or considered
4 as part of the project, and I would have to say yes.
5 We do a lot of coordination with the U.S. Fish and
6 Wildlife Service in addition to other natural
7 resource agencies, and we have evaluated them on
8 other transportation projects in the past, and
9 they'll be evaluated moving forward in the NEPA phase
10 looking at the overall wildlife and opportunities to
11 accommodate that if it's practical.

12 MR. DOUGLAS MASON: Okay. We -- you know,
13 like I say, we're opposed to US 322-S. We don't want
14 the corridors to be used as an excuse to say well
15 we've taken wildlife into consideration, therefore,
16 we're going to go ahead with this.

17 I should also add I also sit on the
18 Spring Creek Watershed Commission and I'm really
19 concerned as a trout fisherman about the impacts on
20 the headwaters of Cedar Run into Spring Creek.

21 MS. KATHERINE FARROW: Thank you.

22 MR. THOMAS ZURAT: Yeah. And we'll
23 document those comments. Thank you.

24 MS. KATHERINE FARROW: Thank you.

25 MR. ANDY BATER: Hi. Good evening. I'm

1 Andy Bater. I'm the Board of Director of
2 Pennsylvania Farm Bureau representing agriculture in
3 Pennsylvania, and, in particular, the farms here in
4 Centre County.

5 So I have a couple quick questions. One is
6 based on some discussion we had here tonight out in
7 the assembly area, and that is when we looked at some
8 of the maps we noticed that there were some areas
9 that were counted both as wetlands and as
10 agricultural land. So I'm curious about the wading
11 in a situation like that. It would seem to be a bit
12 of a double counting and I -- you know, I have that
13 curiosity.

14 Part B of my question would be, at what
15 stage during the process do we look at alternatives
16 such as relocating wetlands compared to the impact on
17 farmland and how does that process manifest? What
18 involvement does DEP have, et cetera, and how would
19 that impact your budget? That's probably like seven
20 questions but I think you understand my goal is to
21 protect farmland.

22 MS. KATHERINE FARROW: Those are good
23 questions and I would imagine Paul --

24 MR. THOMAS ZURAT: Yeah. I was going to
25 say it's right over my head when you go to the

1 environmental.

2 MS. KATHERINE FARROW: Right. And about
3 the things on the map that look like there is both
4 wetland and ag land, and then at what point do we
5 evaluate mitigation for wetland and how do we take
6 that into consideration.

7 MR. PAUL DEANGELO: All right. So the
8 first part of that will be counting the impacts with
9 regard to resources. So all the different resource
10 categories are evaluated independently, so the amount
11 of wetland area, stream area, flood plane area,
12 farmlands, and so there are areas that is also a
13 farmland but it's in the flood plane, it's in the
14 wetland. Again you have that. You have pastures
15 that -- you know, cattle are walking through what is
16 technically a wetland. So you have that. So again
17 each regulatory agency evaluates their resource
18 independently of the other and that's where we have
19 to balance all of the impacts to that.

20 With regard to the process of mitigating --
21 can you just impact the wetland and mitigate it,
22 replace it somewhere else. Part of the project is we
23 have to go through the permit review process with the
24 Corps of Engineers, the DEP, and that process is
25 avoidance, minimization, and then compensation, and

1 so we have a lot of high-quality resources.

2 Someone had just talked about Cedar Run,
3 Spring Creek, Sinking Creek. We have exceptional
4 value wetlands, wild trout streams. So the
5 regulatory agencies require us to go through that
6 avoidance-minimization process, but again that's only
7 part of the process, just like we're going to
8 evaluate the farmland impacts, and so that gets all
9 balanced in that next part of the phase -- the NEPA
10 phase of this project.

11 MS. KATHERINE FARROW: Thank you.

12 Beth.

13 MS. BETH KIRCHGESSNER: Hi. I'm
14 Beth Kirchgessner. I live along 322 for the last
15 eight years. I wanted to ask, as someone who's
16 somewhat opposed to the 322 corridor being improved
17 upon, can you say some more about the funding sources
18 for this project? And also can you let us know where
19 in terms of data we can learn more about what's been
20 studied about the expectations of service? I'm not
21 quite sure what that is, but service will be improved
22 upon these changes and what that means. It's just a
23 little nebulous for us.

24 MS. KATHERINE FARROW: Like they -- when
25 they say level of service?

1 MS. BETH KIRCHGESSNER: Levels of service
2 of -- yeah. What data is out there that we can see
3 that shows that?

4 MR. THOMAS ZURAT: Yeah. Sure. The
5 website -- our SCAC website has, you know, all of the
6 information that we've studied to date. There is a
7 lot of documents out there. I don't know if you've
8 been on that website. I know there is some
9 information --

10 We still have handout cards over in the
11 other hall that have the actual website on it,
12 correct?

13 So if you stop on your way out over in the
14 gymnasium you can get a card that will get you onto
15 the website, and, like I said, there is GIS mapping
16 on there. You can -- different levels you can click
17 on and off, gives you all of the different things
18 that have been studied and pull that stuff up for you
19 so --

20 MS. BETH KIRCHGESSNER: So can you just
21 summarize what that means in terms of how we know
22 businesses are going to be able to produce more,
23 trucks are going to be able to -- businesses are
24 going to do better because of this change?

25 MR. THOMAS ZURAT: Yeah. And I will turn

1 it over to these guys to talk a little bit about the
2 level of service that you asked about.

3 Let me touch on the funding a little bit
4 for your very first question. Is that at this point
5 we have had funding set aside and already established
6 for the study phase of the project and the
7 preliminary engineering phase of the project and we
8 have got engineering prudence in place to do both of
9 those phases.

10 The next phase after that one -- once we
11 would get through the preliminary engineering and get
12 an alignment -- a preferred alignment is that we move
13 into final design. That could be several different
14 stages of construction. There may be -- there may
15 be, you know, two, three, four different projects
16 that come out of it. When we built the Potters Mills
17 Gap it was actually built in three separate
18 construction phases. The High-Speed Interchange
19 right now is going to have three separate
20 construction phases. So there may be multiple
21 projects to get the entire project completed. That
22 would be in final design.

23 That money is programmed on the Statewide
24 Long-Range Plan but -- and the construction is on
25 that plan also. So that money is out in future years

1 on the plan and it's committed, but, you know, until
2 you move into that -- into those years does it become
3 -- I hate to use the term real money but it goes from
4 programmed to actual funds. So -- but as far as
5 right now we have actual funding for the -- the study
6 phase, which we're wrapping up, and the preliminary
7 engineering phase.

8 So, with that, Kevin, do you want to talk
9 about Level of Service a little bit please?

10 MR. KEVIN JAMES: Yes. So thanks for your
11 question, Beth. As far as Levels of Service -- so
12 what we look at is we compare the existing condition,
13 the existing roadway, and we -- we analyze that out
14 to the year 2050. So that's kind of our timeframe
15 that we're looking at. Traffic grows over time, what
16 happens to the Level of Service on the existing
17 roadway network, and a lot of this information, as
18 Tom said, is out on the website, and it's kind of
19 color-coded, so red, you know, being bad and another
20 color, green, being good, those kinds of things, but
21 Level of Service is graded on a scale of A through F,
22 kind of like a grading scale here in school. Seems
23 kind of appropriate. A being good, F being not so
24 good. So you can see those things, how they look,
25 you know, out into the future.

1 So we look at the traffic, you know,
2 analysis and it came up with different Levels of
3 Service out into the year 2050. So the existing
4 roadway network starts to degrade the service over
5 time. So something needs to be done. That's how we
6 know something needs to be done to improve the
7 traffic flow, like you said, for businesses and just
8 for commuters to get to where they're going, their
9 destinations.

10 So -- and we analyze that for all of the
11 alternatives that we've shown tonight and have been
12 showing for the, you know, past several public
13 meetings to show how the improvements are made to
14 that Level of Service. So if we have a Level of
15 Service that say E or F in the future if we do
16 nothing -- we try to get something into the As, Bs,
17 and Cs in the entire roadway network and that's how
18 we know we're improving this Level of Service for
19 everybody, the businesses, private use, commercial
20 use, everybody.

21 MS. KATHERINE FARROW: Thank you.

22 MS. BETH KIRCHGESSNER: Oh, are my two
23 minutes up?

24 MS. KATHERINE FARROW: Yes.

25 If you have multiple questions it is good

1 to ask them all at one time so we can write them
2 down.

3 The next couple people are Phyllis Kipp,
4 Derek Bissett, and Don Cisthro [sic].

5 Phyllis, did you decide to talk or not? I
6 don't remember.

7 MS. PHYLLIS KIPP: My husband is going to
8 speak.

9 THE COURT REPORTER: I didn't hear what she
10 said.

11 MS. KATHERINE FARROW: Her husband is going
12 to speak.

13 Mr. Kipp.

14 MR. RICHARD KIPP: My wife, Phyllis,
15 brought up a good point and I --

16 MS. KATHERINE FARROW: Can you put your
17 name in the record, sir?

18 MR. RICHARD KIPP: Richard Kipp. We
19 registered as a pair.

20 MS. KATHERINE FARROW: Yeah. Your wife's
21 name was down.

22 MR. RICHARD KIPP: Wife's name is
23 Phyllis Kipp.

24 MS. KATHERINE FARROW: Thank you.

25 MR. RICHARD KIPP: She said she would

1 rather I come up.

2 It's a simple question. How much -- I know
3 a large number of truckers use the highway. We all
4 know that. And we all know I think for those of us
5 who aren't farmers virtually everything we have comes
6 on a truck at least some distance. Many of the
7 truckers are independent not working for a larger
8 firm. The trip across Pennsylvania from Philadelphia
9 to Pittsburgh or the Ohio line on the Turnpike is
10 about \$400 one way.

11 How much -- how many minutes will be saved
12 on this 10 mile, four lane stretch as compared to the
13 existing 322? How many minutes will the truckers
14 save? Two or three to travel that 10 miles?

15 MS. KATHERINE FARROW: Thank you.

16 MR. THOMAS ZURAT: And you're talking about
17 the travel -- the 10 miles along the new corridor?
18 Because our speeds are going to be the same posted.
19 We're looking at a 55-mile-an-hour corridor. When
20 you look at the State College bypass on that end, the
21 Boalsburg end, it's posted at 55 miles an hour. The
22 Potters Mills Gap is posted at 55 miles an hour.

23 So we were not going to change the speed
24 limit and speed it up through this corridor to then
25 slow them down at either end of it. Those were the

1 conversations that we had. That obviously helps us
2 establish a design speed for the corridor but the
3 posted speed is going to be the same on the new
4 alignment as it is on the existing alignment right
5 now. So am I --

6 MR. RICHARD KIPP: So no time saved?

7 MR. KEVIN JAMES: No. Okay. I just want
8 to add it kind of goes back to the last answer
9 regarding Levels of Service. So over time the Level
10 of Service on the existing 322 would degrade to the
11 point where it would slow traffic down because you're
12 adding so much more traffic onto a network that can't
13 handle it. So there would be some inefficiencies
14 with that, which with the new road being four lanes
15 you would have those efficiencies. You would gain
16 that back.

17 So we have to take a look at the detailed
18 analysis as we go through that to see exactly what
19 those numbers would be but there would be some
20 efficiencies -- certainly some efficiencies gained by
21 -- or having that traffic flow more freely through
22 the area.

23 MS. KATHERINE FARROW: Kevin, is the
24 purpose of the road -- of the new road to save
25 minutes in travel or are there other reasons?

1 MR. KEVIN JAMES: It's to, you know,
2 increase the efficiency but also the safety -- safety
3 and traffic operations are two of the big keys in the
4 needs that we're looking at and to -- and those
5 things help to eliminate the congestion that you see
6 that spurs out into the local roadway network. So
7 it's not just 322. It's all the other adjacent
8 roadways that get clogged up with all of the
9 inefficiencies in the existing network if we do
10 nothing.

11 MS. KATHERINE FARROW: Thanks.

12 MR. THOMAS ZURAT: And the other term --
13 let me say the other term we look at on the traffic
14 side is reliability. Is how often can you get out
15 there and expect to travel the speed limit through
16 the corridor. We run into this -- we really got into
17 this when we were studying the I-99/I-80 High-Speed
18 Interchange. Is that you never know when you get up
19 there if you are going to be backed up for half a
20 mile to try to get on I-80 when you're not -- you
21 know, to get on I-99.

22 So it's that reliability factor and that
23 really kind of gears which way people go too. You
24 know, if I'm going to be on a road that I know that
25 95 percent of the time I don't have to worry about if

1 I'm going to get from point A to point B you are a
2 lot more comfortable going that direction than if
3 it's -- like when I travel south of 95 I try to stay
4 away from 95 because one accident you know you are
5 clogged up for four hours sitting on I-95.

6 So the reliability is a lot less, and
7 that's one of the things we look at. When you start
8 looking at the existing roadway and the congestion
9 you have, and the amount of traffic, and increased
10 traffic, and people making left turns, and accident
11 rates the reliability goes down and -- you know, so
12 that's -- that's the one thing that looking at a new
13 road is the reliability of traveling through that
14 corridor and that timeframe obviously goes up because
15 you have a safer roadway.

16 MR. RICHARD KIPP: Okay. Just a related
17 point, no matter what the roadway is enforcement of
18 speed limits is pretty weak and we have seen
19 horrendous violence on four lane highways. When we
20 go south into Washington area we see people 10 miles
21 above the limit, black ice, fog. The most recent
22 accident that happened in the west I think 90 cars
23 were involved, several deaths. I would just like to
24 urge some more talk on traffic speed limit
25 enforcement.

1 MS. KATHERINE FARROW: Thank you.

2 MR. THOMAS ZURAT: Sure. Appreciate that
3 comment.

4 MS. KATHERINE FARROW: Derek Bissett.

5 MR. DEREK BISSETT: Hi. Derek Bissett.

6 I --

7 MS. KATHERINE FARROW: Wait.

8 MR. DEREK BISSETT: Hi. My name is
9 Derek Bissett. I live at 104 Rockey Lane, which is
10 right on the corner of Kaywood, Rockey Lane and 45.

11 Much of the PennDOT design decisions
12 regarding alignments so far seem to be primarily
13 driven by achieving the least damaging outcome, which
14 is understandable to some extent, but while investing
15 very little research in what might be done to help
16 the local community. Again isn't at all surprising
17 given the risks and the tragic cost looming for those
18 most affected and I definitely sympathize with those
19 families. To build on the damage mitigation efforts
20 on behalf of PennDOT I would like to see additional
21 research applied to opportunities for improvement
22 within the scope of this project.

23 It's been well-established the current
24 status along State Route 45 between Boalsburg and
25 Centre -- and Centre Hall is untenable. Currently it

1 is dangerous at best and this area is a hotbed of
2 continued residential development. Adolescents
3 walking between neighbors along a two foot margin on
4 a congested 45-mile-an-hour road, in which most
5 people do not travel 45 miles an hour, is frankly
6 insane, and now is your opportunity to win some
7 support perhaps by addressing this problem and maybe
8 others.

9 Additionally, the communities on the north
10 side of 322 are cut off from Boalsburg in a way that
11 is detrimental to these neighborhoods and Boalsburg
12 itself. This deserves remediation as well. I would
13 like to see how the revision of the 322 corridor is
14 going to solve the problems of multimodal and
15 pedestrian transportation along 45.

16 Another problem which might be improved
17 with this costly effort but that also may worsen
18 without due consideration is traffic noise from 322.
19 Near proximity, prevailing wind direction, and the
20 lack of any mitigating features inflicts unnecessary
21 noise pollution onto neighborhoods along 322, and
22 that doesn't just go for Harris Township.

23 Why don't we see more noise mitigation
24 along 322 and I-99? And what will be done to
25 evaluate these solutions in the coming phase?

1 MS. KATHERINE FARROW: Thank you. No more
2 time. Do you have a specific question in there or
3 more about the -- what are the other projects that
4 would happen out of 45?

5 MR. THOMAS ZURAT: Yeah. Yeah. Let me --
6 we'll talk a little bit about that.

7 MS. KATHERINE FARROW: Yeah. Yep.

8 MR. THOMAS ZURAT: He asked about some
9 multimodal improvements and then some noise to --
10 Dean, do you want to talk a little about
11 some of the multimodal that we've talked about in the
12 past and some of the things we're looking at
13 addressing?

14 MR. DEAN BALL: Yeah. I was going to say
15 that's the one thing -- part of our design. We're
16 looking at all means of multimodal transportation.
17 We're looking at connectivity and trails. We're
18 looking at, you know -- you know, bike facilities,
19 making sure communities are connected.

20 So all of those things will be addressed.
21 As we move through the preliminary design and the
22 NEPA phase all of those items will be addressed.
23 They'll all be looked at. We'll talk with the
24 municipalities and the communities, look at the
25 community facilities, talk to the residential

1 housing, and then we'll -- you know, communities and
2 we'll look at the connectivity moving forward, make
3 sure that we have -- you know, part of the
4 transportation project -- it's just not always for
5 vehicular traffic. You know, we look at all the
6 needs of transportation; multimodal, vehicle,
7 pedestrian. We look at all of that as we are moving
8 through the project.

9 I know you talked, you know, a little bit
10 about, you know, the opportunities for -- I have a
11 question. You said that the connectivity for people
12 who live north -- I didn't hear that question -- of
13 322?

14 MS. KATHERINE FARROW: Do you want to go
15 back up and -- thank you.

16 MR. DEREK BISSETT: Yeah. Mostly I was
17 referring to the discontinuity between this growing
18 residential area just north or east, depending on how
19 you slice it, of 322 and then of course with -- with
20 respect to Boalsburg, and again I live right on 45.
21 I see kids walking to Boalsburg past my house. So
22 how are we going to make that safe?

23 MR. KEVIN JAMES: That's a good question,
24 Derek, and that's something, as Dean said, we are
25 going to be looking to work with the communities and

1 municipalities on that to locate an interconnectivity
2 between pedestrian, bicycles, and other modes of
3 transportation as well, and we have done studies of
4 the entire 70 square mile study area that shows where
5 some of those deficiencies are and we're going to
6 provide a list of those -- some of those proposed
7 improvements that may be able to be included in part
8 of this improvement or they may be part of other
9 separate improvements that we'll work with the MPO
10 and the municipalities to bring forward.

11 MR. DEREK BISSETT: Right. I would just
12 urge that it's well understood before we decide on
13 how the 322 alignment is designed.

14 MR. KEVIN JAMES: Understood.

15 MS. KATHERINE FARROW: Thank you.

16 MR. PAUL DEANGELO: And there was a
17 question regarding noise. So as we move into the
18 next phase, the NEPA phase for the project, noise
19 assessment will be part of that.

20 So we will be putting noise monitors out
21 when we initiate studies to collect information on
22 the existing ambient condition that's out there for
23 the acoustic environment and that will get developed
24 into the noise model as the engineering is developed
25 and looking at projected traffic in the future. So

1 that's all incorporated into the next phase.

2 MS. KATHERINE FARROW: Can we get to the
3 rest?

4 MR. DEREK BISSETT: Yes.

5 MS. KATHERINE FARROW: Thank you. Sorry.

6 The next three are Don Cisthro [sic],

7 Marianne Kuhns, and Robert Saidis.

8 I forgot how you pronounced your name.

9 MR. DON CISTARO: Okay. I think one of my
10 questions --

11 MS. KATHERINE FARROW: Excuse me. Can you
12 put your name in the record? Thank you.

13 MR. DON CISTARO: Yeah. Right. Yeah.

14 Don Cistaro. I live in Patton Township, which is far
15 north of this corridor but still use the corridor.

16 The question may have been answered to
17 some extent. The funding for the project -- you've
18 indicated that several phases of it have already had
19 funding and that but how does the funding get -- when
20 is the next funding issue going to come up? That is,
21 where you need to go to the legislature and say, you
22 know, we need X number of dollars to finish this
23 project? That's my first question.

24 MS. KATHERINE FARROW: Why don't you give
25 us all your questions so --

1 MR. DON CISTARO: Okay. Second question --
2 you indicated that the -- upgrading the existing 322
3 corridor was taken off the table, it was not part of
4 the next phase of the evaluation, and I'm wondering
5 where can we see more detail as to why that was taken
6 off the table? What the -- you know, some real
7 details on the problems that would, you know,
8 continue to exist if you enhanced that particular
9 corridor because it looked like that from a cost
10 standpoint it might be the least expensive.

11 And my third question was, speaking of
12 cost, when you showed the 322 options up there the --
13 I don't know that the cost of each option was shown
14 but what are the estimates now of the cost of the
15 projects in each of those three cases?

16 So that's --

17 MS. KATHERINE FARROW: Great. Thank you.

18 MR. DON CISTARO: Yep.

19 MS. KATHERINE FARROW: So do you remember
20 -- do you have them? Do you want me to read them?

21 MR. THOMAS ZURAT: Yeah. I think I can --

22 MS. KATHERINE FARROW: Okay.

23 MR. THOMAS ZURAT: So the first question is
24 -- was when's the next step in the funding when we
25 move forward with that and I had mentioned going into

1 final -- when we get into final design -- we have got
2 the study phase and the preliminary engineering phase
3 funded. As we go in final design -- and that kind of
4 goes back to something Lori had talked about. We
5 have two years to get through the -- the NEPA
6 clearance side of it, which takes us from preliminary
7 engineering to final design. So at that two year
8 mark when we're -- when we've got that NEPA clearance
9 on what that alignment is we need environmental
10 clearance or NEPA clearance to be able to go into
11 final design.

12 So once we get that clearance we will go
13 into final design and we'll need funding for that --
14 approved funding for that. It is out on a long-range
15 plan but -- so you're looking about a two -- you
16 know, two years from now we would hope to have that
17 NEPA clearance and then we would be looking at, you
18 know, what are the costs -- you know, now we know
19 what the alignment is, now we know what the project's
20 actually going to be, what are those costs going to
21 be, and then we would start initiating the funding
22 for those next phases. So that happens about two
23 years out.

