

North Central Pennsylvania Regional Public Transportation Needs Assessment

Community Characteristics Report

October 28, 2010

Prepared by



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Executive Summary

Purpose

The purpose of the North Central Regional Public Transportation Needs Assessment is to review the current transportation services and evaluate their efficiency and effectiveness, identify unmet needs and prepare a regional transportation plan that supports regional and local goals and better satisfies transportation needs in North Central Pennsylvania.

This Community Characteristics Report is one of a series of reports that provide the foundation for needs analysis and plan recommendations. The goal of this report is to help define the transportation setting that public transportation must operate within and to help in assessing the potential demand for public transportation by using demographic, land use, employment and travel pattern indicators.

Methodology

This assessment represents the quantitative data aspect of determining the communities within the study area with the highest potential demand for public transportation services. Municipalities were ranked by each demographic indicator. A composite rank was then compiled resulting in a list of the top fifteen municipalities with the highest potential demand for public transportation services.

Demographic and journey to work data were collected from the United State Census Bureau and employment data from the Pennsylvania Department of Community and Economic Development and the Pennsylvania Department of Labor and Industry.

A qualitative assessment, based on stakeholder outreach, is planned to complement this report.

Study Area

Columbia, Lycoming, Montour, Northumberland, Snyder and Union Counties lie in the north central portion of Pennsylvania. The six (6) counties contain 167 municipalities: one (1) Town, three (3) Cities, 40 Boroughs and 123 Townships. See Map ES-1.

Potential Impacts of Marcellus Shale

The data and analysis presented in this report are based on information that was readily available from reliable sources that are noted with each set of data. No original work was done for this study in regard to producing alternative numbers or verifying the numbers obtained from secondary sources. During the study review committee's discussion of the draft report, it was noted that the relatively recent Marcellus Shale phenomenon could have a dramatic impact on the socio-economic profile of the region. While most Marcellus Shale infrastructure development and related economic activity is anticipated for the Lycoming County portion of the

study area, a ripple effect is expected to push south, over time, into the heart of the study area. Examples of expected impacts include expansion of the housing stock to accommodate the influx of workers, corresponding impacts on labor force and income statistics, price pressure on real estate generally and rental charges specifically, and the displacement of many lower-income or otherwise disadvantaged populations from their current residential locations.

While this activity will eventually peak and taper off, dramatic and lasting impacts on the community characteristics of the region are expected to occur. Since attempting to forecast the impacts of the Marcellus Shale activity is beyond the scope of this project, it is important that the reader recognize that past trends will not be a reliable predictor of future conditions. Therefore, as time passes, it will be important to review the conclusions and recommendations reached as part of this study in the context of current conditions.

Analysis and Findings

Demographic Indicators

Ten demographic indicators were used to identify the highest potential demand for public transportation services among the 167 municipalities.

- | | |
|--------------------------------------|---|
| 1. Resident population | 6. Low income households |
| 2. Total households | 7. Disabled population |
| 3. Youth (Under 16 years) | 8. Employed population |
| 4. Senior population (Over 65 years) | 9. Households without access to a vehicle |
| 5. Employment outside of home | 10. Use of bus service to travel to work |

The City of Williamsport represents the largest area with the highest demand for public transportation services across all indicators.

Employment and Activity Centers

The City of Williamsport was the top employment center with approximately 22,000 jobs, followed by Mahoning Township with 10,457 jobs and the City of Sunbury with 6,953 jobs. Overall, the largest numbers of jobs and major employers are evident in the older municipalities located along US 11, US 15, US 220, and Interstate 80.

Between 2000 and 2007, the size of the labor force increased by almost four percent, while the number of jobs declined by approximately 10 percent.

Lycoming County exhibited the largest absolute drop in employment (-6,073) during the seven year period, with Snyder County exhibiting the largest decline on a percentage basis (-18.6%). The only county to experience employment growth was Montour County, which gained nearly 3,300 jobs for an overall increase of 28.2 percent.

With a net gain of nearly 5,700 jobs, Mahoning Township added the most jobs during the 2000 to 2007 period. The most severe employment loss occurred in Lewisburg Borough (-4,288), followed by the City of Williamsport (-3,055) and the Town of Bloomsburg (-3,024).

From 2007 through 2009, the average unemployment rate in the study area nearly doubled and was very comparable to the unemployment rate that was exhibited throughout the Commonwealth during this period.

Regional Travel Activity

Travel demand throughout the region is served primarily by a roadway network that is just over 7,000 linear miles in size. Very little new capacity is being added to the network, even as travel demands appear to have stabilized in recent years.

PennDOT has estimated that travel demand in the SEDA-COG region has actually declined over the period 2003-08, against state and national trends. As travel on state-owned roadways has declined slightly, there have been increases in demand on the region's lower-order, local roadways. The region's local roadways comprise the bulk (72 percent) of the region's roadway network.

Within the region, trends in travel demand have varied greatly, with increases being registered in Montour and Union Counties. These increases have been offset by a 5 percent decline in Lycoming County. The weak economy, coupled with fuel prices that have reached historic highs, have dampened demand for travel across the nation over the past two years. This trend is expected to reverse as the economy improves.

Within the SEDA-COG region, recent but unofficial traffic counts appear to indicate that travel demand in the state's northern tier (and including Lycoming County) is increasing as a direct result of activity related to the drilling of Marcellus Shale. This is a relatively new phenomenon that has already introduced new demands on state and local highway networks and will need to be monitored by transportation planners for their effects on roadway conditions, traffic congestion and safety.

The highway network also affords a measure of county-to-county commuting for employment. Commutation patterns vary widely, with each county in the region sending and receiving workers to other counties for employment. Montour and Northumberland Counties, in particular, export a significant percentage of their resident workforce to other counties for employment. Montour also imports the region's highest percentage of workers from outside the county to fill local jobs. Commutation data also reveal that the region has more resident workers (166,130) than it does jobs (165,843), which is also a factor that affects commuting patterns.