24 MR. DON CISTARO: Okay. Now --

25 MS. KATHERINE FARROW: So the second

1 question was -- oh.

2 MR. DON CISTARO: Once you've got the final
3 design then is there funds available then for the
4 construction or do you have to go back to --

5 MR. THOMAS ZURAT: No. And those funds are
6 also on the -- it's very similar on a statewide basis
7 as what we do locally for the MPO. There is a
8 12 year plan or a long-range plan, and if you go look
9 at the MPOs they have the TIP for the -- which is the
10 first four years of the 12 year plan, and then you
11 have long-range planning and funding out for those
12 years. This money is in the out-years on the
13 statewide side of things --

14 MR. DON CISTARO: Right. Okay. But not
15 allocated to this specific project?

16 MR. THOMAS ZURAT: Not yet. Not yet. As
17 we progress through those funds would then have to be
18 -- have to be authorized now to continue.

19 MR. DON CISTARO: Okay. Yes. I understand
20 that.

21 MS. KATHERINE FARROW: So the next question
22 was about the 322 upgrade, where can I get more
23 information, and the third question was about the
24 costs of the three 322 options.

25 MS. LORI COLE: So the Upgrade Existing

1 Corridor Alternative was evaluated from a safety
2 perspective, and what Kevin mentioned, it got
3 dismissed from the Level 2B screening because of
4 safety. Essentially what we found when we run the
5 Highway Safety Manual analysis on the Upgrade
6 Existing Project is that when we look at the future
7 year 2050 it actually is worse from a safety
8 perspective than what the existing facility would be
9 today.

10 MR. DON CISTARO: Yeah.

11 MS. LORI COLE: Today with the No-Build.
12 So it gets worse. And that information -- it will be
13 in the PEL document that's going to be out here as
14 soon as we get FHWA approval to circulate, but it was
15 also presented in detail at the last public meeting.
16 So on the website if you go to this public meeting
17 there is archives for past public meetings. There is
18 a -- the board is on there.

19 MR. DON CISTARO: Okay. Yeah. I'm
20 interested in seeing that.

21 MS. KATHERINE FARROW: Then 322 cost.

22 MR. DEAN BALL: Yeah. I was going to say,
23 Don, on the boards out there we do have the estimated
24 costs for the three 322 alternatives. They are on
25 the board out there. I don't know those numbers

1 right in front of me or I'd quote them to you, but
2 we do have them on the board out there. I would be
3 happy to show them to you, you know, when we are done
4 with this session if you'd like.

5 MR. DON CISTARO: Sure. Okay. Thank you.

6 MR. THOMAS ZURAT: And the costs are for
7 all of the alignments.

8 MR. DEAN BALL: Yes. Actually it's for all
9 of the alignments that are on the board out there,
10 and it was part of Kevin's presentation that he
11 brought up here.

12 MS. KATHERINE FARROW: Marianne, I believe
13 you are next.

14 MS. MARIANNE KUHNS: Hello. I'm
15 Marianne Kuhns. I live in State College but I own a
16 farm on 322. I don't dispute that something has to
17 be done on that road. We've had accidents and
18 fatalities in front of our farm. My problem is
19 finding out how individuals whose land is condemned
20 will be reimbursed.

21 Our family has had that farm for just 42
22 years and when I listened to some of the other
23 families I realized we are babies in the process but
24 we grow a crop that takes eight to 10 years to come
25 to harvest. So I'm spending thousands of dollars to

1 plant trees -- these are Christmas trees. I get
2 nothing from those trees until they are harvested.

3 How do you reimburse individuals who may
4 have crops like mine that take more than one year? I
5 have not been able to find an answer. It obviously
6 makes a difference to me because I am investing money
7 now that I will see no return on for seven, eight, 10
8 years, sometimes longer because we grow specialty
9 trees for various arboretums and gardens.

10 MS. KATHERINE FARROW: Thank you. That's
11 a very good question.

12 MR. THOMAS ZURAT: It is. And I know we
13 had a conversation at the last public meeting,
14 actually it was a really informative conversation
15 about your business and what you guys do, and took
16 out that to our right-of-way people and let us -- I
17 guess we need to contact you and really sit down and
18 have a conversation with you and get the information
19 and find out what -- what we've done across the state
20 in the past and really get you some unique
21 information for your business compared to what some
22 other people do.

23 So if you stick around afterwards we will
24 get some information from you and I promise you we
25 will follow up on that, and, like I said, get with

1 our right-of-way people, give them that exact -- some
2 of the issues that you have and let us do some
3 research and we will sit down with you and go over it
4 with you.

5 MS. MARIANNE KUHNS: Thank you.

6 MS. KATHERINE FARROW: And also in this
7 next phase the -- there will be folks from the team
8 contacting all of the farmers and coming out and
9 sitting with each of you and finding out real details
10 about your operations and what's going on on each of
11 your parcels, what are your most productive parcels,
12 because that's going to be a good source of
13 information that we'll be able to use to help
14 evaluate as well, and that will be, you know, the
15 next six months or so.

16 Robert. I told you I won't make you go
17 number seven.

18 MR. ROBERT SAIDIS: I don't want to go
19 seven. Hi. My name is Robert Saidis, S-a-i-d-i-s.

20 I really had some great observations but
21 now I have turned them into questions because when
22 you file -- follow farm machinery for seven miles
23 from Snappy's down to Boalsburg at 25 miles an hour
24 you notice a lot of things you don't normally see
25 driving 60 miles an hour.

1 So I think the first question I have is
2 going 25 miles an hour there seem to be about 50
3 access points on that seven mile stretch, driveways,
4 entrances to developments, lanes, you know, whatever,
5 commercial areas, and, in addition to that, you have
6 I'm guessing a couple of thousands homes.

7 So my question is, have you examined any of
8 those things yet on 45, the access points and the
9 number of residents, and, most importantly, the
10 number of farms that are going to be affected? So
11 that would be the first one.

12 The second one, I know you've heard a lot
13 about the fatalities and injury accidents but we're
14 patrolled by Pennsylvania State Police and I'm just
15 --

16 It's to tell my wife to bring in the bird
17 feeder before the bear gets it. Sorry. That doesn't
18 count as my time though.

19 MS. KATHERINE FARROW: I am taking five
20 seconds off. Go ahead.

21 MR. ROBERT SAIDIS: You've heard -- and
22 it's -- that seven miles is where I'm really
23 concentrating. So it's -- the Pennsylvania State
24 Police patrol, so certainly if somebody is injured or
25 there is a fatality, but how do you take into

1 consideration the fender-benders, the rear-end
2 collisions, the damaged guardrails, the speeding, the
3 vehicles passing on the solid line, and all the near
4 misses that only the residents know about and the
5 supervisors who oppose this know about. How are they
6 objectively measured?

7 And so then my third question -- and again
8 all of this deals with 45. So one is, what's the
9 connector going to look like? Since it was so late
10 coming to the design it looked -- you know, to me, it
11 looked like the 45 connector was King Solomon cutting
12 the baby in half. It's three and a half miles from
13 Snappy's, and it's three and a half miles from
14 Boalsburg, and we had to put it somewhere. So the
15 question is, what's that going to look like? My
16 home's very close to that.

17 And, secondly, is there a real -- or has it
18 been considered, or part of being considered, making
19 the Boalsburg interchange a full interchange and not
20 just a partial?

21 MS. KATHERINE FARROW: Thank you. Perfect.
22 You got them, Tom?

23 MR. THOMAS ZURAT: Yeah. I think so.

24 Again on the accident side of it, under the
25 accident investigation we do get all reportable

1 accidents. So it's not just fatalities and major
2 accidents. Anything reported by any of the police
3 goes into -- we have a CDART system it's called and
4 when we pull the accidents we get all of the
5 accidents. Again if it was reported in the police
6 system. So again any -- when you look at property
7 damage, a car has to be towed, any of those, those
8 show up in the system. The near misses, that's --
9 that's when we're talking to municipalities they're
10 telling us about what they're seeing out there, you
11 know, but they -- but they officially aren't reported
12 accidents. When you look at our safety boards and
13 you see accidents those are going to be all of the
14 reported accidents that we got through the CDART
15 system.

16 So as far as the accidents I can talk about
17 that. Let me have Kevin talk a little bit about the
18 45 corridor and then also the 45 connector too.
19 Kevin and Dean here.

20 MR. KEVIN JAMES: Yes. So looking at the
21 45 corridor you asked have we examined all of those
22 connections, and you're right, there are a lot of
23 driveways, there are a lot of access points, there
24 are a lot of roadways, there are a lot of farm access
25 points. We have examined those, you know, at a

1 high-level, and for the planning-level study we do
2 incorporate that, and we have identified some areas
3 for improvement -- definitely needed for improvement
4 on 45 for some of those intersections.

5 We also -- as we get further along in
6 design will be looking at all of the access points to
7 see what -- if there are any others when we get into
8 more detail that may need some additional attention,
9 because we know just from being out there -- I know
10 you guys live there. We've driven it many times. We
11 know that there are several driveways and
12 intersections that definitely have some substandard
13 conditions there that need to be looked at in more
14 detail, and we will be doing that.

15 As far as what would the PA-45 connector
16 look like, it would be a two-lane road. It would not
17 be a four-lane road. It would be a two-lane road
18 mimicking, you know, a lot of the other conditions in
19 the area. It would have wider shoulders than what
20 would be on the existing 45 right now because I know
21 there is some substandard conditions right there. It
22 would not be like 55 miles an hour. It will be some
23 lower speed like 35 miles an hour or something like
24 that to connect between 45 and the new alternative is
25 basically what it will look like.

1 MR. ROBERT SAIDIS: Stop sign?

2 MR. KEVIN JAMES: Well that's to be
3 determined. That's a good question as well.

4 So the intersection right now it's just
5 shown as a connection but we would look at any
6 intersections like that or interchanges. You know,
7 we have to look at the type of connection. So we
8 look at all stop conditions, traffic signals,
9 roundabouts. We have to look at all of that and find
10 out operation and safety wise what works the best.

11 MR. THOMAS ZURAT: And, Lori, will you --
12 we had a question last night a little bit
13 about the location of the 45 connector and you
14 explained -- you know, they actually asked us last
15 night about did the property ownership have anything
16 to do with where you put the 45 connector, and I
17 think the answer was valid on how we got the 45
18 connector and why is it shown where it is.

19 MS. LORI COLE: Okay. So the 45 connector
20 is actually being driven by where we could locate
21 that interchange there off at 322. As Paul's talked
22 about, you know, all of the different resources we
23 have in the area, when we looked in that corridor to
24 try and place an interchange that was the location
25 that we found is what you're seeing on the board, and

1 then what we did from there is try to minimize
2 property impact, and what we try to do when we're
3 going up and doing further refinement is kind of hug
4 property lines to get up to the next -- up to 45.

5 So that's how the placement was put. It
6 wasn't put there because it's halfway between -- as
7 you mentioned, three and a half and three and a half.
8 It was because of the interchange location at the 322
9 corridor that kind of predicated where that went.

10 MR. ROBERT SAIDIS: Boalsburg full
11 interchange?

12 MS. LORI COLE: For full interchange.

13 MR. THOMAS ZURAT: Yeah. We looked at
14 that. That was a comment we had last night too, and
15 we actually drove on the way over here today to take
16 another look at it, and there is still a lot of
17 engineering that needs to be done on that end of it
18 on -- and when we look at it is -- and actually
19 Dennis down here was explaining to me the way it's
20 shown right now is that it's still -- it is a full
21 interchange now. It's just that you have to get off
22 and get onto Boal Avenue if you were going to go up
23 45.

24 For now it functions that way. There is a
25 direct access to 45. There isn't a ramp that gets

1 off and cuts behind the PennDOT shed and links to 45,
2 but if you were going to get off at that location and
3 go on 45, you go down to Boal Avenue to the light and
4 make a right, the same way if you were coming down 45
5 and wanted to take 322 east you'd come down into
6 Boalsburg, hit Boal Avenue, and then go out and
7 connect on and keep rolling so --

8 MR. ROBERT SAIDIS: But they are both
9 partial? They're not a full interchange in one
10 place?

11 MR. THOMAS ZURAT: Correct. As we move
12 forward and look at it -- is that we aren't sure
13 exactly how the ramp system would work there but the
14 connection to 45 is anticipated whether it be a
15 ramp system, you know, that -- that connects onto
16 Boal Avenue or existing 322 like similarly to what it
17 does now or would we put ramps directly onto 45.

18 There is a lot of engineering work that has
19 to be done. We talked a little bit about this last
20 night, you know, with a couple other comments that
21 people asked, but again what we're seeing, and
22 especially at the ends, the Boalsburg end, they're
23 saying, hey, we're going to have a four lane come
24 down and squeeze through that corridor, well where
25 does existing 322 go now and how do we get connection

1 to Bear Meadows Road and some of those other
2 locations, and that's the engineering that still has
3 to be done. You know, it's a lot of engineering to
4 try to -- you know, where are lanes, and median
5 widths, and what goes overtop of what, and those are
6 meetings the -- we talk with Harris Township and, you
7 know, we need to sit down with them and talk about,
8 okay, what's the traffic patterns, where's the people
9 coming from, talk about businesses in that area.

10 You know, we still have all of those
11 communications to go through and then what that ramp
12 configuration would look like, but, ultimately, we
13 are looking at -- whether it be split up a little bit
14 or connected is all going to have a lot to do with
15 how existing 322 goes through there and the local
16 connectivity but, you know, we are looking at ramps
17 at that location so . . .

18 MR. ROBERT SAIDIS: Thank you.

19 MS. KATHERINE FARROW: Great. So those are
20 all of our people who registered for questions.

21 The design team and PennDOT will be back in
22 the big room. We are here till 8:30. Happy to
23 answer more questions and have more one-on-one
24 conversations.

25 MR. THOMAS ZURAT: If I may too, there's

1 frequently asked questions and responses out in the
2 other gymnasium also that can -- that may have more
3 information to clear up some of this stuff. So I
4 recommend you take a look at those, and if you
5 haven't been on the website there is a lot of
6 information on the website.

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8
9 (Whereupon, the PennDot Public Meeting
10 concluded at 7:36 p.m.)
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C E R T I F I C A T E .

I, Elise Fitzgerald, Registered Professional Reporter, hereby certify that the proceedings and evidence are contained fully and accurately in the notes taken by me on the within Proceedings and that this copy is a correct transcript of same.

ss/: Elise Fitzgerald, RPR

(Signed electronically)

ELISE FITZGERALD, RPR

Notary Public
Centre County, Pennsylvania

Notary ID 1256588

My commission expires March 23, 2026

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APPENDIX P – Public Comments and Responses

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Commenter: Anonymous

Comment Form Question(s): *What measures will be taken between now and construction to provide safe entry onto 322?*

Response: Since 2006, PennDOT has implemented numerous improvements along US 322 to improve safety. These improvements are outlined in Table 1 of the *Final Purpose and Need for the State College Area Connector Planning and Environmental Linkage Study*. Until a decision is made on what alternative(s) to advance from this PEL Study, environmental approval received, engineering designs developed, and construction complete, PennDOT will continue to evaluate any further localized improvements which may further enhance safety.

Commenter: Coopey, Barbara

Comment Form Question(s): *Why does the state say they care about farmland, then they take the best farmland in 1OEX & 1S? We came down 322 to get here tonight and the road was not busy. 322-5 does not have good farmland.*

Response: The PEL Study alternatives screening process considered all federal, state, and local regulations, as appropriate, in the evaluation of alternatives to ensure that all regulatory requirements would be met in future NEPA studies. While federal regulations require that impacts to all resources be balanced with engineering considerations, the ability to address identified transportation needs, public and agency input, and other regulations require examination of avoidance alternatives or pose strict requirements for any impact.

Following the initial identification of potential impacts, a refined analysis was conducted to focus on those environmental resources with statutory or implementing regulations with specific requirements for the evaluation and advancement of alternatives. Productive agriculture was included as one of the statutory environmental resources considered in the refined analysis. The comparative environmental analysis for each of the Build Alternatives provided a foundation for identifying which alternative(s) provided the best opportunity to minimize overall environmental impacts. The key environmental statutes and regulations included:

- Section 4(f) of the U.S. DOT Act of 1966
- Section 404 of the Clean Water Act (CWA) and Chapter 105 of 25 PA Administrative Code permitting process
- Agricultural Land Condemnation Approval Board (ALCAB) authorized under Section 306 of The Administrative Code of 1929 (71 P.S. §106) (Act 100), and the Agricultural Security Law (3 P.S. § § 901—915) (Act 43)
- Endangered Species Act
- Section 106 of the National Historic Preservation Act (as amended)
- Community Impact Assessment (Uniform Relocation Assistance and Real Property Acquisition Policies Act, Title VI of the Civil Rights Act, Executive Order (EO) 12898 on Federal Actions to Address Environmental Justice, EO 13985 on Advancing Racial Equity and Support for Underserved Communities Through the Federal Government, and PA Section 2002 of the Administrative Code of 1929)

The resources protected by these regulations, including agricultural land, were provided higher priority in the analysis of the environmental impacts and identification of which alternative(s) to advance. The environmental analysis was one of four assessments conducted. While all the proposed alternatives have the potential to impact productive agricultural lands, when combined with engineering, traffic, and planning assessment, Build Alternatives US 322-1OEX, US 322-1S, and US 322-5 were identified as the best alternatives to advance to meet the study purpose and need while balancing the environmental impacts, engineering, traffic, and planning analyses.

Last Name, First Name: Coopey, Meredith

Comment Form Question(s): *Why does the state even consider route 322-1 on existing and 322-1 south because it takes some of the best farmland in the valley. The state spends huge amounts of money to preserve farmland then takes several farms for the road.*

Response: The PEL Study alternatives screening process considered all federal, state, and local regulations, as appropriate, in the evaluation of alternatives to ensure that all regulatory requirements would be met in future NEPA studies. While federal regulations require that impacts to all resources be balanced with engineering considerations, ability to meet identified transportation needs, public and agency input, other regulations require examination of avoidance alternatives or pose strict requirements for any impact.

Following the initial identification of potential impacts, a refined analysis was conducted to focus on those environmental resources with statutory or implementing regulations with specific requirements for the evaluation and advancement of alternatives.

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Commenter: Findley, Gorman

Comment Form Question(s): *The maps at the in-person meeting are higher resolution than the ones on the website. Can the website maps be improved?*

Response: The maps located on the study website are the same quality as those presented at the October 2022 public open house. They become blurry when zoomed in beyond the scale in which the original figure was created. For more detailed viewing of resources, data, and aerial imagery, we recommend reviewing the maps on the State College Area Connector PEL Study Resources webmap, which can be found on the study website at :

<https://terracon.maps.arcgis.com/apps/webappviewer/index.html?id=e41bc8fe87ba4903bbc4c10a17283269>

Commenter: Grignano, Barbara

Comment Form Question(s): *Why Rt. 45 connector - scrap it. Too much agricultural vehicles use 45 - not safe for more traffic - also there is a connector to expressway 3 miles away from projected connector.*

Response: PennDOT understands the concern that the community and township officials have raised regarding the PA 45 connector. PennDOT is committed to conducting more detailed traffic analyses to evaluate the US 322 to PA 45 connection.

Under any of the Build Alternative scenarios (US 322-1OEX, US 322-1S, or US 322-5), should the traffic analyses indicate that a connector is necessary to improve mobility and aid the State College Area Connector project in meeting the defined transportation purpose and need, PennDOT will include the US 322 to PA 45 connection. PennDOT will work with the townships and area residents to minimize impacts to the surrounding community. Additionally, should the associated analysis show that the Build Alternative, with the connector, adversely impacts conditions on PA 45, PennDOT would incorporate necessary improvements into the project.

Conversely, if the analyses determines that a US 322 to PA 45 connection is not necessary to improve mobility and aid the State College Area Connector project in meeting the defined transportation purpose and need, the connection will be removed from the project.

Commenter: Gustafson, Robert

Comment Form Question(s): *Why are you imposing a plan for a truck expressway that both Harris and Potter Townships vehemently oppose?*

Response: PennDOT is committed to developing an alternative that best meets the Study purpose and need while minimizing natural, cultural, and socio-economic impacts to the surrounding area. Within the study area, an evaluation of the roadway network identified transportation deficiencies which led to the development of the following specific need statements:

- Existing roadway configurations and traffic conditions contribute to safety concerns in the study area.
- High peak hour traffic volumes cause congestion and result in unacceptable Level of Service (LOS), a measure of traffic flow/congestion, on US 322, PA 45, and PA 144 roadways and intersections within the study area.
- The roadway network configuration in the study area lacks continuity and does not meet driver expectations.

PennDOT, in cooperation with FHWA, developed alternatives to address the identified needs. Any alternative considered in the PEL Study would meet these needs and be open and available for public use and not only for truck use.

PennDOT understands the concerns of the local communities. PennDOT has been following the required and appropriate methodology in the planning and environmental studies that have been conducted to date. Additionally, PennDOT has shared the analysis and results of the PEL documentation with Harris and Potter Townships and the public throughout the entire study process and will continue to do so moving forward.

All information that has been developed by PennDOT has been shared with the Townships and all other Cooperating and Participating Agencies. PennDOT has utilized the input provided by Cooperating and Participating Agencies and the public to refine the study and address any concerns that have been brought forward.

Commenter: Hammerstept, Roy

Comment Form Question(s): *Pay attention to alternative provided by Harris Township supervisors. Schedule additional discussion of the 45 add-on.*

Response: PennDOT has been coordinating with all the municipalities throughout the PEL Study including Harris Township. Page 30 provides the full response to the Harris Township's concern regarding their alternative proposal.