Report Conclusions

The three cities (Williamsport, Sunbury and Shamokin) as well as their surrounding areas, represent the areas of highest potential demand for public transportation services based upon:

1. demographic indicators of age, access to a vehicle, economic status, disability, and current availability of service; and
2. concentrations of employment and activity centers.

The various townships and boroughs that are adjacent to or near the cities also represent areas of potential additional demand as a result of their proximity and linkages to the boroughs through the existing highway system. Neither population nor economic projections suggest any significant change in the distribution of potential demand. Planned improvements to the highway system are not expected to hinder or enhance travel in the county, with the exception of the upgrade of US 15 (I-99 and the Central Susquehanna Valley Thruway – (CSVT)).

Recognizing that a higher potential public transportation demand relative to other areas of the region does not conclusively indicate that new or expanded transit service would be viable in these communities, the implications of these findings for operational improvements and/or public transportation alternatives will be subject to further analysis and the final conclusions presented in subsequent reports that will be prepared as the planning process progresses.

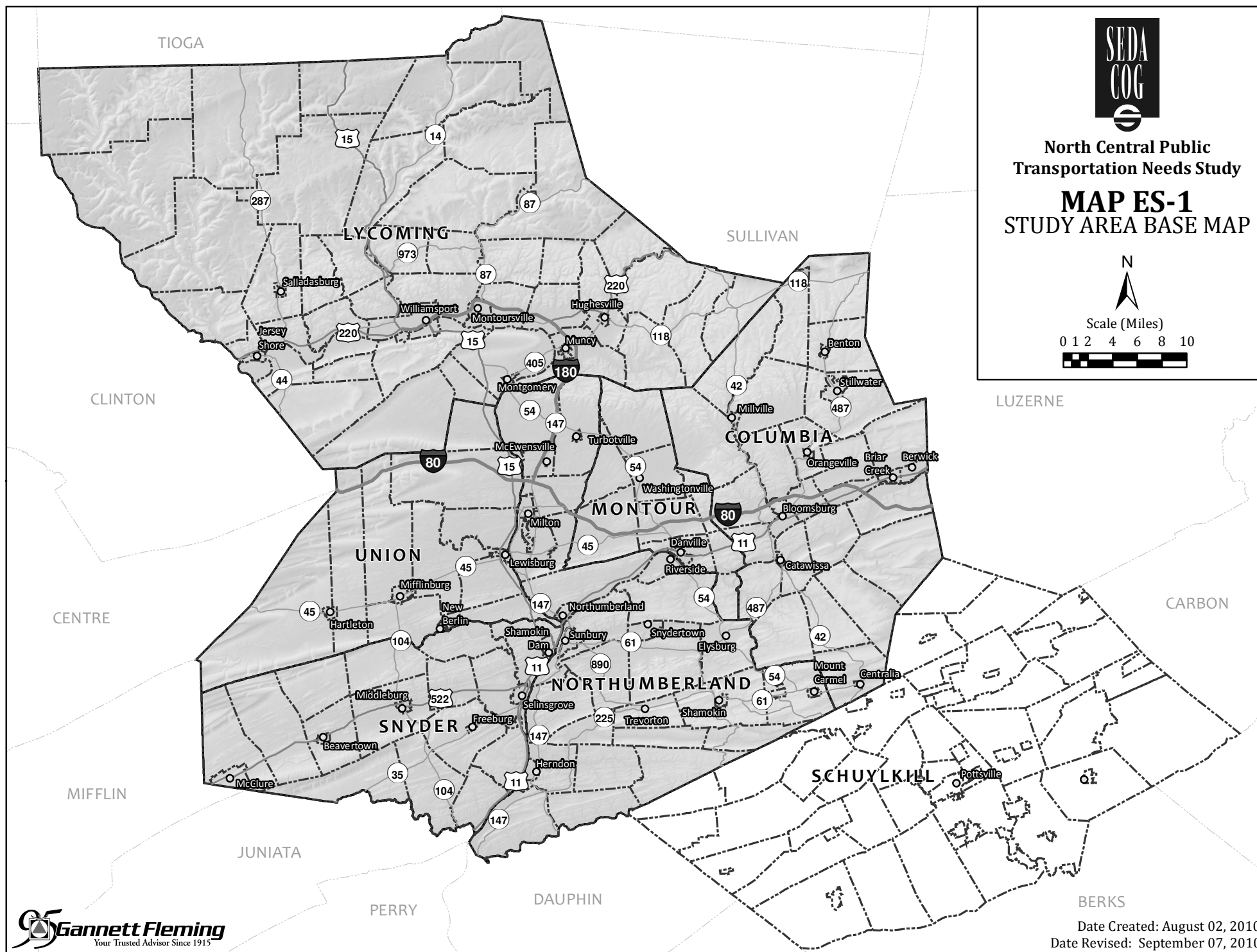
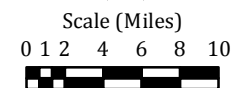
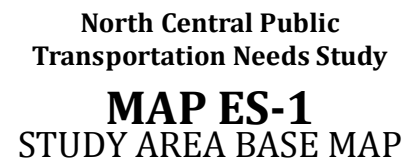


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COMMUNITY CHARACTERISTICS REPORT

Introduction

Purpose

Preparing a public transportation plan requires an understanding and assessment of the supply of and demand for public transportation services. The supply characteristics of the existing transit network and how it is utilized are presented in a separate report. This Community Characteristics Report presents the demographic, land use, economic and travel patterns and conditions that will be used in conjunction with stakeholder input to assess the potential demand for public transportation services in the study area. These characteristics provide the background information to determine the applicability of various types of alternative transportation service in the region.