PennDOT understands the concern that the community and township officials have raised regarding the PA 45 connector. PennDOT is committed to conducting more detailed traffic analyses to evaluate the US 322 to PA 45 connection.

Under any of the Build Alternative scenarios (US 322-1OEX, US 322-1S, or US 322-5), should the traffic analyses indicate that a connector is necessary to improve mobility and aid the State College Area Connector project in meeting the defined transportation purpose and need, PennDOT will include the US 322 to PA 45 connection. PennDOT will work with the townships and area residents to minimize impacts to the surrounding community. Additionally, should the associated analysis show that the Build Alternative, with the connector, adversely impacts conditions on PA 45, PennDOT would incorporate necessary improvements into the project.

Conversely, if the analyses determines that a US 322 to PA 45 connection is not necessary to improve mobility and aid the State College Area Connector project in meeting the defined transportation purpose and need, the connection will be removed from the project.

Future meetings will be held to discuss the more detailed environmental, engineering, and traffic analyses during the Preliminary Engineering and detailed environmental investigations (NEPA) phase of the transportation project development process.

Commenter: Khoury, George

Comment Form Question(s): *I can support any of the three Build Alternative alignments. The issue of Rt. 45 connection seems to be a major concern with many people. Looking at future growth in the region, it seems to me that a 45 connector makes sense. Designing a 45 connector with the least impacts should be a priority.*

Response: PennDOT understands the concern that the community and township officials have raised regarding the PA 45 connector. PennDOT is committed to conducting more detailed environmental and traffic analyses to evaluate the US 322 to PA 45 connection.

Under any of the Build Alternative scenarios (US 322-1OEX, US 322-1S, or US 322-5), should the traffic analyses indicate that a connector is necessary to improve mobility and aid the State College Area Connector project in meeting the defined transportation purpose and need, PennDOT will include the US 322 to PA 45 connection. PennDOT will work with the townships and area residents to minimize impacts to the surrounding community. Additionally, should the associated analysis show that the Build Alternative, with the connector, adversely impacts conditions on PA 45, PennDOT would incorporate necessary improvements into the project.

Conversely, if the analyses determines that a US 322 to PA 45 connection is not necessary to improve mobility and aid the State College Area Connector project in meeting the defined transportation purpose and need, the connection will be removed from the project.

As the project moves into the detailed environmental studies and preliminary engineering, PennDOT will work to avoid and minimize environmental impacts associated with a PA 45 connection as well as the overall alternatives.

Commenter: McIntire, Daniel

Comment Form Question(s): *The property acquisition process, extending over time puts the property owner at a disadvantage as there are no buyers for impacted properties. They are essentially sterilized as owners with only PennDOT as a viable buyer. Then the timing of the comparative value is important i.e. pre road improvement e.g. 2016 versus impaired e.g. today.*

Response: PennDOT understands concerns of the property owners that are within the refined State College Area Connector study area and the uncertainty that not having a final alignment raises in the community. PennDOT is committed to working toward a preferred alternative as quickly as possible. PennDOT will continue to update the local municipalities and the public throughout the process.

When appraising properties under the Eminent Domain Code in Pennsylvania, any market value increases or decreases due to general knowledge of a future transportation project are not considered in the Before Value (e.g., fair market value) of the property being acquired. In other words, the Before Value is the property's fair market value if the project was not being implemented. Any increase or decrease in market value due to property acquisition is considered in the After Value (e.g., property value following implementation of the transportation project) of the property and compensation and/or damages paid following negotiations, accordingly.

Commenter: Schenker, Guy

Comment Form Question(s): *I spoke with Mary at the recent meeting. I am the owner of the Michael Jack Estate - the oldest home in Centre County. This historical treasure is in the path of all three routes. Please thoughtfully consider this property.*

Response: One of the studies conducted during the Preliminary Engineering and detailed environmental investigations (NEPA) phase of the transportation project development process will be a determination of effect on historic properties and historic districts resulting from the alternatives under investigation. During these investigations, every effort will be made to avoid and minimize potential impacts to these historic resources. If impacts are unavoidable, mitigation will be considered and advanced.

Commenter: Smith, Michael

Comment Form Question(s):

- 1. Currently the noise from trucks on the west end of the route is very bad. Design should take into account noise reduction. NO JAKE BRAKES!*
- 2. A parkway style road entering Nittany Valley would be much better than a 4-lane concrete wide expressway. Please consider this alternative.*
- 3. Harris Township plans show a bike path from Fasick Park connecting to the bike path in Boalsburg. An interchange expansion at existing PA 45 would ruin this planned bike path. Can you make completing the bike path part of this project? Currently it is very difficult to bike from Willowbrook to Boalsburg and a completed path is needed.*

Response:

1. Noise is evaluated as part of the Preliminary Engineering and detailed environmental investigations (NEPA) phase of the project development process. During this phase, PennDOT will conduct a Preliminary Design Highway Traffic Noise Assessment for the proposed alternatives. State and Federal Guidelines require PennDOT to use a standardized process to identify locations where abatement is potentially warranted, feasible, and reasonable considering peak hour noise levels and the potential effectiveness of noise abatement measures. This process includes the following steps:

1. Identify land uses within the project area that are sensitive to noise, such as homes and parks.
2. Monitor existing noise levels and develop acoustical models to predict future conditions.
3. Evaluate predicted future noise levels after the highway project is constructed and identify locations where noise impacts are anticipated.
4. Consider noise abatement where noise impacts are anticipated.
5. Identify areas where preliminary noise abatement is potentially warranted, feasible, and reasonable.

The Noise Assessment will be reevaluated in the Final Design process before final determinations regarding potential noise abatement designs are made for the project.

Noise related to 'Jake Brakes' or the use of compression release brakes is not effectively reduced using concrete noise barriers. It has been found that compression release brake noise is best addressed by local legislation and strict enforcement of that legislation. However, major transportation improvements that accommodate truck traffic patterns, reduce traffic congestion, minimize steep grades, and better manage traffic exiting and entering the roadway may reduce the need for truckers to use compression release brakes to slow down and therefore indirectly reduce the noise caused by their use.

2. At the start of the PEL Study, a range of alternatives was identified and evaluated. One of those alternatives was the upgrade of existing US 322 (similar to the parkway concept referenced) This alternative included four lanes, a paved median with concrete barrier separation (18' total median), and full-width shoulders (12'). The upgrade of existing US 322 alternative included access-controlled lanes, with at-grade intersections and left hand turn alternative concepts

(jughandle turnarounds) strategically located to maintain local road network connectivity and access. Jughandles were considered during this evaluation as they could be located to minimize the land area impact to adjacent properties compared to other possible designs such as roundabouts. The design speed for this alternative was 55 MPH. All the proposed design parameters for this alternative would meet current design criteria.

Under this alternative evaluation, the upgrade alternative was determined to have 17% of total traffic (AADT) and 21% of truck traffic (AADTT) migrate to the upgraded US 322 alternative from the remaining local road network (e.g., PA 45, PA 144). With the reductions in traffic volume on the local roadway network in the study area, this alternative was found to improve overall study area traffic operations. A safety analysis was also conducted for this alternative. Using the 2050 traffic data, the findings indicated that an upgrade to US 322 did not improve safety on the local roadways when compared to the existing conditions along current US 322. These analyses were presented at the April 2022 public meetings in Boalsburg and Centre Hall. During subsequent analysis, the upgrade of existing US 322 alternative was dismissed from further study because it would not improve overall safety on the network. Therefore, it would not meet the purpose and need for the PEL Study.

3. Multimodal improvements, including bicycle connections, will be considered in the Preliminary Engineering and detailed environmental investigations (NEPA) phase of the transportation project development process.

Commenter: Smith, Susan

Comment Form Question(s): *Please stay on existing 322 with a 3rd lane for turning and better enforcement and lower speed at intersections! Use money left over to work on bridges rural roads. Dear Mr. Dean,*

Just because you, PennDOT has millions of dollars doesn't mean you have to use it to destroy lives, farms, historic structures. Instead use it to fix dangerous bridges, rural roads, bad intersections. A great solution would be to use the current alignment of 322, add a third turning lane, especially at crossroads, increase enforcement, lower the speed limit. PennDOT can expect to receive emphatic opposition to all of your plans. We've stopped these ridiculous plans before.

Response: PennDOT is committed to developing an alternative that best meets the Study purpose and need while minimizing natural, cultural, and socio-economic impacts to the surrounding area. Within the study area, an evaluation of the roadway network identified transportation deficiencies which led to the development of the following specific need statements:

- Existing roadway configurations and traffic conditions contribute to safety concerns in the study area.
- High peak hour traffic volumes cause congestion and result in unacceptable Level of Service (LOS), a measure of traffic flow/congestion, on US 322, PA 45, and PA 144 roadways and intersections within the study area.
- The roadway network configuration in the study area lacks continuity and does not meet driver expectations.

At the start of the PEL Study, a range of alternatives was identified and evaluated. One of those alternatives was the upgrade of existing US 322. This alternative included four lanes, a paved median with concrete barrier separation (18' total median), and full-width shoulders (12'). The upgrade of existing US 322 alternative included access-controlled lanes, with at-grade intersections and left hand turn alternative concepts (jughandle turnarounds) strategically located to maintain local road network connectivity and access. Jughandles were considered during this evaluation as they could be located to minimize the land area impact to adjacent properties compared to other possible designs such as roundabouts. The design speed for this alternative was 55 MPH. All the proposed design parameters for this alternative would meet current design criteria.

Potential environmental impacts and traffic analysis were assessed during the evaluation of this alternative. The upgrade of existing US 322 alternative was found to have the highest potential impacts to residential units. It also had the highest potential impact on commercial businesses (non-agricultural businesses) and had high potential impacts on PA Core Habitat Areas (protected habitat that could support threatened and endangered species). The alternative would also impact the most National Register of Historic Place structures with the highest potential impact on known archaeological sites and high probability for archaeology areas. From a traffic perspective, the upgrade alternative was determined to have 17% of total traffic (AADT) and 21% of truck traffic (AADTT) migrate to the upgraded US 322 alternative from the remaining local road network (e.g., PA 45, PA 144). With the reductions in traffic volume on the local roadway network in the study area, this alternative was found to improve overall study area traffic operations.

A safety analysis was also conducted for this alternative. Using the 2050 traffic data, the findings indicated that an upgrade to US 322 did not improve safety on the local roadways when compared to the existing conditions along current US 322. These analyses were presented at the April 2022 public meetings in Boalsburg and Centre Hall. During subsequent analysis, the upgrade of existing US 322 alternative was dismissed from further study because it would not improve overall safety on the network. Therefore, it would not meet the purpose and need for the PEL Study.

GENERAL PUBLIC COMMENTS/LETTERS AND RESPONSES

Commenter: Centre County Historical Society



CENTRE COUNTY HISTORICAL SOCIETY

November 11, 2022

Dean D. Ball, P.E., Assistant District Engineer - Design
PA Department of Transportation, Engineering District 2-0
70 PennDOT Drive
Clearfield, PA 16830

Re: October 2022 Meeting Comment

Dear Mr. Ball:

Thank you for the opportunity to comment on the State College Area Connector transportation project. The Centre County Historical Society (CCHS) was founded in 1904 and is the oldest and largest history organization in the county, serving as the official historical society of Centre County.

PennDOT proposals to build highways in the Rt 322 corridor have emerged since the 1960s, starting with the Mount Nittany Expressway. The Centre County Historical Society has had a voice in all of these discussions and has sought to provide historic background and context to PennDOT and the general public. We have done this through actions such as leading efforts for the Penns-Brush Valley Rural Historical District, National Register eligible determination, and through public programming such as hosting nationally renowned landscape architect, Grant Jones, to speak about context sensitive design for these types of projects in the late 1990s. He and his firm successfully modified plans for traditional large highways, such as the Paris Pike in Kentucky, and redesigned them as scenic roadways and wildlife highways, considering them a vital form of green infrastructure.

We are currently working with Dr. Dan Marriott, Associate Professor of Landscape Architecture at Penn State, and his Landscape Architecture 414 studio to stimulate constructive public conversation. They were invited to help CCHS and other advocacy groups investigate more flexible and contextually sensitive solutions to help the community understand alternative strategies to ensure that this project could improve safety in the least environmentally damaging way, while also being sensitive to historic, cultural, and natural resources that may be lost. Dr. Marriott has consulted for FHWA and advised state transportation agencies across the United States on how they might address community needs and values in project design.

CCHS recognizes the critical need to improve safety in the project area but believes there are multiple options to do this in a manner that protects the unique historical, cultural, environmental and recreational resources abundant within the landscape in this corridor. These resources at risk

CENTRE FURNACE MANSION

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have been identified throughout project area in the Penns-Brush Valley Rural Historic District eligible nomination and by way of the conservation easements of Clearwater Conservancy and the Centre County Farmland Trust. Other organizations like the Nittany Valley Environmental Coalition, Cedar Run Communities, Hidden Valley HOA, Nittany Mountain Biking Association and individuals have identified yet other resources.

We would strongly urge PennDOT to:

- CCHS-1 - Take advantage of flexibility in highway design policies to develop solutions to avoid sensitive areas and resources.
- Engage with Penn State and other local organizations like CCHS and the abovementioned groups collectively in developing a broader vision for the future of this highway corridor and valley.
- CCHS-2 - Identify appropriate national environmentally and contextually sensitive model projects to use as basis of design for this project.

The State College Area Connector transportation project is the gateway to the Commonwealth's leading public institute of higher education and research as well as a major economic engine. We feel that it deserves the treatment that respects these values. This project is worthy of being an outstanding national example of contextually and environmentally sensitive design for, not only citizens of Centre Region and the University Community, but for PennDOT's own stature in execution of this important project.

Respectfully submitted on behalf of the Centre County Historical Society Board of Governors,



Mary Sorensen
Executive Director



Roger Williams
President

THE CENTRE COUNTY HISTORICAL SOCIETY BOARD OF GOVERNORS

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		<i>Steven Gentry, Emeritus</i>	

Commenter: Centre County Historical Society

Comment Response: PennDOT is committed to developing an alternative that best meets the Study purpose and needs while minimizing natural, cultural, and socio-economic impacts to the surrounding area.

CCHS-1: Each of the conceptual Build Alternative corridors were developed in accordance with applicable standards for the appropriate roadway classification. These design standards include criteria for design speed, severity of horizontal curvature, maximum and minimum vertical grades, number and width of travel lanes, and other design parameters. All alternatives were proposed to accommodate design year (future 2050) traffic, including truck traffic, through the study area. All Build Alternatives include 4 travel lanes with full inside and outside shoulders, and varying median widths. Many of the criteria provide both desirable and minimal values for certain design elements. In areas where the use of minimum standards would reduce or avoid large scale impacts, these minimum values have been incorporated in the conceptual Build Alternatives. For example, proposed median widths have been reduced from 60-feet (desirable) to 18-feet (minimum) in portions of the corridor to minimize or avoid displacements and impacts to sensitive areas and resources.

CCHS-2: PennDOT has been following the required and appropriate methodology in the planning, preliminary design, and environmental studies that have been conducted to date. Additionally, PennDOT has shared the analysis and results of the PEL documentation with the Cooperating and Participating Agencies and the public throughout the entire study process and will continue to do so moving forward.

Throughout the PEL Study process, PennDOT has considered all comments brought forward by Cooperating Agencies and the public. PennDOT has and will continue to utilize the input provided by Cooperating and Participating Agencies and the public to refine the study and address any concerns that have been brought forward.

Commenter: Collins, John

[REDACTED]
October 13, 2022

Mr. Dean D. Ball, P.E.
Project Manager, SCAC
PennDOT District 2
Clearfield, PA

Ref.: Comments and Requested Actions- SCAC Project

Dear Mr. Ball:

I would like you to consider these comments as you move forward with the State College Area Connector (SCAC). Please include them in the record of your October 19th public meeting in Boalsburg

Interest and Qualifications of Petitioner

I have lived in the SCAC project area since 2004 and travel the roads (322, 45, and 144) on a daily basis. The town of Centre Hall is very small with few services, so we travel to State College for most of our needs. My wife teaches at Penn State and we are season ticket holders for several sports. We have been the beneficiaries of the improvements PennDOT has already made to 322 (the Lewisburg narrows, the Boalsburg north link, and recently the Potters Mills overpass.) We see the safety issues with the remaining non-limited access roads on a daily basis and fully support PennDOT's plans to upgrade the remaining gap (SCAC) to a limited access facility.

I am a retired engineer and lawyer. I worked for USEPA reviewing NEPA statements and for USDOT reviewing and approving transit and highway projects. I began my transportation career working for the Philadelphia MPO. I was head of policy for the American Trucking Associations, President of ITS America and on the Board of ITS PA, and a contractor and program manager for PennDOT and the PA Turnpike on ITS projects in Districts 6 and 11 and on the Turnpike. I believe I have extensive, relevant experience and advice that could benefit PennDOT as you move forward with the SCAC.

I commented to you on the earlier studies of the SCAC on October 5, 2021. I have reviewed the material on the SCAC on your website and offer the following comments. I have asked to speak at the public meeting in Boalsburg on October 19th. Please make my comments part of the public docket and respond to the questions I have raised. If you have any questions, you can reach me at [REDACTED] or at [REDACTED].

ISSUE #1: Support the 322 Boalsburg Alternatives.

DISCUSSION: I support your decision to drop the Route 144 alternatives and instead to build the new facility in the current 322 "Boalsburg" corridor. As I described in my earlier comments, the 144 Corridor would not have directly served the traffic going to State College and would have introduced new safety and environmental issues in a new crossing of Mt. Nittany near Centre Hall.

JC-1

RECOMMENDATION: Build the new 322 facility in the Boalsburg corridor.

ISSUE #2: Route 45 Connector

JC-2

DISCUSSION: While not proposed at last year’s public hearing, the 322 alternatives now includes a connector between Route 45 (Earlstown Road) and two of the three Boalsburg alternatives. This connector does not do a good job of serving the traffic needs of the area and creates new safety and environmental issues.

The new connector does not do a good job of serving Route 45 traffic. Traffic coming from/going to Centre Hall 6 miles to the east and connecting to 322 south would be more likely to use 144 south to the 322 Potter Mills full interchange to avoid going six miles out of their way. Traffic using the new connector to get 1 mile west to/from Boalsburg would have to drive over a hilly, 2 lane Route 45 with poor sight distances and 21 unprotected driveways and 19 intersections protected by single stop signs. The new connector is opposed by residents where the connector would be built who don’t want the safety, noise and air pollution impact of the new road.

JC-2

RECOMMENDATION: Delete the new Route 45 Connector. Complete the Route 45 interchange movements by building slip ramps on the south side of the current interchange from Route 45 to the new 322 SB and from the new 322 NB to Route 45. This concentrates the environmental impact in the current location and the current traffic signal can be incorporated into the new movements.

ISSUE #3. Additional turning lanes on Route 45.

Discussion: Route 45 is projected to experience traffic growth over the next 20 years. The traffic is even more pronounced during the 7 weekends when 107,000 visitors come to Beaver Stadium in State College. Route 45 has direct access from driveways, farms, and suburban developments and the only traffic signal that helps traffic get out between Route 144 in Centre Hall and old 322 in Boalsburg is one traffic movement at the 322 Expressway.

JC-3

RECOMMENDATION: As part of the SCAC, PennDOT should study, plan, program and construct improvements to Route 45 between Boalsburg and Centre Hall. The 2 lane section has several short areas where turning lanes have been constructed to meet microscale needs. However, PennDOT needs to make comprehensive mesoscale improvements to meet current safety needs and improve safety of the entire route for the future.

ISSUE #4. Fringe parking.

Discussion: A fringe parking lot in the project area with direct access to/from the new SCAC would be a valuable transportation improvement that would give something back to the neighbors who will bear the brunt of the facility. Ideally, the land would be acquired as part of Uniform Relocation Act requirements that discourage landlocked parcels so it would not require an additional taking.

JC-4

RECOMMENDATION: The fringe parking lot should incorporate new USDOT/USDOE policies to foster electric vehicle (EV) charging stations and have solar panels that also provide shelter. PennDOT should work with CATA to extend existing bus service to the lot and provide secure bicycle facilities for alternative modes of transportation.

ISSUE #5: Intelligent Transportation System (ITS) Features

Discussion: Please incorporate ITS features in the planning and subsequent phases of the SCAC. Often ITS features are done as add-ons which can lead to poorer location choices and higher costs. The sections of 322 north of Boalsburg have cameras, VMS signs, and curve speed installations. They should be integrated into a 322 regional system.

JC-5

RECOMMENDATION: For example, there should be an ITS installation south of Boalsburg advising motorists of traffic congestion ahead with real time information and advice on alternative routes (for example, Business 322 versus limited access 322.) There should be real time information on variable message signs (VMS) telling travelers on the SCAC about the fringe parking lot described in ISSUE #4 including: number of parking spots available, number of EV stations available, and time of next CATA bus. The ITS system should also provide real time camera coverage in the lot for security.

JC-5

ISSUE #6: Transit improvements

DISCUSSION: CATA, the area transit provider, currently has service in Boalsburg and in Pleasant Gap, but no service in Centre Hall or on Route 45. This project offers an opportunity to expand service either as a demonstration project during construction or as a permanent commitment.

RECOMMENDATION: Please include transit opportunities in the project planning and implementation and make concrete transit commitments in the draft and final EISs.

ISSUE #7: Bicycle improvements

DISCUSSION: The public hearing materials include a discussion of the bicycle routes in the project area and safety problems with existing resources. In the area, there is a lack of separate lanes and wide paved shoulders and a lack of connectivity to existing bike routes.

RECOMMENDATION: Please include bicycle improvement opportunities, such as along Brush Valley Road, Route 322 and at the fringe parking lot, in the project planning and implementation and make concrete commitments in the draft and final EISs.

JC-4

ISSUE #8: Noise levels and mitigation

DISCUSSION: The website does not have detailed discussion of noise levels from alternatives. While many noise issues can only be discussed at the design level, your alternatives present different noise impacts and some that can only be mitigated by choosing alternative routing.

Generally, if you can see the noise generator, you hear it. Noise levels should be mitigated by depressing roadways so the noise is not impacting sensitive receptors. Where roadways cannot be depressed, there should be noise barriers that absorb/reflect sound. Active noise mitigation (white noise generators) should be considered.

RECOMMENDATION: Include a discussion of local noise impacts and mitigation in the project planning and implementation and make concrete commitments to reduce noise impact in the draft and final EISs.

JC-6

Thank you for the opportunity to comment. Please include me on the future distribution of SCAC materials.

Sincerely,

John Collins

Commenter: Collins, John

Comment Response:

JC-1: Build Alternatives US 322-1OEX, US 322-1S, and US 322-5 were identified as the best alternatives to advance to meet the Study purpose and need while balancing the environmental impacts, engineering, traffic, and planning analyses.

JC-2, JC-3: PennDOT understands the concern that the community and township officials have raised regarding the PA 45 connector. PennDOT is committed to conducting more detailed traffic analyses to evaluate the US 322 to PA 45 connection.

Under any of the Build Alternative scenarios (US 322-1OEX, US 322-1S, or US 322-5), should the traffic analyses indicate that a connector is necessary to improve mobility and aid the State College Area Connector project in meeting the defined transportation purpose and need, PennDOT will include the US 322 to PA 45 connection. PennDOT will work with the townships and area residents to minimize impacts to the surrounding community. Additionally, should the associated analysis show that the Build Alternative, with the connector, adversely impacts conditions on PA 45, PennDOT would incorporate necessary improvements into the project.

Conversely, if the analyses determines that a US 322 to PA 45 connection is not necessary to improve mobility and aid the State College Area Connector project in meeting the defined transportation purpose and need, the connection will be removed from the project.

JC-4: During Preliminary Engineering and detailed environmental study (NEPA), support facilities to the Build Alternative would be considered including park-n-ride lots with electric charging stations. Additionally, PennDOT identified other localized independent transportation projects that could benefit the study area. These projects could include improvements to roadway intersections and segments, as well as improvements in bikeway connectivity, CATA transit routes, park-and-rides, and other modes of travel, which could be advanced as separate transportation projects with independent funding mechanisms. If any of the independent projects are identified for further development, PennDOT would work with the CCMPO to plan and program these new projects accordingly. The Final PEL Report identifies several roadway intersections and segments to evaluate the need for independent transportation projects.

JC-5: Incorporation of Intelligent Transportation System (ITS) features will be considered during the Preliminary Engineering and detailed environment study (NEPA) for the Build Alternatives, as appropriate.

JC-6: Noise is initially evaluated as part of the Preliminary Engineering and detailed environmental investigations (NEPA) phase of the transportation project development process. During this phase, PennDOT will conduct a Preliminary Design Highway Traffic Noise Assessment for the proposed alternatives studied as part of the NEPA study. State and Federal Guidelines require PennDOT to use a standardized process to identify locations where abatement is potentially warranted, feasible, and reasonable considering peak hour noise levels and the potential effectiveness of noise abatement measures. This process includes the following steps:

1. Identify land uses within the project area that are sensitive to noise, such as homes and parks.
2. Monitor existing noise levels and develop acoustical models to predict future conditions.
3. Evaluate predicted future noise levels after the highway project is constructed and identify locations where noise impacts are anticipated.
4. Consider noise abatement where noise impacts are anticipated.
5. Identify areas where preliminary noise abatement is potentially warranted, feasible, and reasonable.

The Noise Assessment will be reevaluated in the Final Design process before final determinations regarding potential noise abatement designs are made for the project.

Commenter: Gustafson, Marjorie

From: Marjorie Gustafson [REDACTED]
Sent: Thursday, October 20, 2022 2:37 PM
To: Ball, Dean D <deball@pa.gov>
Subject: [External] State College Area Connector

***ATTENTION:** This email message is from an external sender. Do not open links or attachments from unknown senders. To report suspicious email, use the [Report Phishing](#) button in Outlook.*

Dear Mr. Ball,

After attending the PennDot public meeting at Mt. Nittany Middle School in State College on October 19, 2022, I am deeply disappointed to learn that **all three** remaining proposed routes, 322-OEX, 322-1 South, and 322-5, for the State College Area connector involve creating an expressway for heavy trucks to barrel through one of the most beautifully scenic rural areas of central Pennsylvania, destroying rich farm lands, devaluing residential homesites, and wrecking local agrarian businesses. In short, your throughway for diesel trucks will devastate the rural communities in Potters Mills Township and Harris Township, both of which vehemently oppose your proposed expressway routes. There is no doubt that "if you build it, they [the trucks] will come" in abundance, adding more noise, more pollution and more destruction of the natural beauty of the area.

MG-1

Why are you forcing a highway project on a community that strongly opposes it? I have yet to meet even one resident of Centre Hall or Boalsburg who favors any of your 322 Connector proposals. Instead, residents vehemently oppose them. Residents resent Pennsylvania state government recklessly imposing its will upon the local governments of Potters Mills Township and Harris Township.

The rumor on the street is that Penn State is putting pressure on PennDot to build a 322 Connector superhighway to facilitate football game traffic, which occurs only 7 days out of the year. I hate to think that PennDot could be swayed by Penn State to act in the interests of Penn State's Athletic Department rather than in the interests of the full-time residents of the local area.

Your basic premise, that Route 322 is crowded, may be true, but I think you exaggerate the safety issues. My husband and I have never had trouble accessing Highway 322 from Bear Meadows Road, not even during "rush hour" periods. If there is a problem, it is the trucks, not the cars, that cause occasional congestion. In addition, if policemen would enforce the 45-mile-per-hour speed limit, safety concerns would be greatly mitigated.

MG-2

Halt all your costly environmental studies! Scrap all three of your current State College Area Connector proposals! Instead, divert heavy truck traffic away from Route 322. Your studies indicate that 78% of all trucks on Highway 322 are non-local trucks. Stop charging truck drivers tolls on already existing throughways, such as the Pennsylvania Turnpike, Route 76. That concession alone would divert many trucks away from the State College area.

MG-3

Why should we, the residents of Centre Hall and Boalsburg, suffer the devaluation of our homes and communities simply to enable heavy overland diesel truckers to enjoy a shorter route to their I-99 and I-80 destinations? PennDot does not seem to care about residents whose lives will be ripped apart by its radical plans to "improve safety."

MG-3

I strongly suggest that you heed the Harris Township statement issued on October 17, 2022, and that you consider a less radical and intrusive solution to the problem of truck traffic. Harris Township reports that in a similar area, on Gap Newport Pike in Londonderry and London Grove Townships, you have explored context-sensitive ways to update Highway 41 rather than to build a superhighway. Following the perspective applied to planned Highway 41 improvements, adding roundabouts to existing Highway 322 from Potters Mills to Boalsburg would discourage truck traffic from using Highway 322 as a throughway.

MG-4

It would be better for PennDot to do NOTHING rather than to devastate a rural area that is a rare jewel in central Pennsylvania. A 322 superhighway connector from Potters Mills to Boalsburg would create huge irreversible losses and minimal, if any, gains.

Respectfully submitted,
Marjorie Gustafson



Commenter: Gustafson, Marjorie

Comment Response:

MG-1: Based on an evaluation of the predicted 2050 No Build traffic volumes (all vehicles and trucks) on the study area roadway network, transportation deficiencies were identified which led to the development of the following specific need statements:

- Existing roadway configurations and traffic conditions contribute to safety concerns in the study area.
- High peak hour traffic volumes cause congestion and result in unacceptable Level of Service (LOS), a measure of traffic flow/congestion, on US 322, PA 45, and PA 144 roadways and intersections within the study area.
- The roadway network configuration in the study area lacks continuity and does not meet driver expectations.

PennDOT understands the concerns of the local communities and are committed to developing an alternative that best meets the Study transportation purpose and need while minimizing natural, cultural, and socio-economic impacts to the surrounding area.

It should be noted that traffic data collected for the study was obtained while schools (i.e., local primary schools as well as secondary schools) were open. Traffic data obtained and analyzed for this study was based on daily and peak hour traffic volumes and conditions for an average day of the week (e.g., Tuesday, Wednesday, Thursday) during a non-holiday/non-special event. While the proposed Build Alternatives would improve event traffic, it would not fully address all the event traffic needs such as the traffic that occurs on Penn State football weekends. Additionally, to date, Penn State University has not issued any declaration or offered any comments on the proposed study.

MG-2: As part of the PEL Study, the existing roadway network and performance (operational and safety) were evaluated. Crash data from January 2014 through December 2018 (5-year period) was obtained from PennDOT's open data portal through the Pennsylvania Crash Information Tool (PCIT) and analyzed for various roadways within the study area. There was a total of 396 reportable crashes within the PEL study area over the 5-year period. This included five fatal crashes (1 percent), 168 injury crashes (42 percent), and 223 property damage only crashes (no injuries or fatalities) (57 percent). PA 45 (143 crashes) experienced the highest crash frequency of all the corridors followed by PA 144 (111 crashes) and US 322 (108 crashes).

The Highway Safety Manual (HSM) analysis was conducted for the Base Year (2017) and Design Year (2050) to evaluate the safety performance of the existing roadway network. Based on current roadway types and features and the continuous increase in traffic volumes into the future, crashes within the overall PEL study area are predicted to increase overall by 24 percent. However, the number of crashes along PA 144 is predicted to increase by 33 percent due to the anticipated traffic growth in the area. Of the other major corridors within the PEL study area, crashes along US 322 are predicted to increase by 17 percent and crashes along PA 45 are predicted to increase by 20 percent.

MG-3: The ability and right to make I-76 toll free for trucks is beyond the purview of PennDOT and this PEL Study. Those types of endeavor would require approval by the Pennsylvania Turnpike Commission and state legislature.

According to the traffic analysis conducted during the PEL study, currently between 3,150 and 4,250 trucks travel along US 322 on a daily basis. Those numbers are anticipated to increase to 4,800, an increase of 13 to 52 percent by the design year 2050. This increase is expected with no implementation of any of the proposed PEL Study alternatives.

MG-4: PennDOT has been coordinating with all the municipalities throughout the PEL Study including Harris Township. Page 30 provides the full response to the Harris Township's concern regarding their alternative proposal.

Commenter: Harris Township

HARRIS TOWNSHIP

Post Office Box 20, 224 East Main Street, Boalsburg, PA 16827
Website: www.harristownship.org

(814) 466-6228
(814) 466-3396 Fax

The Harris Township Board of Supervisors met with the Potter Township Board of Supervisors on October 4, 2022 to hear the concerns of our residents related to the State College Area Connector Project. The Harris Township Board of Supervisors offers the following comments on the PEL study and the proposed alignments that are moving forward for further environmental review.

Roadway Design

As it stands now, there are no winners with the three alignments that are moving forward. Residents will lose their homes and their livelihoods. Farms will be lost. The unique rural character of our area will be forever altered.

While we acknowledge the safety issues that exist along the Route 322 corridor, we are opposed to using a limited access super highway to address these concerns. We fail to see how the proposed super highway will accomplish any of the stated safety goals for this project - lower speeds and safer highway design.

We urge PennDOT to reconsider the design of this roadway. Instead of a limited access super highway, we urge you to design a context sensitive roadway. To us, that means a four-lane divided highway with minimal medians, roundabouts or other left hand turn alternatives and, most importantly, a reduced speed limit through the corridor.

We point to the Route 41 project in Chester County. Route 41 is a 22-mile-long highway in southeastern Pennsylvania that connects Lancaster to Wilmington, Delaware. Route 41 runs along a two-lane undivided road called Gap Newport Pike, passing through mostly rural areas of Chester and Lancaster Counties. The roadway and the area have many similarities to the Route 322 corridor.

In the Route 41 project, PennDOT backed off of earlier plans to install a limited access super highway and instead is moving forward with a context sensitive design that incorporates roundabouts and other safety features.

If roundabouts and context sensitive design can be used in other parts of Pennsylvania, why is it not being considered here?

HT-1

Methodology

We continue to question the methodology that is being used in this project. We've repeatedly asked that the Centre Region's Climate Action Goals and the state's Climate Action Plan be considered as part of the process. We've been told that these items will be considered during the environmental review. It is flawed and contrary to good planning to not consider these impacts now.

HT-2

Similarly, we continue to question why this project is being planned in a vacuum. The US 15 bypass project and other projects in the state will affect truck traffic traveling through our area. Why are these projects not being considered as part of the planning process?

We also question the weight that will be assigned to the impacts noted in the PEL study. How will impacts to residents, businesses and agricultural land be weighted?

HT-3

If PennDOT is so confident in the results of the PEL, why won't you show your work? Greater transparency is needed to improve the public's confidence in the state's ability to plan and build the appropriate roadway for our area.

HT-4

Timeline

We urge PennDOT to consider the residents, businesses and farmers along this corridor who now must live in limbo while the project proceeds to environmental review. These residents are unable to make decisions about their homes, businesses and farms until PennDOT makes a decision on the roadway alignment. Property values are being impacted while PennDOT makes everyone play a waiting game. For the good of our community, we urge you to be transparent, to communicate with impacted residents and to move forward in a timely fashion.

HT-5

Commenter: Harris Township

Comment Response:

HT-1: PennDOT is committed to developing an alternative that best meets the Study purpose and need while minimizing natural, cultural, and socio-economic impacts to the surrounding area. Within the study area, an evaluation of the roadway network identified transportation deficiencies which led to the development of the following specific need statements:

- Existing roadway configurations and traffic conditions contribute to safety concerns in the study area.
- High peak hour traffic volumes cause congestion and result in unacceptable Level of Service (LOS), a measure of traffic flow/congestion, on US 322, PA 45, and PA 144 roadways and intersections within the study area.
- The roadway network configuration in the study area lacks continuity and does not meet driver expectations.

At the start of the PEL Study, a range of alternatives was identified and evaluated. One of those alternatives was the upgrade of existing US 322 (similar to what was considered along PA 41). This alternative included four lanes, a paved median with concrete barrier separation (18' total median), and full-width shoulders (12'). The upgrade of existing US 322 alternative included access-controlled lanes, with at-grade intersections and left hand turn alternative concepts (jughandle turnarounds) strategically located to maintain local road network connectivity and access. Jughandles were considered during this evaluation as they could be located to minimize the land area impact to adjacent properties compared to other possible designs such as roundabouts. The design speed for this alternative was 55 MPH. All the proposed design parameters for this alternative would meet current design criteria.

Potential environmental impacts and traffic analysis were assessed during the evaluation of this alternative. The upgrade of existing US 322 alternative was found to have the highest potential impacts to residential units. It also had the highest potential impact on commercial businesses (non-agricultural businesses) and had high potential impacts on PA Core Habitat Areas (protected habitat that could support threatened and endangered species). The alternative would also impact the most National Register of Historic Place structures with the highest potential impact on known archaeological sites and high probability for archaeology areas. From a traffic perspective, the upgrade alternative was determined to have 17% of total traffic (AADT) and 21% of truck traffic (AADTT) migrate to the upgraded US 322 alternative from the remaining local road network (e.g., PA 45, PA 144). With the reductions in traffic volume on the local roadway network in the study area, this alternative was found to improve overall study area traffic operations. A safety analysis was also conducted for this alternative. The findings indicated that an upgrade to US 322 as defined reduced safety on US 322 (89% increase in all crashes and 39% increase for fatal and injury crashes) when compared to the existing conditions along current US 322. These analyses were presented at the April 2022 public meetings in Boalsburg and Centre Hall. During subsequent analysis, the upgrade of existing US 322 alternative was dismissed from further study because it would not improve overall safety on the network. Therefore, it would not meet the purpose and need for the PEL Study.

While it may at first appear that the upgrade alternative is not as impactful from a community perspective compared to new location build alternatives, the required right-of-way necessary to

widen the existing roadway to accommodate additional lanes, turn arounds/turn lanes, and meet current design standards, create impacts on community features that are actually higher as development has occurred along the existing roadway. The PEL Study found that the upgrade alternative would not meet the need for the project as it would negatively impact safety along US 322 compared to existing conditions and would have high impacts on residential and commercial units in the area. As a result, Build Alternative options were advanced for further development and study.

When comparing PA 41 in Chester County with US 322 in Centre County, the routes appear to be similar in regards to traffic volumes, truck traffic, and mobility concerns. However, in comparing the improvements along PA 41 to the alternatives of the State College Area Connector Study, there were some distinct differences. PA 41 traverses through more developed villages and communities, requiring a greater need to maintain direct access. Also, the logical termini of the PA 41 corridor are two-lane roadways while US 322 ties in to four-lane limited access highways. This difference in termini impacts driver expectation for the corridors. Ultimately, the PA 41 improvements had a single purpose and that was to address safety. The State College Connector Project purpose and needs include the safety impact but also addressing congestion and driver expectation within the study area.

As PennDOT finalizes the PEL Study and moves into Preliminary Engineering and NEPA, PennDOT is committed to working with local officials and the public to provide context-sensitive solutions and minimize impacts to the local community and surrounding environment.

HT-2: GHG/Climate Change is a complex issue that is related to regional factors. Project level details are evaluated to ensure they are consistent with regional conformity objectives; however, there is no real mechanism to assess GHG/Climate Change with a meaningful level of detail for individual alternatives of a specific project at the planning level. For transportation projects, congestion is one of the main considerations for potential air quality issues. Since reducing congestion was part of the stated purpose and need of this project, all of the alternatives that were advanced through the Level 2 Screening, which include both the US 322 and PA 144 alternatives, would be considered as sufficiently meeting the regional conformity objectives.

A qualitative evaluation of air quality (which includes GHG and Climate Change) will be completed for the State College Area Connector project as part of the NEPA analysis. Both the PA Climate Action Plan and Centre Region Climate Action Plan have been reviewed and will be considered as environmental studies progress.

The strategies and objectives to reduce GHG emissions of both the state and local Climate Action Plans will be taken into consideration and incorporated into the air quality and climate change analysis for the State College Area Connector project as more detailed data becomes available during the NEPA process. These considerations will be consistent with current regulations and requirements, using the most current available tools and methodologies.

HT- 3: As previously discussed with the Township, PennDOT has considered the traffic analyses and associated results of the US 15 (Central Susquehanna Valley Transportation Project [CSVTV]) project and evaluated how that project may impact the State College Area Connector traffic. The CSVTV project conducted a Special Impact Study to evaluate travel patterns and understand traffic diversions with the implementation of the project. The results indicated that south of Selingsgrove, PA, US 15 will have about a 10 percent to 15 percent increase in traffic and I-80 will only be a destination for 1 percent of the additional traffic. Since their model shows a minimal increase in

traffic on I-80, the results indicate that the majority of traffic destined to I-80 and points west are still utilizing US 322.

HT-4: PennDOT has been following the required and appropriate methodology in the planning and environmental studies that have been conducted to date. Additionally, PennDOT has shared the analysis and results of the PEL documentation with the Township and the public throughout the entire study process and will continue to do so moving forward.

All information that has been developed by PennDOT has been shared with Harris Township and all other Cooperating and Participating Agencies. PennDOT has utilized the input provided by Cooperating and Participating Agencies and the public to refine the study and address any concerns that have been brought forward. There is no formula that provides a weighted evaluation of the impacted resources in a study area. Mitigation, replacement, and avoidance measures need to be evaluated and applied as effectively as possible.

Relating to the PEL Study results, PennDOT conducted several presentations (August 1, 2022 Agency Coordination Meeting, September 7, 2022 Public Officials Meeting, and the October 2022 Public Meeting). At each of these meetings, the study team explained the screening process used to identify the alternatives advanced for detailed study in preliminary engineering and environmental investigation (NEPA) phase of the transportation development process. As was stated during these meetings, the PEL Study alternatives screening process considered all federal, state, and local regulations, as appropriate, in the evaluation of alternatives to ensure that all regulatory requirements would be met in future NEPA studies. While federal regulations require that impacts to all resources be balanced with engineering considerations, ability to meet needs, public and agency input, other regulations require examination of avoidance alternatives or pose strict requirements for any impact. Following the initial identification of potential impacts, a refined analysis was conducted to focus on those resources with statutory or implementing regulations with specific requirements for the evaluation and advancement of alternatives. The refined screening provided a comparative environmental analysis for each of the Build Alternatives and provided a foundation for identifying which alternative(s) provided the best opportunity to minimize overall environmental impacts. The key environmental statutes and regulations included:

- Section 4(f) of the U.S. DOT Act of 1966
- Section 404 of the Clean Water Act (CWA) and Chapter 105 of 25 PA Administrative Code permitting process
- Agricultural Land Condemnation Approval Board (ALCAB) authorized under Section 306 of The Administrative Code of 1929 (71 P.S. §106) (Act 100), and the Agricultural Security Law (3 P.S. § § 901—915) (Act 43)
- Endangered Species Act
- Section 106 of the National Historic Preservation Act (as amended)
- Community Impact Assessment (Uniform Relocation Assistance and Real Property Acquisition Policies Act, Title VI of the Civil Rights Act, Executive Order (EO) 12898 on Federal Actions to Address Environmental Justice, EO 13985 on Advancing Racial Equity and Support for Underserved Communities Through the Federal Government, and PA Section 2002 of the Administrative Code of 1929)

The resources protected by these regulations were provided higher priority in the analysis of the environmental impacts and identification of which alternative(s) to advance. The environmental analysis was one of four assessments conducted. When combined with engineering, traffic, and planning assessment, Build Alternatives US 322-1OEX, US 322-1S, and US 322-5 were identified

as the best alternatives to advance to meet the study purpose and need while balancing the environmental impacts, engineering, traffic, and planning analyses. As the PEL is finalized and publicly circulated, the associated reports will also be available.