Study Area

Columbia, Lycoming, Montour, Northumberland, Snyder and Union Counties lie in the north central portion of Pennsylvania, a region known as the Valleys of the Susquehanna. The area is a rich blend of small communities, verdant woodlands, fertile farmlands and many streams and runs. Settled primarily by farmers, the regions communities are widely dispersed, comprising numerous towns, villages, and crossroads settlements. The region contains 167 municipalities: one (1) town, three (3) cities, 40 boroughs and 123 townships. Map ES-1 depicts the study area.

Potential Impact of Marcellus Shale

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While this activity will eventually peak and taper off, dramatic and lasting impacts on the community characteristics of the region are expected to occur. Since attempting to forecast the impacts of the Marcellus Shale activity is beyond the scope of this project, it is important that the

reader recognize that past trends will not be a reliable predictor of future conditions. Therefore, as time passes, it will be important to review the conclusions and recommendations reached as part of this study in the context of current conditions.

Report Organization

This report is organized into three sections:

1. A demographic profile summarizes the community characteristics of the region's municipalities as they relate to potential demand for public transportation services. Maps 1-9 depict how the municipalities compare on these indicators. On each map, the darker shaded area indicates greater potential demand for public transportation services.
2. An inventory of major employment and activity centers identifies specific generators of transportation trips, such as major employers, shopping destinations, major medical facilities, and other major travel destinations. These centers are shown on Map 11.
3. A summary of regional travel activity includes a synopsis of the region's roadway network, travel trends, travel characteristics and a description of the improvements planned and programmed that could have a measurable impact on the demand or delivery of public transportation services.

Demographic Profile

The demographic characteristics of the study area vary widely. Accordingly, the public transportation needs of the municipalities and the feasibility of implementing sustainable public transportation services also varies.

The data and analysis contained in this section assesses the potential demand for public transportation services within the municipalities based on specific demographic indicators:

1. Resident population
2. Population density
3. Youth under 16 years
4. Elderly population
5. Households without access to a vehicle
6. Low Income Households
7. Disabled population
8. Mode of travel to work.
9. Workers who use bus service.

Resident population and population density represent characteristics of each municipality as a whole. The remaining indicators represent segments of the population who may have special needs for transportation services. For all of the indicators, data was compiled by municipality. Municipalities were then ranked by the numeric value of each indicator and an average rank tabulated. Municipalities with the highest average rank are assumed to have the greatest relative need for public transportation services.

It is important to note that a number of residents are institutionalized in correctional and detention facilities. Gregg and Kelly Townships are home to Federal Correctional Facilities with a total institutionalized population of 5,737.¹

Resident Population

According to the 2000 Census, the study area population was 376,157 persons. The City of Williamsport is the most populous at 30,706 residents, while Centralia Borough with 21 residents is the least populated municipality.

Table 1 presents a list of all 167 municipalities in the study area and their 2000 resident population counts. Map 1 graphically depicts resident population by municipality.

¹Weekly report from the Federal Bureau of Prisons website - http://www.bop.gov/news/weekly_report.jsp
September 14, 2010.

Table 1 – Resident population for the study area’s municipalities, 2000

Municipality	2000 Population
Williamsport, Lycoming County	30,706
Bloomsburg, Columbia County	12,375
Loyalsock Township, Lycoming County	10,876
Berwick Borough, Columbia County	10,774
Coal Township, Northumberland County	10,628
Sunbury, Northumberland County	10,610
Shamokin, Northumberland County	8,009
Milton Borough, Northumberland County	6,650
South Williamsport Borough, Lycoming County	6,412
Mount Carmel Borough, Northumberland County	6,390
East Buffalo Township, Union County	5,730
Lewisburg Borough, Union County	5,620
Old Lycoming Township, Lycoming County	5,508
Selinsgrove Borough, Snyder County	5,383
Danville Borough, Montour County	4,897
Montoursville Borough, Lycoming County	4,777
Scott Township, Columbia County	4,768
Gregg Township, Union County²	4,687
Kelly Township, Union County³	4,502
Jersey Shore Borough, Lycoming County	4,482
Delaware Township, Northumberland County	4,341
White Deer Township, Union County	4,273
Mahoning Township, Montour County	4,263
Monroe Township, Snyder County	4,012
Clinton Township, Lycoming County	3,947
Penn Township, Snyder County	3,781
Ralpho Township, Northumberland County	3,764
Point Township, Northumberland County	3,722
Northumberland Borough, Northumberland County	3,714
Mifflinburg Borough, Union County	3,594
Muncy Creek Township, Lycoming County	3,487
Buffalo Township, Union County	3,207
Briar Creek Township, Columbia County	3,061
Kulpmont Borough, Northumberland County	2,985
West Chillisquaque Township, Northumberland County	2,846
Hepburn Township, Lycoming County	2,836
West Buffalo Township, Union County	2,795

² Gregg Township, Union County is home to the Allenwood Federal Correctional Complex (FCC).

³ Kelly Township, Union County is home to the United States Penitentiary (USP) in Lewisburg.