HT-5: PennDOT understands the concerns of the property owners that are within the refined State College Area Connector study area and the uncertainty of not having a final alignment raises in the community. PennDOT, in cooperation with FHWA, are committed to working toward a preferred alternative as quickly as possible. PennDOT will continue to update the local municipalities and the public throughout the process.

Commenter: Hidden Lake Owner's Association/No 45 Connector Movement

No 45 Connector Movement and Hidden Lake Owner's Association
Hidden Lake Dr
Centre Hall, PA 16828
November 4, 2022

To: Mr. Dean Ball
Penn DOT District 2-0
70 PennDOT Drive
Clearfield, PA 16830

Dear Mr. Dean Ball,

We are submitting this letter for the public record in advance of the November 11, 2022 submission date to be included in the public record for the Oct 19-20, 2022, State College Area Connector (SCAC) Project public meeting.

Please provide the full text of this 6-page letter for the public record and the full number of over 330 petitioners be noted. Unfortunately, I need to state this because Hidden Lake's letter from the April meeting was incorrectly and paraphrased in the public record along with the incorrect number of signatories (29 instead of 42) and included several in nearby neighborhoods. We hope to avoid that with this letter and ask that all records be corrected for the previous letter.

HLE-1

Our Opposition to the PA 45 Connector Road

I am sending this letter on behalf of the No 45 Connector movement's 330+ petitioners who oppose adding a connector road between PA 45 and the proposed US 322 primarily due to safety issues.

PA 45 in Potter Township is a substandard road that had the highest fatality rate in the study area over the past 5 years of real crash data. Based on the data, adding access will only increase traffic, injuries, and deaths. With no plan to improve PA 45 by PennDOT or the Centre County Municipal Planning Organization (CCMPO), the route 45 connector road does not serve the community.

HLE-2

Dick Decker, Chairman of the Potter Township Supervisors and voting member of the CCMPO, also opposes the connector. He shared his letter to you stating the following about the PA 45 connector: "*It offers no benefit to our citizens and will significantly increase the hazard to our citizens on already congested Route 45.*"

We ask that PennDOT remove the PA 45 connector road from the study area prior to entering the NEPA stage because PA 45 cannot handle the additional access and sufficient alternatives were not provided for public consideration.

November 4, 2022

PA 45 is unsafe for additional access and traffic according to the PEL Purpose and Need Study:

According to the PEL Purpose and Need study, PA 45 had the highest incident rate by 9%. PA 45 had the highest injury crash rate (50%). PA 45 had the most injury crashes by 44%. PA 45 had 66% of the bike/pedestrian accidents. 35% of its length is substandard today (not meeting vertical criteria). 5-6 miles were noted for potential safety improvements. This includes the area of the connector road will provide additional access and is within 500 feet of where a box truck overturned just today (11/4/2022).

According the last 5 years of crash data on crashinfo.pennDOT.gov (2017-2021), it also had 2X (double) the fatality rate by AADT and 4X (quadruple) the fatality rate by ADTT. All the fatalities on PA 45 were in Potter Township, where the Route 45 connector road will add additional access. The purpose and need study said, "truck traffic is expected to increase within the study area an additional 31% and nearly double along PA 45". With no plans to improve PA 45, a 4x fatality rate per ADTT, 44% higher injury rate, and doubling of truck traffic, it is unconscionable to add a connector road to PA 45.

We strongly urge PennDOT to do the safe thing and remove the connector road between route 45 and US 322. It does not serve the residents of Centre County, especially in Potter township. Our 330+ petitioners serve as proof that the route 45 connector road is not the right solution for our residents.

HLE-3

US 322 traffic is NOT objectively Safer According to PennDOT's Highway Safety Model numbers.

If constructed, US 322 traffic would be split between the existing US 322 and the proposed US 322 build alternative and shows no improvement in safety for the \$400+ million dollar investment. The no-build predicted crash frequency is 35.92. The combination of existing US 322 plus the proposed US 322 shows an increase to 38-43.71. The no-build's predicted fatalities and injuries is 18.29. The existing US 322 plus the proposed US 322's fatalities are predicted to be 17-19.98. The new four-lane highway is NOT objectively safer and costs over \$400,000,000. How can you plan a project that costs half a billion dollars, plan to take homes/farms, and not provide enough information for the public and decision makers to understand how the proposed routes will function on each individual roadway?

HLE-4

Transparency is Severely Lacking

Updated safety numbers were NOT provided at the October 2022 public meeting. Traffic numbers appeared to be averaged rather than detailed. The Traffic Analysis slide to the CCMPO simply listed Safety Improvements as "Yes" without additional information to indicate how or where these gains were made and lost. When asked about rationale for the 45-connector, we get elusive answers about not being sure if we need it, or we don't know at this time. It was added for a reason. It seems clear that PennDOT is hiding information from the public and decision makers to avoid scrutiny rather than to embrace constructive criticism. How much of this information would have changed the outlook of the 9 routes?

HLE-5

The Harris Township Board of Supervisors agreed when they released an October 2022 statement asking PennDOT to “show your work.” This is, sadly, an embarrassment and a travesty. We urge the Federal Highway Administration and the CCMPO to hold PennDOT accountable for the lack of transparency, stop the PEL process, and request that it be reviewed independently by an entity not affiliated with PennDOT.

HLE-5

PEL Process Has Failed Our Community and the Study’s Purpose

This planning process is vital to designing the right road improvements for our community. If it is not viewed as a thinking and learning process, it is destined to be an ineffective bureaucratic process.

The purpose of this study is to “develop and evaluate a range of alternatives to improve mobility and meet regional traffic and local needs by reducing congestion, addressing safety, and improving system linkage and continuity within the study area.”

Harris and Potter Townships are considered “Participating Agencies” in the PEL process, yet neither is satisfied by PennDOT’s proposed alternatives.

What does it say about “meeting regional and local traffic needs” when Harris Township asked for more “context sensitive” alternatives? It shows that PennDOT’s alternatives are not meeting the local community’s needs.

What does it say about “meeting local needs by reducing congestion and addressing safety” when Potter Township opposes the route 45 connector road because it “offers no benefit to our citizens and will significantly increase the hazard to our citizens on an already congested Route 45.”? Safety and congestion are not being addressed adequately by PennDOT to meet community needs.

HLE-6

What does it say about “developing and evaluating a range of alternatives” when a route 45 connector road is added to a substandard section of PA 45 without an alternative to consider? The truth is that *PennDOT has not provided any alternatives or even a rationale for adding the route 45 connector road, which first appeared late in the process (April 2022). They seem to have pre-determined what they want and are unwilling to engage the public in a meaningful discussion about alternatives.*

What does it say about “meeting local needs” when Harris Township asked PennDOT to “show your work”? It shows that PennDOT has not even provided sufficient information to its own “Participating Agencies” such as Harris Township and Potter Township.

What does it say about “improving mobility” when “truck traffic is expected to increase within the study area an additional 31-percent but nearly double along PA 45” yet PA 45 is not receiving improvements to handle that truck traffic? It shows that PennDOT’s alternatives are not meeting the mobility needs of the study area.

3

November 4, 2022

What does it say about “addressing safety” when the route 45 connector road will only offload a section of road with 0 fatalities in the last 5 years while adding access and traffic to the deadliest section of road in the study area (PA 45 in Potter Township)? PennDOT’s alternatives are not addressing safety needs of the study area while making substandard roadways even worse.

What does it say about “addressing safety” when a build alternative is primarily offloading US 322 yet the combination of the proposed build alternative and existing US 322 are predicted to have more total incidents and nearly the same number of fatalities and injuries? PennDOT’s alternative may not even make US 322 traffic safer.

What does it say about “addressing safety” when the road with the most crashes by 9%, most injury crashes by 44%, highest injury crash rate (50%), has the most substandard sections of roadway, gets no improvements in this project? It shows that PennDOT’s alternatives are not addressing the most severe safety issues and is not serving our community.

Together, what does all this say about PennDOT’s alternatives meeting the purpose of the study? Local “Participating Agencies” are being ignored and disenfranchised. Mobility improvements are not addressed on the worst roadways. Substandard roads are being left as substandard. Safety is not being improved on the most dangerous roads. It is costing the taxpayers \$400,000,000 or more. Ultimately, the process is failing our community and taxpayers.

HLE-6

What we would like to see

We believe many of the above-mentioned issues can be addressed.

1. Remove the PA 45 to US 322 connector from the study area.
 - a. With no improvements planned for PA 45 by either PennDOT or the CCMPO, it will injure and kill more people in Potter Township while taking even more farm land. This does not serve our community.
2. Listen to the public and local elected officials.
 - a. We have over 330 petitioners who oppose the 45 connector and this number continues to grow without any opposition.
 - b. Dick Decker, a voting member of the CCMPO and Potter Township Supervisor wrote a letter stating that the 45 connector road “offers no benefit to our citizens and will significantly increase the hazard to our citizens on already congested Route 45.”

HLE-7

November 4, 2022

- c. Harris Township asked you to “show your work” and to investigate more “context sensitive” solutions which likely include numerous alternatives rather than a single “upgrade existing” option provided in the PEL study before being dismissed.
3. Improve the more dangerous and substandard roads for safety (PA 45 and PA 144).
 - a. The Purpose and Need study showed that both PA 45 and PA 144 had more substandard sections than US 322.
 - b. Add turning lanes to the many substandard intersections.
4. Route the truck traffic from Centre Hall down PA 144 to Potters Mills instead of PA 45.
 - a. Improve PA 144 from PA 45 to Potters Mills for safety and truck access at Potters Mills.
 - b. This would also better serve the businesses along US 322 in Potter Township than a PA 45 connector which bypasses them.
 - c. This would eliminate a dangerous and controversial route 45 connector road.
5. If you ignore the 330+ petitioners and elected officials and still decide to force a PA 45 connector road upon us, we urge the following:
 - a. Provide alternative connector options for the public and CCMPO to consider.
 - b. Consider connecting east of the PCI zoning on US 322 rather than west of it to allow local businesses to benefit from the redirected traffic.
 - c. Connect to PA 45 east of both hoot road entrances to avoid the more dangerous and narrow sections of PA 45 in that vicinity, avoid the backyards of Hidden Lake residents, and minimize potential impacts to pristine well-water for the 4 surrounding communities. This also includes the neighborhoods of Hidden Lake, Country Club Park, Bramblewood, and Hoot/Wagner Rd.
 - d. Add a bike path separated from the road on the western side to provide safer bicycling to serve the communities near the connector and to provide bike access to the PCI business area, the Colyer lake areas, and Rothrock state forest beyond.
6. Provide Noise level mitigation and alternatives and make concrete commitments to reduce noise levels.
 - a. You are adding roadways adjacent to community borders with no buffer.
7. Provide well-water protections and mitigations
 - a. Much of the terrain contains karst features that could easily contaminate the pristine drinking water in the many private and community wells nearby.
8. Improve bicycle access
 - a. Many areas of roadway are far too narrow to safely bike but are still used for the beautiful scenery of the preserved farms.
 - b. Access to the bike paths south of US 322 to the Colyer/Rothrock State Forest areas and between Centre Hall and Boalsburg would be beneficial.
9. Improve Transit
 - a. Plan for transit opportunities from CATA.

HLE-7

November 4, 2022

In conclusion, our 330+ petitioners strongly oppose a PA 45 connector. PA 45 is already overloaded and will increase fatalities and injuries. Please, do the safe thing and remove the PA 45 connector road from the study area and adjust the study boundary so it does not advance to the NEPA stage.

We are also requesting for the Federal Highway Administration (FHWA) to NOT approve the final PEL Study report until community and Townships concerns are fully addressed. It is not our goal to prevent or delay improvements to our highways for safety concerns and the efficient movement in our transportation system. However, when those improvements are transferring the problems to other areas (PA 45 in Potter Township) it is our goal to protect the safety and lives of our neighbors, friends, and families.

Sincerely,



Patrick MacFarlane
Vice President, Hidden Lake Owner's Association
Member of the No 45 Connector Movement

COPY: Potter Township, Harris Township, Centre County MPO, Federal Highway Administration, Scott Conklin, Mike Keiser, P.E., Acting Deputy Secretary for Highway Administration.

Attached: Petitioners Lists

Say NO to SR45 Connector Road, 322 Corridor Options

To: PennDOT, Centre County Metropolitan Planning Organization, Potter and Harris Township

The 322 Corridor options currently include a Rt45 connector road. This unnecessary road adds dangerous traffic conditions to SR45. SR45 has been identified as a substandard road based on accidents and fatalities over the past 5 years. Until significant improvements can be made to SR45, the proposed connector road should be eliminated.

Why is this important?

The safety, environmental and residential impacts are tremendous with the proposed construction of a connector road. The road offers no advantage to Potter or Harris township, and poses significant threats to surrounding neighborhoods and communities.

Signed by 308 people:

Name	Zip code
Lisa Moir	16828
Jeanine Page	16828
Betty Dietrich	16828
Bernie Lindsay	16828
Dwight Galt, III	16828
Scott Balboni	16828
Sandra Balboni	16828
B. Allan Schoonover	16828
Stacy Hall	16823
David Burns	16828
Bruce Rogers	16828
Kirsten Miller	16827
Lynn Rogers	16828
Patrick MacFarlane	16828
Shawn Bainbridge	16827
Kelly Moran	16875
Nancy Shunk	16875
Andy Moir	16828

Name	Zip code
Nancy Blaszcak	16828
Greg Blaszcak	16828
Jeanie Burns	16828
Alaina MacFarlane	16828
Joy Gill	16801
Sharon Showers	16828
Karen Meister	16827
KEITH MCELHINNEY	16827
Katie Tornatore	15857
Jan Galt	16828
Guy Schenker	16827
Alex Stewart	16851
Kacee Burke	16870
Paul Cox	16823
Paul Swanson	16827
Holly Johnson	16828
Jessica Shuman	16828
ANDREW YABLONSKY	16828
Carolyn Sharer	16828
Rebecca Rogers	16828
Barbara Wilkins	16828
Dan Golemboski	16666
Chuck Kurtz	16875
Dane Heimerman	16828
Nancy Saidis	16828
Robert Saidis	16828
Ben LaParne	16830
Lorianne Bressler	16875
Lori Lettiere	16828
Susan Yarrington	16875
DAVID GROVE	16828

Name	Zip code
SHERYL GROVE	16828
Karen Jennis	16875
Bill Weaver	16828
Kate Weaver	16828
Chris Hubert	16875
Alyssa Politi	16828
Theresa Clapper	16828
Michael Croyle	16648
Christine Stangel	16827
Joseph Vaiana	16875
Crystal Vaiana	16875
Anthony Vaiana	16823
Ben LaParne	16830
Debra Stauffer	16828
Paula Roberts	16823
Ryan Booz	16828
Frank Carbalan	16827
Mark Davis	16837
Cory Jackson	16827
Morgan H	16828
David Hurd	16828
Crystal Confer	16820-9402
Jason Confer	16820
Dann C	16828
Dmitri Cornali	16828
Alicia Cornali	16828
James Kelly	16875
Michael Haupt	16823
Will Marsh	16875
LINDA MARSHALL	16828-9233
Diana Underwood	16828
Karla Groy	16875

Name	Zip code
Steve Lutz	16827
Paula Snyder	16828
Jason Herrington	16828
Cathy Lockwood	16828
Valerie Leta	16828
Leslie Essy	80919
Steve Houts	16828
Brian Alden	16827
Samantha Palser	16827
Diane Stoner	16828
Carrie Cox	16823
Frank Kachurak	16872
Jane Lindsay	16828
Kendra Saphore	16832-7704
Laura Shaffer	16832
Morgan Noll	16875
Jennifer Arndt	16801
Lila Mixer	16827
Dave Keller	16875
Sabrina Horner	16828
Josh Maron	16803
Lara Jackson	16827
Joan Carbalan	16827
Mara Holsinger	16823
Robin Tuttle	16827
Danielle Kaniecki	16827
Andrew Kotys	16875
Tracey Lehw	16828
Amber Hubert	16875
Richard Barbrow	16801
Toni Irvin	16801
Kelly Forest	16801

Name	Zip code
Cathy Janac	16870
Steven Koval	16827
Tarren Shawver	16820
Kelicy Silks	16827
Susan Rogacs	16801
Beth Smith	16801
Catelyn Way	16832
Carrie Pase	16828
Kim Marsh	16875
Beth Eckert	16827
Mike Gustine	16828
Maria Izquierdo	16868
Mailene Kwock	16823
Amy Wall	16803
Gabrielle El-Adas	16827
David Eggebeen	16827
Linda Eggebeen	16827
Jason Gorasi	16854
Dante Bonaquist	16827
Mark Hoover	16875
Kelli Hoover	16875
Linda Decker Reitz	16875
Kami McWilliams	16841
Matt Schmiedel	16827
Terri Downer	16875
Ira Brown	16875
Melissa Whitsel	16828
Lucy Jacobson	16875
Jana Loner	16828
Topher Yorks	16828
James Bradley	16801
Melanie Greene	16828

state college area CONNECTOR

PennDOT.gov/SCAC

Name	Zip code
Ashlee Dincher	16870
Jo Ellen Weaverling	16827
Paul Woolley	16875
Wanda Hockenberry	16828
Siobhan Davis	16882
Jenn Stoner	16875
Michael Bathrick	16854
Nell Hanssen	16872
Patricia Trish	16854
Maresa Irvin	16820
David McCool	16854
Huafrish Irani	16827
Ethan Davis	16882
Tracey Huston	16827
Lindsey B	16827
BOB PINAMONTI	16875
Jennifer Seles	16875
John Lyke	16827
Robert Uhlig	16827
Jeff Jeffery Weyman	16827
Djamel Belaid	16827
Katherine Belaid	16827
Elizabeth Dougherty	16801
JAMES FALLS	16828
Lisa LaPorta	16827
Alisha Kocher	16828
Thomas La Porta	16827
Scott Mato	16820
Gina Farrelly	16827
Nancy Stone	16827

Name	Zip code
Emily Long	16827
Jonathan Berzas	16828
Belynda Berzas	16828
Lori Lange	16859
Jennifer Gooch	16828
Angela Auman	16828
Lori Walter	18628
Jen Salts giver	16828
Dan Salts giver	16828
Deborah Bonaquist	16827
Richard Ramsay	16827
Sue Jepson	16928
Randy Jepson	16828
Andrew Combs	16828
Kevin Dean	16827
Eric Weaver	16828
Madison Lippert	16803
Clayton D	16865
Rudy Shepherd	10471
Tonya Tonya	16827
Kendra Long	16828
Dean Cooke	16801
Timothy A Damico	16827
Bridgette Clouser	16828
Grace Hockenberry	16875
Stephanie B	16828
David Martinec	16875
Kristen Houser	16875
Jennifer Bukowski	16852
Andrew Glitzer	16827
Sherry Corman	16820

state college area CONNECTOR

PennDOT.gov/SCAC

Name	Zip code
Cara Mcshea	16827
Madison Stroup	16854
Caitlyn Harling	16828
Chelsea Puff	15101
Jessica salaske	16828
Melody Sheats	16872
Kathy Swartz	16828
Steve Swartz	16828
Erica Allen	16875
Samantha Grove	16875
James Marden	16851
AMY Grove	16828
Jeffrey Gambocurta	16820-8902
Paula Marden	16851
Lynn Holleran	16827
Heidi Peters	16875
Tatianna Campia	16875
Robert Capuro	16875
Emily Blaszcak	16828
Crystal Ramsay	16827
Mandy Glitzer	16827
Laurie Troyer	16828
Nancy Evans	16875
Barbara Eddy	16875
Kelly Jedrzejewski	16875
Christopher Gill	27330
Dawn Irvin	16853
Laurel Baughman	16882
Cathy Hetrick	16875
Matthew Hansen	16854
Amy Taylor	16882
Spencer Weaver	16854

Name	Zip code
Amelia Seaton	16873
Dawn Taylor-Klingler	16803
Candace Marks	16801
Jonathan Ashley	16827
Debra Rittelmann	16875
Ron Grove	16875
Megan McCarthy	16801
Emily McCaffery	17842
Kathy DiMuccio	31419
Carol Wood	34293
Lori Lanzendorfer	16602
Alyssa Johnson	16801
Sam Janisko	15904
Chelsi Janisko	16828
Robert Spicer	16828
Kayla Spicer	16828
ROBERT FLECK	16823
Ruth Fleck	16823
Susan Rice	80111
Lyndsey Hylbert	16827
Robert Bruzzese	16827
Sarah Schwartz	16827
Cassandra Simonetta	16827
Linda McCall	16827
Emily Granville	16828
Brian Naviglia	16875
Megan Dutrow	16820
Matt Spingola	16828
Matthew Cox	16801
Maddi Laubscher	17745
Cameron Kurtz	17313

state college area **CONNECTOR**

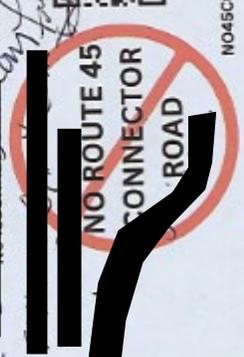
PennDOT.gov/SCAC

Name	Zip code
Rachel Hall	16854
Joan Z	16828-9151
Esin Camci	16827
Cengiz Camci	16827
Kullen Bechdel	17751
Mark Troyer	16828
Brian Anthony	16828
Virginia Gavek	16828
Tracy Noll	16875
Brad Noll	16875
Taylor Noll	16875
Amanda Rummel	16875
Lanna Rummel	16875
Kimberly Bressler	16875
Larry Jacobson	16875
Donna Long	16875
Kevin Long	16875
Shelley Carper	16820
Nicki Shink	16828
Joshua Brock	17754
Brenda Belko	16828
Kelley Martin	13367
Joanna Buergin	16875
Gabriela Trate	16875
Lizette Reed	16828
Susan Lane	16828
James Ellis	16828
Jennifer Stark	16828
Kimberly Smith	16828
Whitney Crater	16875
John Gajewski	16828
Mary & Peter Sorensen	16827