Municipality	2000 Population
Wolf Township, Lycoming County	2,707
Mount Carmel Township, Northumberland County	2,701
Muncy Borough, Lycoming County	2,663
Fairfield Township, Lycoming County	2,659
Upper Augusta Township, Northumberland County	2,556
Woodward Township, Lycoming County	2,397
Watsonstown Borough, Northumberland County	2,255
Mifflin Township, Columbia County	2,251
Rockefeller Township, Northumberland County	2,221
Hughesville Borough, Lycoming County	2,220
Eldred Township, Lycoming County	2,178
Center Township, Snyder County	2,162
Shamokin Township, Northumberland County	2,159
Limestone Township, Lycoming County	2,136
Franklin Township, Snyder County	2,094
Valley Township, Montour County	2,093
Zerbe Township, Northumberland County	2,021
North Centre Township, Columbia County	2,009
Perry Township, Snyder County	1,973
South Centre Township, Columbia County	1,972
Middlecreek Township, Snyder County	1,971
Greenwood Township, Columbia County	1,932
Hemlock Township, Columbia County	1,874
Lewis Township, Northumberland County	1,862
Riverside Borough, Northumberland County	1,861
Upper Fairfield Township, Lycoming County	1,854
Hartley Township, Union County	1,714
Montgomery Borough, Lycoming County	1,695
Turbot Township, Northumberland County	1,677
Porter Township, Lycoming County	1,633
Washington Township, Lycoming County	1,613
Lycoming Township, Lycoming County	1,606
Madison Township, Columbia County	1,590
Catawissa Borough, Columbia County	1,589
Lower Mahanoy Township, Northumberland County	1,586
Limestone Township, Union County	1,572
Spring Township, Snyder County	1,563
Washington Township, Snyder County	1,532
Union Township, Snyder County	1,519
Shamokin Dam Borough, Snyder County	1,502
Liberty Township, Montour County	1,476
Mount Pleasant Township, Columbia County	1,459
Montour Township, Columbia County	1,437
Union Township, Union County	1,427
Chapman Township, Snyder County	1,426
Locust Township, Columbia County	1,410

Municipality	2000 Population
Lewis Township, Union County	1,405
Fishing Creek Township, Columbia County	1,393
Anthony Township, Montour County	1,388
Middleburg Borough, Snyder County	1,382
Main Township, Columbia County	1,289
Dubois Township, Lycoming County	1,280
Jackson Township, Snyder County	1,276
Piatt Township, Lycoming County	1,259
Benton Township, Columbia County	1,216
Derry Township, Montour County	1,215
Rush Township, Northumberland County	1,189
Orange Township, Columbia County	1,148
Mifflin Township, Lycoming County	1,145
Lewis Township, Lycoming County	1,139
West Beaver Township, Snyder County	1,124
Pine Township, Columbia County	1,092
Lower Augusta Township, Northumberland County	1,079
Muncy Township, Lycoming County	1,059
West Perry Township, Snyder County	1,038
Moreland Township, Lycoming County	1,036
Cleveland Township, Columbia County	1,004
Limestone Township, Montour County	1,004
Susquehanna Township, Lycoming County	993
Millville Borough, Columbia County	991
McClure Borough, Snyder County	975
Cogan House Township, Lycoming County	974
Cooper Township, Montour County	966
Benton Borough, Columbia County	955
Catawissa Township, Columbia County	944
Jackson Township, Northumberland County	928
Franklin Township, Lycoming County	915
Anthony Township, Lycoming County	904
Penn Township, Lycoming County	900
Beaver Township, Columbia County	885
Sugarloaf Township, Columbia County	885
Jordan Township, Lycoming County	878
Beavertown Borough, Snyder County	870
Gamble Township, Lycoming County	854
Adams Township, Snyder County	852
New Berlin Borough, Union County	838
Conyngham Township, Columbia County	792
Plunketts Creek Township, Lycoming County	771
Jordan Township, Northumberland County	761
Marion Heights Borough, Northumberland County	735
Nippenose Township, Lycoming County	729

Municipality	2000 Population
Armstrong Township, Lycoming County	717
Picture Rocks Borough, Lycoming County	693
Turbotville Borough, Northumberland County	691
East Cameron Township, Northumberland County	686
East Chillisquaque Township, Northumberland Cnty.	664
Washington Township, Northumberland County	660
Briar Creek Borough, Columbia County	651
Upper Mahanoy Township, Northumberland County	599
Jackson Township, Columbia County	598
Franklin Township, Columbia County	597
Freeburg Borough, Snyder County	584
Bastress Township, Lycoming County	574
Mill Creek Township, Lycoming County	572
Watson Township, Lycoming County	550
McIntyre Township, Lycoming County	539
Beaver Township, Snyder County	527
West Cameron Township, Northumberland County	517
Orangeville Borough, Columbia County	500
Roaring Creek Township, Columbia County	495
Brady Township, Lycoming County	494
West Hemlock Township, Montour County	489
Little Mahanoy Township, Northumberland County	435
Shrewsbury Township, Lycoming County	433
Cascade Township, Lycoming County	419
Jackson Township, Lycoming County	414
Herndon Borough, Northumberland County	383
Snydertown Borough, Northumberland County	357
Cummings Township, Lycoming County	355
Pine Township, Lycoming County	329
McEwensville Borough, Northumberland County	314
Hartleton Borough, Union County	260
Salladasburg Borough, Lycoming County	260
Mayberry Township, Montour County	244
McNett Township, Lycoming County	211
Washingtonville Borough, Montour County	201
Stillwater Borough, Columbia County	194
McHenry Township, Lycoming County	145
Brown Township, Lycoming County	111
Centralia Borough, Columbia County⁴	21

Source: US Census Bureau

⁴ In 1992 all properties in the Borough of Centralia were claimed under eminent domain by the Commonwealth of Pennsylvania (and all buildings therein were condemned).

Population Density

Public transportation is most efficient in densely populated areas. Table 2 below lists the fifteen municipalities with the greatest population density in the study area. Map 2 exhibits the population density of all municipalities.