Name	Zip code
Rachel Brimmer	16801
Sheila Wiest	16875
Wilma Shuey	16828
Annette Brown	17685
John Brown	16875
Gary Wiest	16875
Scott Lindsay	16827

SAY NO TO SR45 CONNECTOR ROAD ON 322 CORRIDOR OPTIONS PETITION

PRINT NAME	ADDRESS	CITY	ZIP	TWP	EMAIL	SIGNATURE
JOHN DOE	123 SMITH STREET	CENTRE HALL	16828	POTTER	john.doe@gmail.com	JOHN DOE
Robert [Redacted]	111 Bibo	Centre Hall	16828	Potter	[Redacted]	[Redacted]
B. Hukuhara	501 Hukuhara St	State College	16801	Harris	[Redacted]	[Redacted]
Don Wagner	114 Aspen Heights	Boalsburg	16817	HARDIN	[Redacted]	[Redacted]
Jeanne Fowl	335 Beacon Circle	Boalsburg	16827	Harris	[Redacted]	[Redacted]
RODNEY FORTHE	107 ABBOTT LN	State College	16801	College	[Redacted]	[Redacted]
Katherine Hults	505 S Leadeners St	Qualifying	16827	Harris	[Redacted]	[Redacted]
Linda Keil	162 Mountain Dr	Centre Hall	16828	Potter	[Redacted]	[Redacted]
Melissa Chagnel	100 E. W. White Hall	State College	16801	Potter	[Redacted]	[Redacted]
Tom Siegenthaler	147 HEDSICKEN IN	SPRINGMUS	16825	POTTER	[Redacted]	[Redacted]
Tom Henna	1416 Iron St.	State College	16803	Centre	[Redacted]	[Redacted]
Ben Stovox	"	State College	16803	Centre	[Redacted]	[Redacted]
Susan Haskins	129 E. Pine St.	Boalsburg	16817	Harris	[Redacted]	[Redacted]
Susan Bodde	1407 Brien Circle	Boalsburg	16827	Harris	[Redacted]	[Redacted]
James Peterson	112 Mountainback Rd	Centre Hall	16828	Potter	[Redacted]	[Redacted]
SAHAR KOCAR	119 ASPEN DR	Boalsburg	16827	HARRIS	[Redacted]	[Redacted]
PAT VERNON	P.O. Box 121 Lonest	Boalsburg	16827	HARRIS	[Redacted]	[Redacted]
Rosemary Hayden	164 Sunbaker	Centre Hall	16828	Potter	[Redacted]	[Redacted]
FRANK HARRIS	224 Apple Ridge Dr	Spring Mills	16875	Potter	[Redacted]	[Redacted]
Rob McChesney	468 Plum St	Belleville	16823	Banner	[Redacted]	[Redacted]
Melissa Chagnel	886 Ashbur Lane	Boalsburg	16827		[Redacted]	[Redacted]



We make this signature under our free will, supporting the opposition to the SR45 Connector Road that is currently drawn on the PennDOT SR322 Corridor Options.

**SAY NO TO SR45 CONNECTOR ROAD ON 322 CORRIDOR OPTIONS
PETITION**

	PRINT NAME	ADDRESS	CITY	ZIP	TWP	EMAIL	SIGNATURE
1	JOHN DOE	123 SMITH STREET	CENTRE HALL	16828	POTTER		JOHN DOE
2	Barb Weaver	601-2 Jacks Mill Dr	Boalsburg	16827	Harris		[Signature]
3	TRINCE EUGENS	153 WINDHAM DRIVE	Centre Hall	16828	Potter		[Signature]
4	MARY F PARKS	801 W AARON SQUARE	AARONSBURG	16828	HARRIS		[Signature]
5	Michelle Williams	101 WINDHAM SQUARE	BOALSBURG	16827	HARRIS		[Signature]
6	Mary Jane Williams	" "	" "	" "	" "		[Signature]
7	Phyllis Kipp	139 HARRIS AVE	BOALSBURG	16827	HARRIS		[Signature]
8	DORIS M. MANDAL	1094 GRANER AVE	BOALSBURG	16828	POTTER		[Signature]
9	Robbte Long	135 Airport Rd	Centre Hall	16828	Potter	n/c	[Signature]
10							
11							
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We make this signature under our free will, supporting the opposition to the SR45 Connector Road that is currently drawn on the PennDOT SR322 Corridor Options.

Commenter: Hidden Lake Owner's Association/No 45 Connector Movement

Comment Response:

HLE-1: The full comment letter and associated signatories are included in this report.

HLE-2: PennDOT understands the concern that the community and Township officials have raised regarding the PA 45 connector. As stated at the public meeting during the question-and-answer session, PennDOT is committed to conducting more detailed traffic analyses to evaluate the US 322 to PA 45 connection.

Under any of the Build Alternative scenarios (US 322-1OEX, US 322-1S, or US 322-5), should the traffic analyses indicate that a connector is necessary to improve mobility and aid the State College Area Connector project in meeting the defined transportation purpose and need, PennDOT will include the US 322 to PA 45 connection. PennDOT will work with Potter Township and area residents to minimize impacts to the surrounding community. Additionally, should the associated analysis show that the Build Alternative, with the connector, adversely impacts conditions on PA 45, PennDOT would incorporate necessary improvements into the project.

Conversely, if the analyses determines that a US 322 to PA 45 connection is not necessary to improve mobility and aid the State College Area Connector project in meeting the defined transportation purpose and need, the connection will be removed from the project.

HLE-3: As stated in HLE-2, PennDOT will collect additional traffic data and refine the analysis. The results of those investigations will better aid in determining if a connection to PA 45 is necessary to aid in meeting the transportation purpose and needs within the study area.

The PEL Study will also be recommending a PA 45 safety study independent of the State College Area Connector to determine what safety improvements may be needed along PA 45. The PEL Study is also independently recommending additional studies for three independent intersections along PA 45 (Linden Hall Road, Willowbrook Drive/Rocky Ridge Road, and Cedar Run Road).

HLE-4: The traffic analysis and associated HSM analysis evaluates the regional roadway network to identify overall trends and aid in identifying where additional analysis or transportation solutions are needed. The HSM analysis conducted for the PEL Study shows that predicted crash frequency for all crashes shows an 18 to 25 percent improvement on key area roadways with the implementation of a Build Alternative. Additionally, for fatal and injury crashes there is a predicted improvement of 22 to 28 percent improvement on key area roadways with the implementation of a Build Alternative.

HLE-5: PennDOT is conducting the State College Area Connector PEL Study in cooperation with the FHWA and in coordination with the Centre County Metropolitan Planning Organization (CCMPO). PennDOT has been following the required and appropriate methodology in the planning and environmental studies that have been conducted to date. Additionally, PennDOT has shared the analysis and results of the PEL documentation with area municipalities and the public throughout the entire study process and will continue to do so moving forward.

Additionally, all information that has been developed by PennDOT has been shared with Harris and Potter Townships and all other Cooperating and Participating Agencies. PennDOT has utilized the input provided by Cooperating and Participating Agencies and the public to refine the study and address any concerns that have been brought forward.

Between the September 2021, April 2022, and October 2022 open house meetings, the HSM analysis did not change. The October 2022 meeting presented the Level 2 Screening results which included the traffic comparative analysis. The safety improvements questions were answered in a yes/no manner based on the data.

Regarding the PA 45 connection to the US 322 Build Alternatives, that connection was added in the PEL Study traffic analysis during the Level 2B Screening process (screening process presented at the April 2022 open house). This connection was added once conceptual engineering was more advanced and actual interchange locations identified. The PA 45 connection was added to evaluate traffic distribution on the roadway network to determine if, from a planning perspective, a connection would provide an overall benefit to the roadway network. The location of the connector was predicated on the location of the proposed US 322 interchange which best minimized environmental impacts. Once the interchange location was determined, the connection to PA 45 was developed to connect into PA 45 by minimizing impacts to productive agriculture and connect into a tangent section of PA 45.

HLE-6: PennDOT is conducting the State College Area Connector PEL Study in cooperation with the FHWA and in coordination with the Centre County Metropolitan Planning Organization (CCMPO). PennDOT has been following the required and appropriate methodology in the planning and environmental studies that have been conducted to date. Additionally, PennDOT has shared the analysis and results of the PEL documentation with area municipalities and the public throughout the entire study process and will continue to do so moving forward.

Through the alternative screening process (presented at the September 2021 open house meeting), alternatives that do not meet the identified transportation purpose and needs were dismissed from further consideration in this PEL Study. All of the Build Alternatives as presented at the September 2021, April 2022, and October 2022 open house meetings meet the purpose and need for the project. As Preliminary Engineering on the alternatives is advanced and refinements made, any proposed impact to the existing roadway network that may occur would be addressed as a part of this project. This would include any potential future connection to PA 45.

PennDOT has been coordinating with all the municipalities throughout the PEL Study including Harris and Potter Townships. Page 30 provides the full response to the Harris Township's concern regarding their alternative proposal and transparency. Additionally, Page 74 provides the full response to the Potter Township's concern regarding the PA 45 connector.

HLE-7

1. See HLE-2 response.
2. PennDOT values public and community input in the transportation project development process. Public input is one of many factors that is considered when developing alternatives. As studies and investigations continue, PennDOT is committed to continuing to engage the local communities and the public.
3. The PEL Study is recommending nine specific intersections along US 322, PA 45, and PA 144 for further study as independent projects. Additionally, the PEL Study is recommending a safety study for PA 45 in Harris and Potter Townships.
4. Recommendation acknowledged.

5. As the study advances, detailed design considerations would be advanced to minimize environmental impacts. This would include the PA 45 connector, if advanced.
6. Noise is evaluated as part of the Preliminary Engineering and detailed environmental investigations (NEPA) phase of the project development process. During this phase, PennDOT will conduct a Preliminary Design Highway Traffic Noise Assessment for the proposed alternatives. State and Federal Guidelines require PennDOT to use a standardized process to identify locations where abatement is potentially warranted, feasible, and reasonable considering peak hour noise levels and the potential effectiveness of noise abatement measures. This process includes the following steps:
 - Identify land uses within the project area that are sensitive to noise, such as homes and parks.
 - Monitor existing noise levels and develop acoustical models to predict future conditions.
 - Evaluate predicted future noise levels after the highway project is constructed and identify locations where noise impacts are anticipated.
 - Consider noise abatement where noise impacts are anticipated.
 - Identify areas where preliminary noise abatement is potentially warranted, feasible, and reasonable.

The Noise Assessment will be reevaluated in the Final Design process before final determinations regarding potential noise abatement designs are made for the project.

7. Any future design would include appropriate stormwater management to protect area wells and waters.
8. Multimodal opportunities would be explored as the project advances.
9. Should CATA decide to advance transit within the study area, PennDOT would work with them to provide connections for any new transit opportunities.

Commenter: Karpenko, Anastasia

From: [Bell, Dean D](#)
To: [Anastasia Karpenko](#)
Cc: [Cole, Lori](#); [James, Kevin E](#); [Murnyack, Eric J](#)
Subject: [EXTERNAL] RE: [External] Route 45 project.
Date: Monday, October 31, 2022 2:38:46 PM

Anastasia,

Thank you for your comment.

Could you please give me more information by what you mean, the rerouting traffic through 45?
We are not rerouting traffic on SR45.

We are starting a more detailed traffic analysis, and origin and destination study for all the routes in the new study area. Once we receive this new information we will share with everyone. Which will show projected traffic numbers, for SR 45.

Thanks
Dean

Dean D. Ball, P.E. | Assistant District Engineer - Design
PA Department of Transportation | Engineering District 2-0
70 PennDOT Drive | Clearfield, PA 16830
Phone: 814.765.0439

From: Anastasia Karpenko [REDACTED]
Sent: Wednesday, October 19, 2022 1:39 PM
To: Ball, Dean D <deball@pa.gov>
Subject: [External] Route 45 project.

ATTENTION: This email message is from an external sender. Do not open links or attachments from unknown senders. To report suspicious email, use the [Report Phishing button in Outlook](#).

Hi.

I can not attend any of these scheduled meetings about route 45. I live in Willowbrook Estates. I want to know one thing: when they reroute traffic through 45: I live in Willowbrook Estates and the only way out of our neighborhood into Earllystown Road (Route 45), is to turn left towards State College. What is your solution to this issue for all homeowners in our Estate?

AK-1

Thank you.
Anastasia.

Commenter: Karpenko, Annastasia

Comment Response:

AK-1: PennDOT understands the concern that the community and township officials have raised regarding the PA 45 connector. PennDOT is committed to conducting more detailed traffic analyses to evaluate the US 322 to PA 45 connection.

Under any of the Build Alternative scenarios (US 322-1OEX, US 322-1S, or US 322-5), should the traffic analyses indicate that a connector is necessary to improve mobility and aid the State College Area Connector project in meeting the defined transportation purpose and need, PennDOT will include the US 322 to PA 45 connection. PennDOT will work with the townships and area residents to minimize impacts to the surrounding community. Additionally, should the associated analysis show that the Build Alternative, with the connector, adversely impacts conditions on PA 45, PennDOT would incorporate necessary improvements into the project.

Conversely, if the analyses determines that a US 322 to PA 45 connection is not necessary to improve mobility and aid the State College Area Connector project in meeting the defined transportation purpose and need, the connection will be removed from the project.

Commenter: Moir, Lisa

Dean Ball : deball@pa.gov deball@pa.gov
70 PennDOT Drive
Clearfield, PA 16830

Dear Mr. Dean Ball,

I am writing to oppose the linking road between SR45 & SR322, penned by PennDOT, only after multiple public meetings, onto the three (3) 322 SCAC options. ***Specifically at issue is the watershed located within 1400 feet of the proposed intersection at SR45.*** I am submitting this letter for the public record in advance of the November 11, 2022 submission date, to be included in the public record for the Oct 19-20, 2022, State College Area Connector (SCAC) Project public meeting. Please provide the full text of this 3-page letter for the public record, and 2 photos, and please do not paraphrase this letter.

LM-1

On Nov 4 at 11:08AM an accident (PA State Police Incident #PA22-1410327) occurred on Route 45 which highlights my concern. A box truck flipped over in a narrow section of road just 300 feet from where the 45 Connector, if constructed at the current proposed location. We do not know all the details yet, but I took some photos earlier today. The truck appears to have gone off the substandard road edge, flipped, gouged the road several times and slid into the opposing lane of traffic. If this truck had been carrying hazardous waste product, it could have conceivably spilled material into the large sinkhole located between SR45 and both Hoot Road accesses (the sinkhole is why Hoot Road is so oddly shaped) and Cedar Run headwaters (directly next to this road, marked in blue and labeled on map and photos attached.) Without improvements to SR45 prior to construction of a connector, I am concerned future accidents like this may impact well water, Cedar Run headwaters, the Spring Creek Watershed, and of course

safety.



LM-2



I have recently had a long discussion (Oct. 27, 2022) with Mr. Lamont Garber, watershed restoration coordinator, at the [Stroud Water Resource Center](#). I described the potential water impacts our community would be facing with construction of this connector road at the current location. We are concerned about potential threats to source water protection zones and future incidents that might threaten the integrity of not only our local water, but also the Spring Creek and Chesapeake Bay Watersheds:

Potential Water Impacts of proposed road and intersection at SR45:

- Hazardous waste and other contamination to Cedar Run headwaters: 2 springs exist within 1400 feet west of the proposed intersection. There is a 3rd spring approximately ¼-1/2 miles west of the intersection, near Dewey Road. These 3 springs are included as contributing headwaters of Cedar Run, which is considered headwaters of Spring Creek and Chesapeake Bay. ([Where Rivers Are Born.](#))
- Contamination to high-quality aquifers (Spring Creek Watershed)
- 20+ [Karst features](#) at 322 interchange and connector roads (Ref: Central Pennsylvania Source Water Protection Partnership.) (Hoot Road Sinkhole)
- Contamination to numerous high-quality, private wells in vicinity (Hidden Lake, Bramblewood, Hoot & Wagner Road; 30+homes)
- Contamination to Community well (Country Club Park, 30+ additional homes)

LM-3

As you know, [Pennsylvania is falling behind in its commitment](#) to support the protection of the Chesapeake Bay watershed. 25% of PA streams are currently “impaired.” At this time Cedar Run and other streams in the Centre Region are still “attaining” and healthy. We need to make sure Cedar Run stays this way.

Pennsylvania has committed to the Watershed Implementation Plan (PA’s Phase 3 WIP). Some of the guidelines of that very plan would be violated by the building of this connecting road at the proposed location: Specifically, increased risk of erosion and flooding; loss of property value protection; destruction of wetland habitat for fish, insects, birds and animals, and risk of contamination to clean drinking water.

In closing, I reiterate that building the proposed SR45 connector road at the current site would be not only irresponsible, but also hypocritical of the State when considering the Phase 3 WIP, and Pennsylvania’s commitment to protecting the Chesapeake Bay watershed. If the PEL and NEPA plan and process truly consider all impacts of construction in the study area, certainly our water source merits absolute attention. We urge you to remove the connector road in order to protect our watershed.

Sincerely,
Lisa Moir
Resident, Potter Township, Centre County
[REDACTED]
Centre Hall, PA 16828

CC:

Centre Regional Planning Agency (jmay@crcog.net; jsaylor@crcog.net; amessner@crcog.net;
gkausch@crcog.net; mhoffman@crcog.net)

2643 Gateway Drive, Suite 4
State College, PA 16801

PA DEP
Attn Ruth Triester, Megan Lehman
208 West Third Street
Ste#101
Williamsport, PA 17701-6448

PA DEP
Ramez Ziadeh, Joe Adams
Rachel Carson State Office Building
400 Market Street
Harrisburg, PA 17101

Penns Valley Conservation Association
Attn: Lysle Sherwin; Tom Doman; Mead McCoy
OI Bix 165
Aaronsburg, PA 16820

Clearwater Conservancy
Attn: Deborah Nardone
Executive Director
2555 N. Atherton Street
State College, PA 16803

Save Cedar Run: savecedarrun.org
info@savecedarrun.org

Lisa Moir
No45connector.com
Potter Township Resident
[REDACTED]

Commenter: Moir, Lisa

Comment Response:

LM-1: Thank you for your comment.

LM-2: PennDOT understands the concern that the community and township officials have raised regarding the PA 45 connector. PennDOT is committed to conducting more detailed traffic analyses to evaluate the US 322 to PA 45 connection.

Under any of the Build Alternative scenarios (US 322-1OEX, US 322-1S, or US 322-5), should the traffic analyses indicate that a connector is necessary to improve mobility and aid the State College Area Connector project in meeting the defined transportation purpose and need, PennDOT will include the US 322 to PA 45 connection. PennDOT will work with the townships and area residents to minimize impacts to the surrounding community. Additionally, should the associated analysis show that the Build Alternative, with the connector, adversely impacts conditions on PA 45, PennDOT would incorporate necessary improvements into the project.

Conversely, if the analyses determines that a US 322 to PA 45 connection is not necessary to improve mobility and aid the State College Area Connector project in meeting the defined transportation purpose and need, the connection will be removed from the project.

LM-3: The PEL Study alternatives screening process considered all federal, state, and local regulations, as appropriate, in the evaluation of alternatives to ensure that all regulatory requirements would be met in future NEPA studies. While federal regulations require that impacts to all resources be balanced with engineering considerations, ability to meet needs, public input and agency input, other regulations require examination of avoidance alternatives or pose strict requirements for any impact.

Following the initial identification of potential impacts, a refined analysis was conducted to focus on those environmental resources with statutory or implementing regulations with specific requirements for the evaluation and advancement of alternatives. The refined screening provided a comparative environmental analysis for each of the Build Alternatives and provided a foundation for identifying which alternative(s) provided the best opportunity to minimize overall environmental impacts. The key environmental statutes and regulations included:

- Section 4(f) of the U.S. DOT Act of 1966
- Section 404 of the Clean Water Act (CWA) and Chapter 105 of 25 PA Administrative Code permitting process
- Agricultural Land Condemnation Approval Board (ALCAB) authorized under Section 306 of The Administrative Code of 1929 (71 P.S. §106) (Act 100), and the Agricultural Security Law (3 P.S. § § 901—915) (Act 43)
- Endangered Species Act
- Section 106 of the National Historic Preservation Act (as amended)
- Community Impact Assessment (Uniform Relocation Assistance and Real Property Acquisition Policies Act, Title VI of the Civil Rights Act, Executive Order (EO) 12898 on Federal Actions to Address Environmental Justice, EO 13985 on Advancing Racial Equity

and Support for Underserved Communities Through the Federal Government, and PA Section 2002 of the Administrative Code of 1929)

The resources protected by these regulations, including high quality water features, were provided higher priority in the analysis of the environmental impacts and identification of which alternative(s) to advance. The environmental analysis was one of four assessments conducted. When combined with engineering, traffic, and planning assessment, Build Alternatives US 322-1OEX, US 322-1S, and US 322-5 were identified as the best alternatives to advance to meet the study purpose and need while balancing the environmental impacts, engineering, traffic, and planning analyses.

The recommended PEL Study Build Alternatives will be further investigated during the Preliminary Engineering and detailed environmental (NEPA) phase of the transportation project development process. This phase of design will further refine the engineering and include stormwater management facilities and other mitigation measures, as agreed upon with the regulatory agencies, to minimize potential impacts to area water resources.