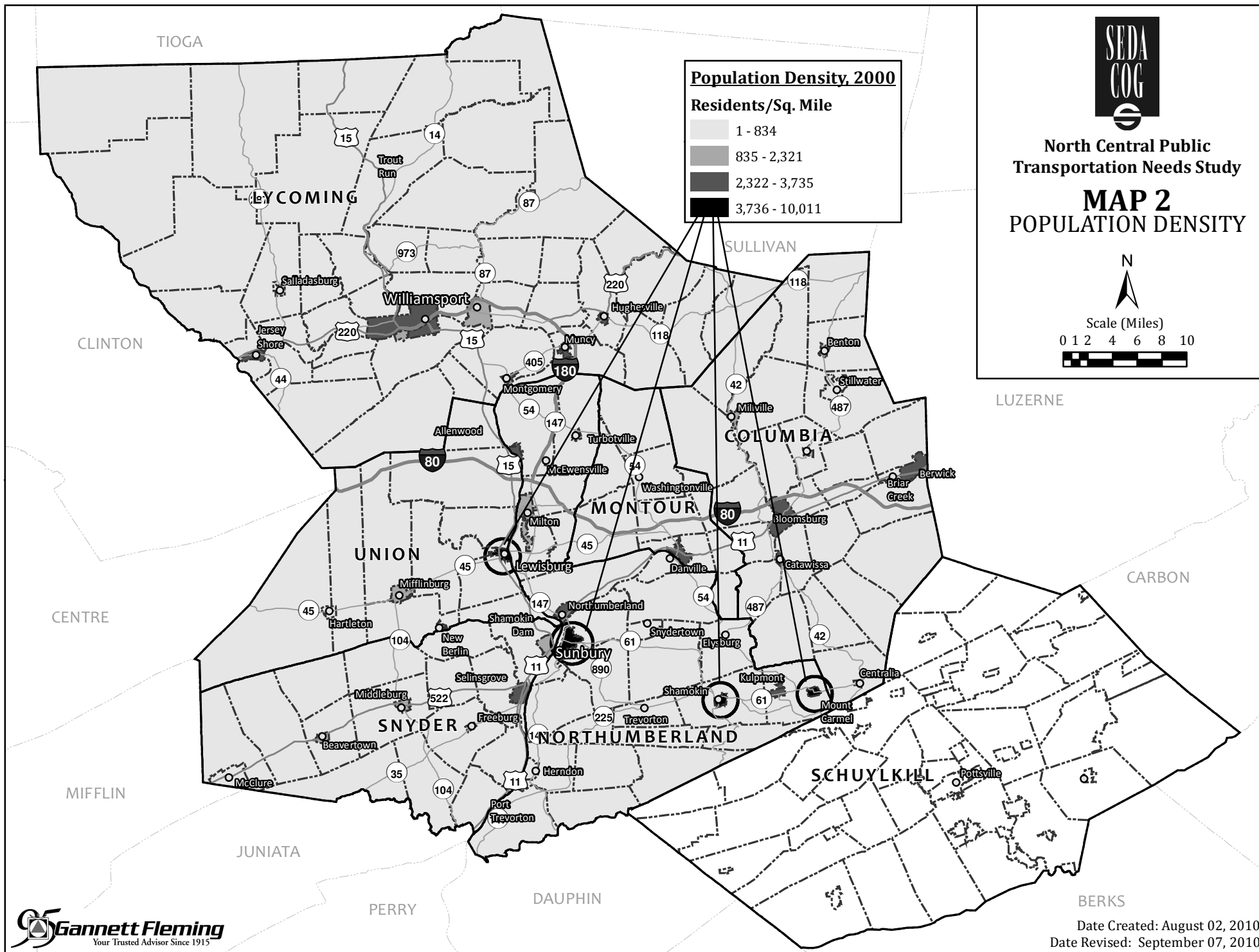
Three of the fifteen municipalities with the greatest population density are cities and the remainder are all boroughs. This is to be expected, as development patterns were historically built in much smaller lot increments than more recent development trends. Additionally, cities and boroughs are generally limited from annexing additional land, which constrains their land area and tends to increase their density.

Table 2 - Population Density, 2000

Municipality	Land Area (square miles)	2000 Population Density (per square mile)
Top 15 Municipalities by Population Density		
Shamokin, Northumberland County	0.80	10,011.3
Mount Carmel Borough, Northumberland County	0.70	9,128.6
Lewisburg Borough, Union County ⁵	1.00	5,620.0
Sunbury, Northumberland County	2.10	5,052.4
Jersey Shore Borough, Lycoming County	1.20	3,735.0
Hughesville Borough, Lycoming County	0.60	3,700.0
Marion Heights Borough, Northumberland County	0.20	3,675.0
Berwick Borough, Columbia County	3.10	3,475.5
Williamsport, Lycoming County	8.90	3,450.1
Montgomery Borough, Lycoming County	0.50	3,390.0
South Williamsport Borough, Lycoming County	1.90	3,374.7
Muncy Borough, Lycoming County	0.80	3,328.8
Kulpmont Borough, Northumberland County	0.90	3,316.7
Watsonstown Borough, Northumberland County	0.70	3,221.4
Catawissa Borough, Columbia County	0.50	3,178.0

Source: US Census Bureau

⁵The Borough of Lewisburg is home to Bucknell University which has a student population of approximately 3,500.



Youth Population (under 16 years)

Because youth may be too young to drive but old enough to travel by foot, bike, or bus within their home communities for school, recreation, and shopping, the youth population is considered one of the indicators of potential transit demand.

Youth in Chapman Township comprise 30.9 percent of its total population and may be reflective of the Amish/Old Order Mennonite population. Table 3 shows the municipalities with the highest numbers and percentages of youth. There are no municipalities that appear on both lists, which further illustrates the aging population of the Boroughs and Cities. Map 3 shows the relative number of youths across municipalities.