PennDOT is committed to meeting the requirements of federal, state, and local environmental regulations and statues during the Preliminary Engineering and detailed environmental investigations (NEPA) phase, as well as in final design and construction phases of the transportation project development process.

Commenter: Nittany Valley Environmental Coalition

Nittany Valley Environmental Coalition
Comments accompanying our public statement at the State College
Area Connector Open House Public Meeting, October 19, 2022

(Many of the comments which follow repeat or refine arguments NVEC submitted to PADOT in April 2022).

Intervention Request

NVEC is a 501c4 with members directly impacted by the proposed 322 expansion. Our bylaws specifically require us to work to protect the environment. We are especially committed to applying the environmental provisions of the Pennsylvania Constitution as it interacts with municipal charters and ordinances.

In order to exercise our due diligence and preserve NVEC due process options under all applicable administrative law procedures:

NVEC-1

NVEC formally requests to intervene in this PADOT alternatives analysis process and its subsequent NEPA environmental impact study.

If it is too early to formally request this, we request that NVEC and the public be notified of the intervention deadline and the required method for such an intervention request as soon as that deadline date is established.

Thank you.

Filed Comments

As we argued in our April 2022 comments, a minimum build/Demand- Side Management/ Transportation Systems Management/Intermodal approach is far preferable under all the applicable criteria. These advantages include up to a 1/2 billion dollars savings which could be applied to deteriorating bridge, road, and intermodal infrastructure in less affluent regions of Pennsylvania.

In general, the Nittany Valley Environmental Coalition (NVEC) still favors a minimum build/Demand-Side /Intermodal/Traffic Management solution addressing genuine existing Route 322 safety concerns as confirmed by

NVEC-2

unbiased data-driven analysis and traffic growth projections consistent with our region's Council of Government (COG) Climate Action and Adaption Plan.

That said, for environmental, procedural, and cost-benefit reasons, NVEC asserts that 322-5 is an invalid and especially unacceptable alternative.

General Arguments in favor of a minimum build/Demand-Side Management/Transportation Systems Management/Intermodal approach

Peak visitor and commuter passenger traffic demand on the 322 corridor is functionally under the control of another Pennsylvania State entity: Penn State University (PSU). Under any objective NEPA Alternatives Analysis, FHWA/PADOT can (and must) first rely on PSU's complete cooperation in Demand-Side traffic solutions before resorting to costly build solutions that unnecessarily impact the natural or human environment.

In fact, central to the PSU area's "business model" - as consistently expressed in multiple official documents - is Penn State's aspiration to be recognized as a global leader and example of sustainability and ecological stewardship.

The environmental and neighborhood quality of life here in Centre County is also key to Penn State's future competitiveness as an in-person school, given the context of ever-increasing remote education alternatives.

NVEC-3

Any Route 322, 144, or 45 connection improvements should be calibrated in light of the actual residential population growth projections as set forth in the various county, municipal, and University planning documents. Probable and actual government-mandated technological advances must be considered as well, such as electric and autonomous vehicles.

In particular, if technological changes in both transportation and remote education are taken into account, one or two added lanes on, or close to, the current Route 322 alignment should be more than sufficient for the next 50 years.

Potential tourism is particularly responsive to traffic systems management

because of time of day, season, and other factors. For instance, even under the most optimistic tourist-boosting scenario, it is anticipated that the primary tourism draw for Centre County - other than Penn State activities and associated youth sports - will be state forest ecotourism and farm based visitor business.

A massive all-purpose Route 322 expansion promoting sprawl development is incompatible with these sorts of tourist activities.

The 322-5 is especially incompatible because of aesthetic as well as environmental factors which are, in this instance, inextricably intertwined.

Due to well-mobilized public opposition and ongoing litigation by a rival gaming corporation who intends to locate the casino in another part of the state, it is invalid to include the Pennsylvania Gaming Control Board Nittany Mini-Casino traffic as part of the rationale for a 322 expansion. Since any Nittany Casino would also operate under the State Gaming Commission, Demand-Side Management and the use of intermodal tactics could be implemented there as well.

In any event, the traffic studies officially associated with the proposed Nittany Casino show no impact beyond that already factored in under a full retail mall occupancy scenario.

“Build it and they will come” economic development arguments are not legally defensible here in Centre County. There is plenty of need elsewhere in PA in places where highway and bridge construction funds are lacking, and where Transportation Systems Management and minimum build alternatives are not feasible because of a lack of public support.

NVEC-4

In addition, two Council of Governments Home Rule (COG) municipalities - Ferguson Township and State College Borough (which contain most of Penn State) - have environmental provisions that were added by referendum to their municipal Charters. These provisions require, in our view, prioritization of Transportation Systems Management alternatives, intermodal approaches, and Demand-Side Management. These priorities should include facilitating Penn State and other government entity

cooperation. One major area of cooperation between these two municipalities and Penn State is bicycle accessibility.

In any event, if an oversized 322 expansion is built despite our objections, then ample mitigation is required. Sound barriers, wetland offsets, forest replacement and advanced storm water management are, in our view, required by NEPA, at least two municipal charters, and the environmental provisions of the Pennsylvania Constitution.

However, since many of its environmental impacts cannot be cost-effectively mitigated, the 322-5 alternative is an unacceptable and invalid alternative.

Summary

A traditional full four-lane limited access highway is not needed. It is not justified under any fair NEPA Alternatives Analysis, as we have said, since the commuter and peak passenger traffic flows are functionally under the control of another State entity which is more than competent enough to implement solutions to optimize environmental protection and passenger car safety while minimizing peak time congestion.

That said, it is also true that the safety and air quality impacts of the interspersed long range truck traffic in this area needs to be managed more directly by the relevant State and Federal authorities.

There are opportunities to facilitate safer highway interconnections to Route 80, for instance, well before the heavy trucks reach Centre County. Longer-term, under the authority of a statewide Transportation Systems or Demand-Side Management approach triggered by this 322 bottleneck, a considerable investment in intermodal rail is feasible and cost-effective as well.

NVEC-5

Specific NVEC Comments on the 3 PADOT recommended connector routes:

1. The matrix grid in the alternatives analysis overstates the environmental impact of 322-OEX and 322-s-1, while understating the impact of 322-5. This is probably an artifact of the formulaic application of abstract

NVEC-6

categories and criteria without comprehensive direct observations on the ground.

2. The costs of environmental and even aesthetic mitigation under 322-5 are harder to quantify since the impacts are of greater regional and state level concern. Litigation and delays are unpredictable. In any event, even when not accounting for the additional mitigation and construction delays that 322-5 will entail, the alternatives matrix still shows 322-5 to be considerably more expensive. If the interchange and its new connector road to Route 45 proposed for 322-OEX and 322-s-1 is eliminated then the cost savings of going with either of those alternatives is even greater. PADOT officials have already told members of the public that removing this interchange is feasible.

3. The costs of the property taken under 322-OEX and 322-s-1 can be generously compensated. Litigation about such eminent domain matters is straightforward and will not cause delays.

4. The behind-the-scenes lobbying of real estate speculators or so-called political actors attempting to skew the alignment and interchanges to favor special interests is illegitimate. Consideration of such factors is not allowed under NEPA, other environmental regulations, the charters of at least two local municipalities, and the Pennsylvania Constitution.

NVEC-7

5. We find the proposed new interchange and its associated new connector road to route 45 to be unnecessary and unwarranted.

NVEC-8

Thank you.



Dorothy Blair, President NVEC
on behalf of the
Nittany Valley Environmental Coalition (NVEC) 501c4.

David Stone NVEC and pro se

We incorporate by reference NVEC's April 2022 comments as submitted to PADOT.

Commenter: Nittany Valley Environmental Coalition

Comment Response:

NVEC-1: The State College Area Connector is currently in the planning phase of the transportation project development process, also known as a Planning and Environmental Linkage (PEL) Study. During this PEL Study, PennDOT hosted four specific meetings to obtain public input. Following each of these meetings, there is a designated comment period that is advertised to provide comments specifically on the meeting materials. The Coalition has submitted comments following two of those meetings. However, at this phase in the process, PennDOT has been accepting public comments and having discussions with the public, community leaders, and various organizations through the Study and will continue to do so. PennDOT, in partnership with the cooperating agencies, has considered and incorporated all public comments during the PEL Study. This has resulted in the identification of three alternatives that meet the purpose and need which are recommended to move forward into the NEPA phase. There is no formal intervention process. The Draft PEL Report will be provided for a 30-day public review and comment period. Additional public review and comment periods will also be provided as required during the NEPA phase. Dean Ball, PE, PennDOT project manager, can be contacted directly at DEBall@pa.gov if you should have additional comments on the PEL Study. PennDOT will make sure to include your associations on the Study email distribution list for all future Study announcements and notifications.

NVEC-2: As stated in the Final Purpose and Need for the State College Area Connector Planning and Environmental Linkage Study report and presented at the Open House Public Meetings for the project, the purpose of this study is to develop and evaluate a range of alternatives to improve mobility and meet regional traffic and local needs by reducing congestion, addressing safety, and improving system linkage and continuity within the study area.

A range of alternatives were considered and screened to meet these identified transportation needs. These alternatives included Transportation System Management (TSM), Transportation Control Measure (TCM) strategies, and Upgrade Existing Alternatives. Based on the screening, it was determined that TSM and TCM Alternatives would be unable to fully address the transportation needs within the study area and was dismissed from further study. The Upgrade Existing Alternative (adding lanes to existing US 322) would not improve safety; therefore, it would not meet the purpose and needs and was also dismissed from further study. All of the Build Alternative were found to meet the Study purpose and need. When balancing the traffic, engineering, environmental, and planning study results, US 322-1OEX, US 322-1S, and US 322-5 were found to be the best alternatives to advance for further detailed study.

NVEC-3: US 322, in the study area, is a principal arterial highway owned by the Commonwealth and maintained by PennDOT. The purpose of principal arterial highways is to provide a high degree of mobility in urban or through rural areas. The State College area, which includes many traffic generators one of which is Penn State, is a major destination in the area, (accounting for just over 50% of passenger vehicle trips), it is not necessarily the destination for trucks traveling in the area (less than 10% of all trucks). PennDOT must develop and evaluate transportation solutions to address all the purpose and need of the study. As discussed, in NVEC-2, demand

side solutions (TSM or TCM alternatives) alone would not address the PEL Study purpose and need.

The PEL Study alternatives screening process considered federal, state, and local regulations, as appropriate, in the evaluation of alternatives to ensure that regulatory requirements will be met in future NEPA studies. In regard to the traffic volume forecasts, the PEL Study traffic forecast was developed utilizing the Centre County Regional Travel Demand Model (TDM). This TDM is a trip-based model comprised of links (roadways), nodes (intersections), and zones (development) within the region which incorporates local projected growth (e.g., population and employment). The TDM being used for the State College Area Connector was updated with Streetlight origin/destination travel patterns. Streetlight is a company that provides traffic information that is based upon tracking of location data from cell phones that travel through a selected study area. It should be noted that traffic data collected for the study was obtained while schools (i.e., local primary schools as well as secondary schools) were open. Traffic data obtained and analyzed for this study was based on daily and peak hour traffic volumes and conditions for an average day of the week (e.g., Tuesday, Wednesday, Thursday) during a non-holiday/non-special event. While the proposed Build Alternatives would improve event traffic, it would not necessarily address all event traffic needs such as the traffic that occurs on Penn State football weekends.

In summary, the PEL Study traffic analysis used to predict future No Build and Build Alternative traffic volumes considers local growth factors, as identified by CCMPO, and is based on local anticipated travel patterns.

Minimizing impacts to the natural environment was included in the analysis for identifying corridors to advance for further study. Rothrock State Forest & Stone Mountain Important Bird area, PA Natural Heritage Core Habitat, bat swarming areas, wetlands, and high-quality streams were considered in the analysis. These areas would support ecotourism in the study area. While some of the corridors considered have higher potential impacts in these areas, they are lower for other important resources. Those corridors advanced for further study (US 322-1OEX, US 322-1S, and US 322-5) provide the best overall balance from a traffic, engineering, environmental and planning perspective.

NVEC-4: The traffic associated with the Nittany Mini-Casino was not specifically included in the State College Area Connector PEL Study. As mentioned in NVEC-3, the PEL Study traffic forecasts were based on Centre County Regional TDM and updated with localize origin and destination information.

During the PEL Study, planning studies, ordinances, and other materials were considered when developing the transportation purpose and need, study goals, and conducting the planning analysis. The charters and plans for Ferguson Township and State College Borough were not evaluated at those two municipalities lie outside of the 70 square mile study area evaluated for the State College Area Connector PEL Study. However, assumed traffic demand supported by those municipalities would be included in the Centre County Regional TDM for this study.

During the Preliminary Engineering and detailed environmental (NEPA) phase of the transportation development process, environmental field data will be collected and engineering designs advanced. Engineering design will meet current design standards and include stormwater management facilities. Once the design is advanced, environmental impacts will be identified and coordinated with regulatory agencies. Mitigation measures will be developed and agreed upon and included as commitments in the environmental document. These commitments may include replacement of resources such as wetlands, habitat, etc. and installation of noise walls in areas that they are determined warranted, reasonable, and feasible.

NVEC-5: At the start of the PEL Study, the identification of transportation problems within the 70 square mile study area was conducted. This identification of transportation challenges resulted in the Study purpose and need which was documented in the Final Purpose and Need for the State College Area Connector Planning and Environmental Linkage (PEL) Study (February 2021). Following the identification of the transportation purpose and need, a range of alternatives was developed. The range of alternatives was then tested through a multi-phased screening process to first determine if they would meet the Study purpose and need and then to identify their environmental and planning impacts, traffic benefits, and engineering costs. Based on the results of the screening process, it was determined that a Build Alternative would be the solution that would meet the purpose and need. Furthermore, it was determined that when balancing the traffic, engineering, environmental, and planning study results, US 322-1OEX, US 322-1S, and US 322-5 were the best alternatives to advance for further detailed study. Future studies will include detailed engineering, environmental field investigations, and updated analysis. These results will be shared with the public at future meetings. Mitigation will be developed to address adverse impacts which may include replacement of resources such as wetlands, habitat, etc. and installation of noise walls in areas determined to be warranted, reasonable, and feasible.

Improving safety was identified in the needs analysis. The movement of freight via the roadway network was one component of the traffic analysis conducted as part of the PEL Study. Many factors influence freight movement. The PEL Study did not specifically consider rail as a reasonable alternative for the movement of goods or people. Existing rail infrastructure is not located throughout the study area and the installation of such infrastructure is cost prohibitive, would be as impactful as highway options and less beneficial at moving people in a rural area.

NVEC-6: The PEL Study data collection (secondary source data with limited field validation) was conducted consistently across the 70 square mile study area. Additionally, the identification of potential impacts was also consistently conducted across the Build Alternative corridors. This includes the methodology for assessing potential engineering and right-of-way costs.

During the preliminary engineering and detailed environmental phase of the transportation development process, environmental data will be collected in the field while engineers develop more detailed engineering designs to better identify an impact area. The results of these studies will be analyzed to determine ultimately what alternative would be advanced for final design, right-of-way acquisition, and construction. These results will be shared with the public at future meetings. Mitigation will be developed to address adverse impacts which may include

replacement of resources such as wetlands, habitat, etc. and installation of noise walls in areas determined to be warranted, reasonable, and feasible.

NVEC-7: PennDOT, in cooperation with FHWA, conducts transportation studies in accordance with the federal, state, and local regulations and laws. PennDOT works with federal and state regulatory agencies to advance the alternative that best meets the transportation purpose and need while balancing impacts to the natural, cultural, and socio-economic resources. Coordination is also conducted with local municipalities to address their concerns to the extent possible. Real estate speculation is NOT part of the analysis.

NVEC-8: PennDOT understands the concern that the community and township officials have raised regarding the PA 45 connector. PennDOT is committed to conducting more detailed traffic analyses to evaluate the US 322 to PA 45 connection.

Under any of the Build Alternative scenarios (US 322-1OEX, US 322-1S, or US 322-5), should the traffic analyses indicate that a connector is necessary to improve mobility and aid the State College Area Connector project in meeting the defined transportation purpose and need, PennDOT will include the US 322 to PA 45 connection. PennDOT will work with the townships and area residents to minimize impacts to the surrounding community. Additionally, should the associated analysis show that the Build Alternative, with the connector, adversely impacts conditions on PA 45, PennDOT would incorporate necessary improvements into the project.

Conversely, if the analyses determines that a US 322 to PA 45 connection is not necessary to improve mobility and aid the State College Area Connector project in meeting the defined transportation purpose and need, the connection will be removed from the project.

Commenter: Parks, Nancy

From: [Ball, Dean D](#)
To: [Nancy F Parks](#)
Cc: [Murnyack, Eric J](#); [James, Kevin E](#); [Cole, Lori](#)
Subject: [EXTERNAL] RE: [External] Rt 322 Connector comments
Date: Wednesday, November 9, 2022 10:15:03 AM

Hi Nancy,

Thank You for taking the time to comment on the State College Area Connector study. Your input is valuable in the development of the study. We are reviewing all the comments received, they will be documented in the meeting records and full responses included in the meeting summary report that will be posted on our website.

We appreciate your interest in the Study.

Thanks
Dean

Dean D. Ball, P.E. | Assistant District Engineer - Design
PA Department of Transportation | Engineering District 2-0
70 PennDOT Drive | Clearfield, PA 16830
Phone: 814.765.0439

From: Nancy F Parks [REDACTED]
Sent: Tuesday, November 8, 2022 10:18 PM
To: Ball, Dean D <deball@pa.gov>
Subject: [External] Rt 322 Connector comments

***ATTENTION:** This email message is from an external sender. Do not open links or attachments from unknown senders. To report suspicious email, use the [Report Phishing button in Outlook](#).*

Thursday October 20, 2022
PennDOT public Hearing
State College Middle School
State College, PA 16801

201 West Aaron Square
PO Box 120
Aaronsburg, PA 16820-0120

Good Evening. I am Nancy F Parks, here tonight to provide both a local Penns Valley perspective and the official position of the local Moshannon Group of national Sierra Club. I am the Conservation Chair of Moshannon Group and a specialist in air quality issues in Pennsylvania.

I live on Route 45 in east Penns Valley in the village of Aaronsburg. While not daily, I use Route 322 from Harrisburg through State College weekly in some combination. I particularly rely on Hiking in Bear Meadows and Alan Seeger natural areas and buying Tait Farm produce and native plants.

First let me categorically express that I personally oppose the Route 45 connector from 322 to 45,

NP-1

and I oppose all alternatives proposed for the expansion of route 322 between Potter's Mills and Boalsburg. I believe that a "no change" alternative is the correct choice.

NP-1

As a Sierra Club representative, I must follow the wisdom of the national organization's Transportation Policy's relevant portion, last reviewed and updated in July 2021. As follows:

“Highway Expansion, Gas Tax and Transportation Revenues

The Sierra Club recognizes that funding for transportation infrastructure, including transit and road maintenance and operations, may face challenges as gas tax revenues decline due mostly to more efficient gasoline powered vehicles and the gas tax not adjusting with inflation. The Sierra Club supports the consideration of a wide array of solutions, including fees based on weight or vehicle miles traveled or the energy intensity of fuels. Ideally, no fees should be instituted on drivers of electric vehicles as a singled out group until the sales trajectory reaches the levels needed to reach our shared climate protection targets. We should be incentivizing rather than discouraging drivers for shifting to cleaner vehicles.

NP-2

No limited access highways ("freeways") should be built or widened, especially in urban-suburban areas or near threatened natural areas. High occupancy vehicle (HOV) and high occupancy vehicle/toll (HOT) lanes should come from converting existing highway lanes rather than constructing new lanes. This will avoid constructing new lanes which are mixed-flow much of the day, or are converted to full-time mixed-flow after construction. Toll rates on HOT lanes should vary by time of day, and revenues above operating expenses should be used to improve travel opportunities for low income travelers and to operate public transit. **Policies to implement charges for parking and highway access, congestion pricing and Transportation Control Measures rather than increasing road capacity for vehicles should be considered before highway expansion.** Parking charges should be unbundled from rents. Intelligent Vehicle/Highway Systems (IVHS) should not be designed to increase highway capacity and stimulate additional traffic, off-highway congestion, sprawl, energy consumption and pollution.”

NP-3

The previous highlighted section describes the Sierra Club's opposition to expansion of highways.

PennDOT can better spend its time and money fixing the problems on/along the existing alignment. Some complaints I have been told are excessive speeds both in passenger vehicles and heavy duty diesel engine trucks (HDE) and tractor trailers. The excessive use of jack brakes also called air breaks. Safety of residents in the Colyer Lake area is threatened.

NP-4

Some common traffic calming measures are a twisting and turning route. Turn lanes were needed,

as are right hand lane passing zones in limited locations. Speed limit enforcement is a necessity. Carbon emissions and ground level ozone precursors emissions of volatile organic chemicals and nitrogen oxides are far too high. Traffic calming measures are almost non-existent. Residents have commented to me that they also believe that there should be a 'no change' option. Their philosophy is that a new police barracks should be set up on Rt 322 to deal with the traffic enforcement.

NP-4

AADT – PennDOT’s Annual Average Daily traffic (AADT) volume and movement was researched. For the period of 2015 to 2021, a six year period, the AADT was 10,000 vehicles for the 322 stretch between Potter’s Mills and Boalsburg in 2015. That same stretch by 2021 had increased 40% to 14,000 vehicles. A disturbing trend, likely to continue and also likely to trigger the frequent and onerous result called “induced demand”, whereby the traditional changes that PennDOT introduces to alleviate traffic in this proposal will instead increase traffic and congestion.