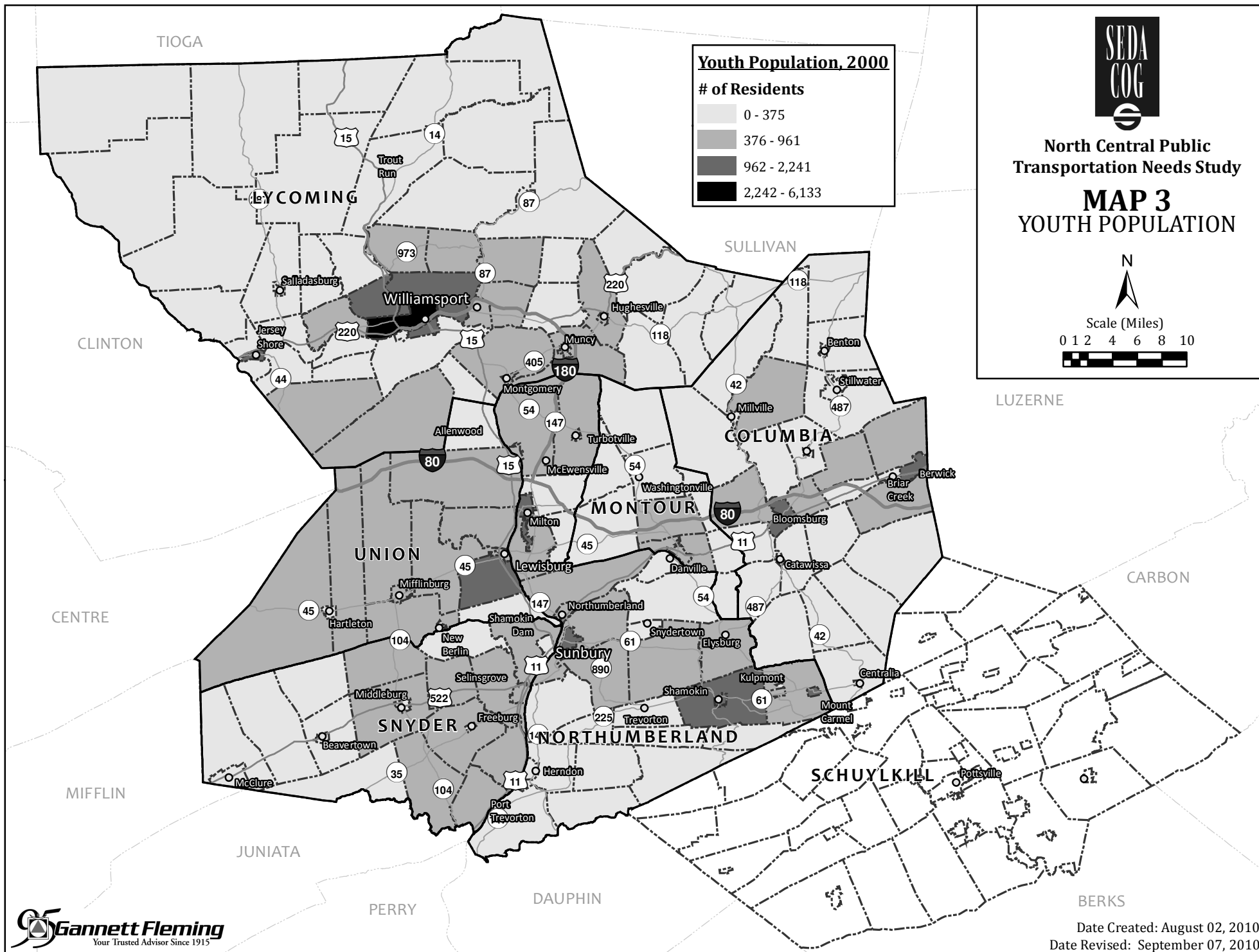
Table 3 - Population under Age 16, 2000

Municipality	2000 Total Population Under Age 16	Percent of Population Under Age 16
Top 15 Municipalities by Number (#)		
Williamsport, Lycoming County	6,133	20.0%
Sunbury, Northumberland County	2,241	21.1%
Berwick Borough, Columbia County	2,211	20.5%
Loyalsock Township, Lycoming County	1,975	18.2%
Shamokin, Northumberland County	1,570	19.6%
Coal Township, Northumberland County	1,524	14.3%
Milton Borough, Northumberland County	1,385	20.8%
Bloomsburg, Columbia County	1,351	10.9%
South Williamsport Borough, Lycoming County	1,311	20.4%
Mount Carmel Borough, Northumberland County	1,088	17.0%
Old Lycoming Township, Lycoming County	1,053	19.1%
East Buffalo Township, Union County	1,050	18.3%
Jersey Shore Borough, Lycoming County	1,041	23.2%
Montoursville Borough, Lycoming County	961	20.1%
Danville Borough, Montour County	950	19.4%
Top 15 Municipalities by Percent (%)		
Chapman Township, Snyder County ⁶	441	30.9%
Little Mahanoy Township, Northumberland County	133	30.6%
Lewis Township, Union County	413	29.4%
McEwensville Borough, Northumberland County	92	29.3%
Montgomery Borough, Lycoming County	477	28.1%
Union Township, Snyder County	426	28.0%
Limestone Township, Lycoming County	596	27.9%
Bastress Township, Lycoming County	158	27.5%
Limestone Township, Montour County	276	27.5%
West Buffalo Township, Union County	762	27.3%

⁶ Chapman Township has a high percentage of Amish/Old Order Mennonite population
Source: Snyder County Comprehensive Plan – May 29, 2001

Municipality	2000 Total Population Under Age 16	Percent of Population Under Age 16
West Beaver Township, Snyder County	303	27.0%
Perry Township, Snyder County	531	26.9%
Turbotville Borough, Northumberland County	181	26.2%
Salladasburg Borough, Lycoming County	68	26.2%
Buffalo Township, Union County	835	26.0%

Source: US Census Bureau



Elderly Population (65 years and older)

Elderly population is another indicator of need for public transportation services. In 2010, the leading edge of the baby boomer generation – those born between the years 1945 and 1964 – have become part of a growing group of seniors aged 65 and over.

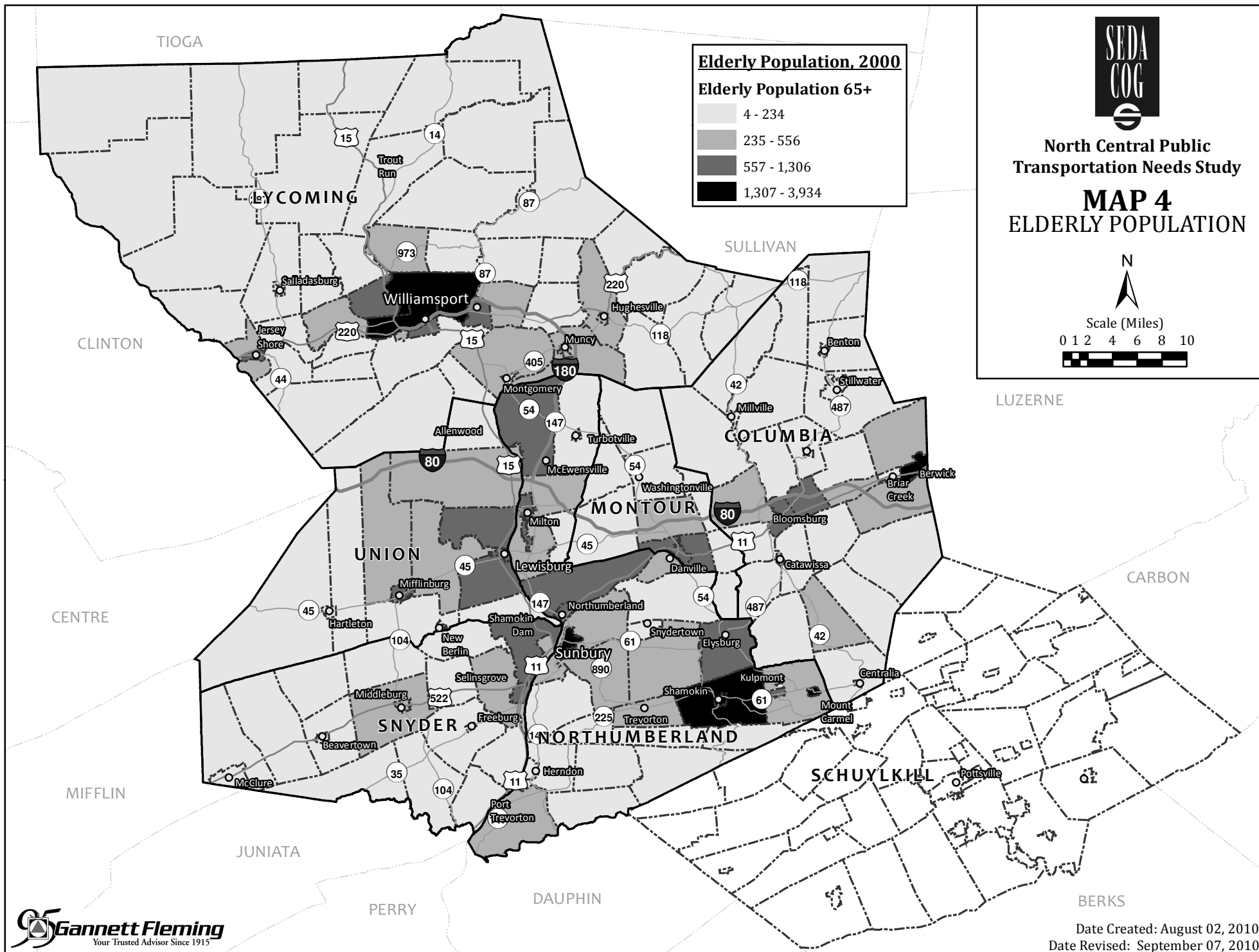
Many elderly persons reside in the cities, boroughs and the adjacent municipalities, namely Loyalsock Township and Montoursville Borough and Shamokin, and Mount Carmel. Notably, Shamokin Dam's elderly population is nearly 29 percent of its total population. Table 4 shows the municipalities with the highest numbers and percentages of elderly residents. Municipalities included on both lists are shown in bold. Map 4 shows the relative number of elderly persons across all municipalities.

Table 4 - Elderly Population (Age 65+), 2000

Municipality	2000 Total Population Age 65+	Percent of Population Age 65+
Top 15 Municipalities by Number (#)		
Williamsport, Lycoming County	3,934	12.8
Loyalsock Township, Lycoming County	2,581	23.7
Berwick Borough, Columbia County	2,018	18.7
Coal Township, Northumberland County	2,008	18.9
Shamokin, Northumberland County	1,749	21.8
Mount Carmel Borough, Northumberland Cnty.	1,644	25.7
Sunbury, Northumberland County	1,619	15.3
Bloomsburg, Columbia County	1,306	10.6
South Williamsport Borough, Lycoming County	1,173	18.3
Montoursville Borough, Lycoming County	1,082	22.7
Milton Borough, Northumberland County	1,081	16.3
Old Lycoming Township, Lycoming County	1,027	18.6
Scott Township, Columbia County	979	20.5
Danville Borough, Montour County	944	19.3
East Buffalo Township, Union County	758	13.2
Top 15 Municipalities by Percent (%)		
Shamokin Dam Borough, Snyder County	434	28.9
Pine Township, Lycoming County	89	27.1
Brown Township, Lycoming County	30	27.0
Mount Carmel Borough, Northumberland Cnty.	1644	25.7
Kulpmont Borough, Northumberland County	753	25.2
Loyalsock Township, Lycoming County	2581	23.7
Conyngham Township, Columbia County	181	22.9
Montoursville Borough, Lycoming County	1082	22.7
Herndon Borough, Northumberland County	86	22.5
McNett Township, Lycoming County	47	22.3
Marion Heights Borough, Northumberland County	163	22.2
Sugarloaf Township, Columbia County	194	21.9

Municipality	2000 Total Population Age 65+	Percent of Population Age 65+
Shamokin, Northumberland County	1749	21.8
Shrewsbury Township, Lycoming County	94	21.7
Freeburg Borough, Snyder County	127	21.7

Source: US Census Bureau



Households without Access to a Vehicle

The extent of personal travel and the way people travel is related to the availability of travel options, including access to a personal (or private) vehicle. Those without access to a vehicle may rely on family, friends, or public transportation for trips that cannot be made on foot or by bicycle. Areas with significant urban populations often have a greater share of households without access to a vehicle than rural areas due to the availability of goods and services within walking distance and/or the availability of transit service.