NP-5

“Induced demand - ID” = higher future congestion. ID induces continued future congestion by adding new lanes and new drivers. More ID encourages sprawl by adding those new drivers who think that they need more sprawl, more trips and more VMT. For every 1% increase in vehicle capacity, VMT is increased by 1%. See [The Congestion Con by Transportation for America. We should be prioritizing safety over speed.](#)

An AADT increase over a baseline value of 10,000 vehicles will trigger a Transportation Conformity test under the Clean Air Act. (Personal Communication with PADEP/BAQ Mobile sources section Chief Chris Trostle).

The PADEP has a part to play in this process also. It is the Pa Department of Environmental Protection that would monitor the PennDOT proposals every two years and evaluate them for transportation conformity within the TIP – Transportation Improvement Plan. A two pronged test is applied to each project; first there must be a vehicle emissions reduction budget included for review. If a vehicle emissions reduction budget is not included then a project build/no build option kicks in. i.e. there can be no more emissions increased from any vehicles trending to increase above the numbers for a baseline year. If the AADT increases by 10,000 or more over the baseline then PADEP Bureau of Air Quality (BAQ) will trigger a “hot spot” analysis for PM2.5 emissions.

NP-6

Most urgent throughout our valleys and throughout PA and USA is remediation and reduction of climate disruption through carbon emissions reductions. The transportation sector accounts for 41% of carbon emissions at last count. PennDOT should work in cooperation with municipalities such as State College that have Climate Action Plans (November 22, 2021) and work to coordinate with and enhance their efforts.

<https://www.crcog.net/caap>

Other possible measures could be increasing Rt 322 safety with enforced speeds reductions as well as HOV lanes and encouraging carpooling. There can be a carbon cap on the entire PA transportation section, and/or a VMT tax on ‘vehicle miles traveled’.

NP-4

Lastly, I suggest to you that we already have sufficient north-south transportation corridors connecting to Route 80. i.e. RT 219, RT 99, RT 11/15 and RT81. We simply do not need another route to Rt80, nor for that matter to Penn State football games.

NP-1

Lastly, Pennsylvania is currently out of compliance with their commitments to reduce air pollutants under the federal Clean Air Act for proposed reductions of carbon methane from conventional oil/gas operations. PA has been sanctioned by the federal government and has lost some of our federal highway funds. If by December 16, 2022 EPA does not see that a proposed PA regulation has been approved and that will control methane leakages and prevent other carbon emissions from conventional oil/gas drilling, then a severe penalty will be imposed and Pennsylvania will lose between \$400 million and \$750 million in federal highway funds.

Thank you for the opportunity to comment.

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| Nancy F. Parks

[REDACTED]

Respect for religion has become a code phrase meaning 'fear of religion'. Religions, like all other ideas, deserve criticism, satire and, yes, our fearless disrespect." ~ Salmon Rushdie

"A nation is formed by the willingness of each of us to share in the responsibility for upholding the common good." ~ Barbara Jordan (D-TX) Representative Congress 1972 -1978

Commenter: Parks, Nancy

Comment Response:

NP-1: At the start of the State College Area Connector PEL Study, PennDOT, in cooperation with FHWA, conducted an investigation to identify the study area transportation issues which lead to the development of the transportation purpose and needs. This investigation identified transportation deficiencies which led to the development of the following specific need statements:

- Existing roadway configurations and traffic conditions contribute to safety concerns in the study area.
- High peak hour traffic volumes cause congestion and result in unacceptable Level of Service (LOS), a measure of traffic flow/congestion, on US 322, PA 45, and PA 144 roadways and intersections within the study area.
- The roadway network configuration in the study area lacks continuity and does not meet driver expectations.

Based on these findings, it was determined that the study area needed transportation improvements to improve area travel.

PennDOT understands the concern that the community and township officials have raised regarding the PA 45 connector. PennDOT is committed to conducting more detailed traffic analyses to evaluate the US 322 to PA 45 connection.

Under any of the Build Alternative scenarios (US 322-1OEX, US 322-1S, or US 322-5), should the traffic analyses indicate that a connector is necessary to improve mobility and aid the State College Area Connector project in meeting the defined transportation purpose and need, PennDOT will include the US 322 to PA 45 connection. PennDOT will work with the townships and area residents to minimize impacts to the surrounding community. Additionally, should the associated analysis show that the Build Alternative, with the connector, adversely impacts conditions on PA 45, PennDOT would incorporate necessary improvements into the project.

Conversely, if the analyses determines that a US 322 to PA 45 connection is not necessary to improve mobility and aid the State College Area Connector project in meeting the defined transportation purpose and need, the connection will be removed from the project.

NP-2: Funding for transportation infrastructure and policy development for clean vehicles are decisions made by the State Legislature. As a result, these items are beyond the purview of PennDOT.

NP-3: Following the identification of the study purpose and needs, a range of alternatives were identified, considered, and screened to meet the identified transportation needs (NP-1). These alternatives included Transportation System Management (TSM), Transportation Control Measure (TCM) strategies, and Upgrade Existing Alternatives. Based on the screening, it was determined that TSM and TCM Alternatives would be unable to fully address the transportation needs within the study area and was dismissed from further study. The Upgrade Existing

Alternative (adding lanes to existing US 322) would not improve safety; therefore, it would not meet the purpose and needs and was also dismissed from further study.

NP-4: The management strategies, design considerations, and concerns you provided are largely beyond the purview of PennDOT. The following outlines the various concerns you presented:

- Concern for speeding - While speed enforcement is always a concern when considering the safety of the traveling public, it is not under PennDOT purview and specific concern areas should be addressed with state and local law enforcement.
- Police Barrack Location – Identifying sites for law enforcement is not under the purview of PennDOT.
- Use of ‘Jake Brakes’ – The noise generated by the use of ‘Jake Brakes’ or truck traffic noise caused by the use of compression release brakes is not effectively reduced through the use of concrete noise barriers, and it has been found that compression release brake noise is best addressed by local legislation and strict enforcement of that legislation. However, major transportation improvements that accommodate truck traffic patterns, reduce traffic congestion, minimize steep grades, and better manage traffic exiting and entering the roadway may reduce the need for truckers to use compression release brakes to slow down, and therefore, indirectly reduce the noise caused by their use.
- Traffic calming measures on roadways – PennDOT utilizes various traffic calming measures throughout the Commonwealth. These types of measures were considered under the TSM Alternative for this study. Through the screening process, it was determined that TSM solutions alone would not meet the identified transportation purpose and need.

NP-5: The traffic analysis identified a 2050 no build forecast that was used to determine the design requirements (e.g., number of lanes) for the Build Alternative. The intent of the new facility is to draw regional trips off of the local roadway network on to the new roadway to improve both local and regional traffic. Changing travel patterns could influence local land uses. However, future land development and land use is a local government issue beyond PennDOT control.

NP-6: The State College Area Connector is included in the conforming 2023-2026 Centre County Transportation Improvement Program and the 2023 Statewide Transportation Improvement Program. A qualitative evaluation of air quality (which includes GHG and Climate Change) will be completed for the State College Area Connector project as part of the NEPA analysis based on the procedures developed and approved for transportation projects. Both the PA Climate Action Plan and Centre Region Climate Action Plan will be considered as environmental studies progress.

Commenter: Potter Township



124 Short Road
Spring Mills, PA 16875
www.pottertownship.org

Phone: 814-364-9176 ext. 100
Fax: 814-364-2809
E-mail: secretary@pottertownship.org

October 18, 2022

Mr Dean D. Ball PE
PennDOT District 2
70 PennDOT Drive
Clearfield, PA 16830

Dear Mr. Ball:

The Potter Township Board of Supervisors has closely followed the refinement of the State College PEL Study Area and appreciate your consideration of our previous comments and the concerns of Potter Township citizens. We have been attending update meetings and listening to comments, concerns and suggestions of many of our citizens.

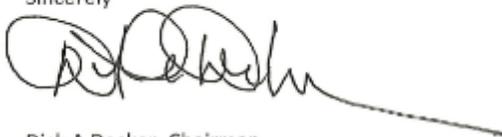
We continue to support an alignment that creates the least impact to our citizens properties by keeping the footprint as limited as possible while providing safe traffic flow. After reviewing the latest study boundary and roadway options and hearing comments from our citizens; we have additional comments as follows:

1. The connector to PA Route 45 should be eliminated from consideration. It offers no benefit to our citizens and will significantly increase the hazard to our citizens traveling on already congested Route 45. We strongly suggest that the new study boundary be modified so the connector is not even part of the NEPA process.
2. Provision for on-off access to businesses in our PCI district along existing 322 is essential for future viability of this important sector of our Township. We suggest that such access be achieved without any cross-connection opportunity to Route 45.

PT-1

We continue to look forward to working with Penn DOT to achieve the most equable cost-effective solution to central Pennsylvania's transportation needs.

Sincerely



Dick A Decker, Chairman

cc: James Saylor, Principal Transportation Planner, CRPA
Eric Bernier, CCMPO Chairman
Tom Zurat, P.E., PennDOT District 2
Bruce Lord, Supervisor, Harris Township

Commenter: Potter Township

Comment Response:

PT-1: PennDOT understands the concern that the community and Township officials have raised regarding the PA 45 connector. As stated at the public meeting during the question-and-answer session, PennDOT is committed to conducting more detailed traffic analyses to evaluate the US 322 to PA 45 connection.

Under any of the Build Alternative scenarios (US 322-1OEX, US 322-1S, or US 322-5), should the traffic analyses indicate that a connector is necessary to improve mobility and aid the State College Area Connector project in meeting the defined transportation purpose and need, PennDOT will include the US 322 to PA 45 connection. PennDOT will work with Potter Township and area residents to minimize impacts to the surrounding community. Additionally, should the associated analysis show that the Build Alternative, with the connector, adversely impacts conditions on PA 45, PennDOT would incorporate necessary improvements into the project.

Conversely, if the analyses determines that a US 322 to PA 45 connection is not necessary to improve mobility and aid the State College Area Connector project in meeting the defined transportation purpose and need, the connection will be removed from the project.

Commenter: Saidis, Robert

ROBERT C. SAIDIS
SEAN M. SHULTZ
CHRISTOPHER E. FISHER
TODD F. TRUNTZ
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CARLISLE OFFICE
By Appointment Only
72 West Pomfret Street
Carlisle, PA 17013
REPLY TO MECHANICSBURG

November 2, 2022

Mr. Dean D. Ball, P.E.
Pennsylvania Department of Transportation
700 Penn Dot Drive
Clearfield, PA 16830
VIA EMAIL: deball@pa.gov
VIA REGULAR FIRST CLASS MAIL

Re: Route 45 Connector

Dear Mr. Ball:

I am writing this letter not as a legal representative of any group but rather as the owner of a residence along Route 45 to oppose the Proposed 45 Connector Road (Connector).

PennDOT has indicated that no improvements are planned for State Route 45 (45) a road which is already inadequate. The statistics for accidents involving death or injuries have been presented to you by other opponents to the Connector. I am addressing a portion of 45 from Boal Avenue, Boalsburg to the intersection with Route 144 (Sheetz), a portion of 45 **approximately 7 miles in length.**

In addition to the reasons set forth by groups such as the Hidden Lake Homeowners Association, and its' supporters, I would like to offer the following comments:

Unreported Accidents. The data, previously submitted, was for accidents involving fatalities and injuries. This data is required to be reported by law. 45 is patrolled by the Pennsylvania State Police. No local police force exists. Consequently, most accidents, incidents or violations of traffic laws are not reported. The numerous minor rear end collisions, damaged guard rails, fender benders, speeding, vehicles passing on the solid line and near misses are not reported or considered in any traffic study. The only reliable evidence of these incidents is the testimony of the residents along 45 and others who use 45 to commute. At your Public Meeting and the presentations to a joint meeting of the Potter and Harris Townships Supervisors, some accidents were documented. Most residents of 45 have seen unreported accidents or had near misses. When you pull out of your driveway or development, you must immediately accelerate to 60 or 65 to keep up with traffic especially headed to the limited access interchange with Route 322. The posted speed limit along the 7 mile stretch is 45 or 55 dependent upon your location.

RS-1

November 2, 2022
Page 2

A Single trip on 45 reveals numerous skid marks, dented guard rails and remnants of accidents. PennDOT signs warning of cross traffic and variations in the speed limit are numerous. All the conditions, when taken as a whole, make 45 inappropriate for the Connector or any other modification which will promote increased traffic.

Access to 45. Although I have not had an opportunity to exactly count the access points to 45, there are more than 50 driveways, lanes, entrances to developments as well as Township and State Roads. For example, developments such as Hidden Lake, Country Club Hills, Rocky Ridge and Liberty Hill, containing numerous residences exit unto 45. By my count, there are also approximately 11 township roads that intersect Route 45.

I am aware that you have received letters of opposition to the 45 Connector from the Potter Township and Harris Township Supervisors. I would suggest that the Township Supervisors are the most available governmental contacts to the individuals affected and therefore most aware of the serious concerns of their citizens with the Connector. Great weight should be given to their opposition.

The inescapable conclusion is that PennDOT should be examining ways to alleviate the current traffic problem, not exasperate it. A tremendously unsafe stretch of 45, which is well known for unreported accidents is being asked to accept more traffic. The Connector merely makes it more convenient for traffic to access 45 when the intended result should be the opposite. PennDOT should not be encouraging but rather discouraging the use of 45 as a thoroughfare for trucks and traffic to and from 322.

Alternatives. PennDOT has reduced the State College project to three alternatives all of which closely follow the existing 322. The Connector, on the other hand, will go through farm land and homes which never anticipated a road let alone a Connector. PennDOT must consider existing alternatives where businesses and homes already exist in the immediate proximity to an existing interchange. Buying your property, having prior knowledge of your proximity to 322 and being subject to the noise and traffic attributable to 322 by reason of construction years ago is one thing. Being ambushed by PennDOT with a Connector not shown on the original nine proposed routes for the State College Project is deceitful, unexplainable, and intentionally suppresses public input.

(a) The partial interchange from 322 could be reconstructed to provide full access both east and west. At the October 20 public meeting, PennDOT acknowledged this was being considered. Residents who purchased their homes or farms either were aware of their proximity to the interchange or have adjusted to accommodate it over a long period of time. Although not envious of them, they have, in fact, lived with it. The full interchange provides immediate access to 45. PennDOT's stated goal is accomplished without incurring the significant expense for the unnecessary construction of the new full interchange and road diverting traffic from 322 to 45.

(b) The new Potters Mill exit is unsafe for trucks due to its construction with a roundabout and the severity of the left turn unto Route 144, among other reasons. With minor alterations, the interchange and 144 may be modified to provide access to 45.

RS-2

November 2, 2022
Page 3

All of these alternatives make more sense for a number of reasons.

- (i) You are using existing access to 45 which has been in place for years.
- (ii) The partial interchange already has a traffic light.
- (iii) You are recognizing the objections of the Townships' Supervisors who deal with this every day.
- (iv) You are not invading virgin terrain in close proximity to homes and disrupting productive farming but expanding existing interchanges which drivers and residents have been familiar with for years.

Planning and Environmental Linkages Study Frequently Asked Questions – October 19, 2022. Finally, I am offended that the “Frequently Asked Questions” was not made available in advance but only circulated at the time of the Public Meeting on October 19, 2022. No one was given an opportunity to review the numerous factors set forth in the Frequently Asked Questions. The perception is that instead of being transparent, PennDOT makes matters on which input is crucial only available after the fact. PennDOT should receive public input to insure that it is addressing the issues that concern residents. Factors mentioned in the Frequently Asked Questions which deserve input from residents prior to any extensive PennDOT work including but are not limited to:

RS-3

(a) Noise – uses such as homes are sensitive to noise and will be identified.

RS-4

(b) Connectivity- The Connector will not defer traffic off the local roadway network but add to it.

RS-5

(c) Localized Access – Localized access on 45 creates localized congestion and new safety concerns.

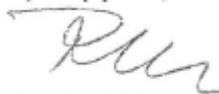
RS-1

I apologize if there are minor inaccuracies in this letter but, I feel as do others, that I am being rushed to place my objections on the record.

I would ask that you consider my objections when weighing the various merits and detriments of the proposed Connector.

Thank you for considering my suggestions. If I can provide you with any other information, please do not hesitate to contact me.

Very truly yours,



Robert C. Saidis

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Commenter: Saidis, Robert

Comment Response:

RS-1: PennDOT understands the concern that the community and township officials have raised regarding the PA 45 connector. PennDOT is committed to conducting more detailed traffic analyses to evaluate the US 322 to PA 45 connection.

Under any of the Build Alternative scenarios (US 322-1OEX, US 322-1S, or US 322-5), should the traffic analyses indicate that a connector is necessary to improve mobility and aid the State College Area Connector project in meeting the defined transportation purpose and need, PennDOT will include the US 322 to PA 45 connection. PennDOT will work with the townships and area residents to minimize impacts to the surrounding community. Additionally, should the associated analysis show that the Build Alternative, with the connector, adversely impacts conditions on PA 45, PennDOT would incorporate necessary improvements into the project.

Conversely, if the analyses determines that a US 322 to PA 45 connection is not necessary to improve mobility and aid the State College Area Connector project in meeting the defined transportation purpose and need, the connection will be removed from the project.

The PEL Study will also be recommending a PA 45 safety study independent of the State College Area Connector to determine what safety improvements may be needed along PA 45. The PEL Study is also independently recommending additional studies for three independent intersections along PA 45 (Linden Hall Road, Willowbrook Drive/Rocky Ridge Road, and Cedar Run Road).

PennDOT has been coordinating with all the municipalities throughout the PEL Study including Harris and Potter Townships. Page 30 provides a full response to the Harris Township's concern regarding their alternative proposal and transparency. Additionally, Page 74 provides the full response to the Potter Township's concern regarding the PA 45 connector.

As you mentioned, the crash data analyzed for the State College Area Connector PEL Study included only crashes that are reportable. As noted, the crash data includes crashes where there are injuries and fatalities but is also includes crashes where there are property damages (e.g., vehicles were damaged and needed to be towed). We do agree that non-reported and/or near miss crashes could occur on all of the local roadway network.

RS-2: The Build Alternative corridors were first presented at the September 2021 open house meetings for the State College Area Connector PEL Study. These corridors were presented as preliminary and included large circles in proposed interchange locations. Following that meeting, PennDOT conducted refinements which included changing median widths and refining the corridors with shifts to address public comments. This included further developing interchange locations and concepts to avoid and minimize environmental impacts and provide access to the local roadway network. The refined Build Alternative corridors with interchanges and local road connections were then presented at the April and October 2022 open house meetings.

PennDOT has been following the required and appropriate methodology in the planning and environmental studies that have been conducted to date. Additionally, PennDOT has shared the analysis and results of the PEL documentation with Cooperating and Participating Agencies and

the public throughout the entire study process and will continue to do so moving forward. PennDOT has utilized the input provided by Cooperating and Participating Agencies and the public to refine the study and address any concerns that have been brought forward. PennDOT understands the concerns of the property owners that are within the refined State College Area Connector study area that the uncertainty of not having a final alignment raises in the community. PennDOT is committed to working toward a preferred alternative as quickly as possible. PennDOT will continue to update the local municipalities and the public throughout the process.

RS-3: The “Frequently Asked Questions” document was made available on the study website on October 19, 2022 and was provided as a handout at the October 2022 Open House Public Meetings. Information presented in the “Frequently Asked Questions” document was a compilation of information that has been presented to the public throughout the PEL study process. The public comment period was open from October 19, 2022 to November 11, 2022. The comment period gave participants opportunities to ask questions regarding the information presented at the Open House Public Meetings, including the display boards, meeting handouts, and presentation.

RS-4: Noise is initially evaluated as part of the Preliminary Engineering and detailed environmental investigations (NEPA) phase of the transportation project development process. During the Preliminary Engineering phase, PennDOT will conduct a Preliminary Design Highway Traffic Noise Assessment for the proposed alternatives studied as part of the NEPA study. State and Federal Guidelines require PennDOT to use a standardized process to identify locations where abatement is potentially warranted, feasible, and reasonable considering peak hour noise levels and the potential effectiveness of noise abatement measures. This process includes the following steps:

1. Identify land uses within the project area that are sensitive to noise, such as homes and parks.
2. Monitor existing noise levels and develop acoustical models to predict future conditions.
3. Evaluate predicted future noise levels after the highway project is constructed and identify locations where noise impacts are anticipated.
4. Consider noise abatement where noise impacts are anticipated.
5. Identify areas where preliminary noise abatement is potentially warranted, feasible, and reasonable.

The Noise Assessment will be reevaluated in the Final Design process before final determinations regarding potential noise abatement designs are made for the project.

RS-5: During the PEL study, interchanges and roadway connections that provide local access were included in the planning-level traffic analysis. They were included to aid in predicting future travel patterns and volumes on the various proposed corridors and the local road network. The interchange and access roads were included in locations where the connections could aid in diverting traffic off the local roadway network and onto the proposed corridors. The planning-level

traffic analysis shows that when comparing the 2050 No Build traffic volumes to predicted US 322 Build Alternative traffic volumes, with the proposed connector road, all roadway segments had the same or lower predicted traffic volumes.

For those corridors that are advanced into Preliminary Engineering and detailed environmental investigations (NEPA) phase of the transportation project development process, traffic counts and other field studies will be conducted to further refine the traffic model to:

- understand if local access is warranted to meet the purpose and need for the project (e.g., provides benefits),
- confirm site location topography,
- establish refined traffic volumes at the interchange locations,
- identify interchange layout to accommodate traffic and site restrictions,
- determine if new localized access creates any localized congestion, and
- determine if local access creates any new safety concerns.

If during these investigations additional areas for improvement are identified with the detailed data, the proposed project will be required to adjust design to address these areas (e.g., expand design to improve local road network, remove connection, etc.) while still meeting the purpose and need for the project.