This appears to hold true for the study area as a whole, where 9.4 percent of housing units do not have access to a vehicle and the top three municipalities with the highest numbers of housing units without vehicle access are the cities. Kelly Township, Union County represents a special case since it is home to the Lewisburg Federal Prison. Chapman Township, Snyder County is also skewed due to the high number of Amish/Old Order Mennonite households. Eight (8) of the top municipalities with the highest percent of housing units without vehicle access are boroughs. Table 5 and Map 5 provide more detailed information about households with no vehicle available.

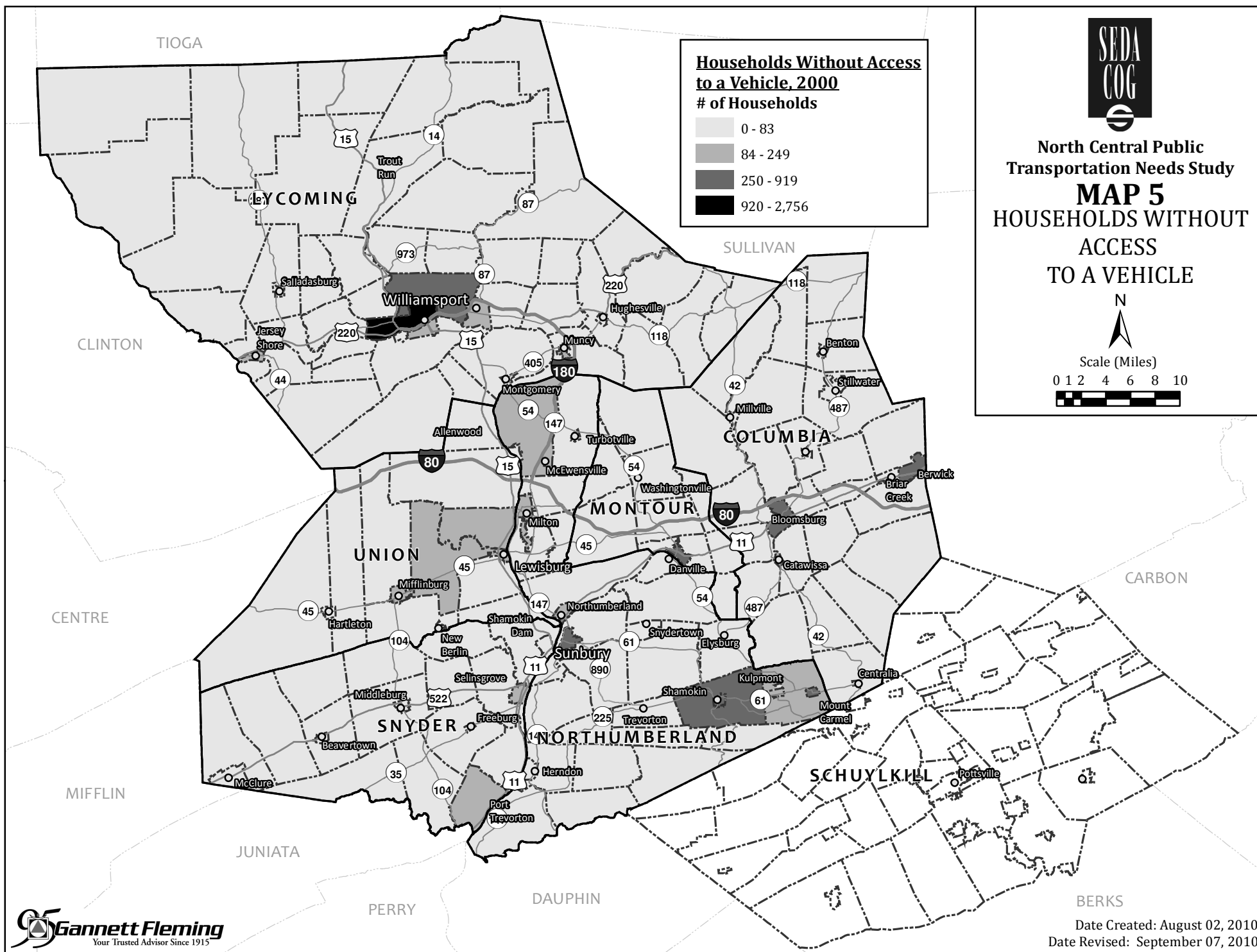
Table 5 - Occupied Households with No Access to a Vehicle, 2000

Municipality	Total Occupied Housing Units	Total Occupied Housing Units with No Vehicle Available	Percentage of Total Occupied Housing Units With No Vehicle Available
Top 15 Municipalities by Number (#)			
Williamsport, Lycoming County	12,219	2,756	22.6%
Sunbury, Northumberland County	4,540	919	20.2%
Shamokin, Northumberland County	3,742	860	23.0%
Mount Carmel Borough, Northumberland Cnty.	3,035	668	22.0%
Berwick Borough, Columbia County	4,595	611	13.3%
Bloomsburg, Columbia County	4,080	506	12.4%
Coal Township, Northumberland County	3,732	488	13.1%
Loyalsock Township, Lycoming County	4,501	462	10.3%
Danville Borough, Montour County	2,277	397	17.4%
Milton Borough, Northumberland County	2,762	249	9.0%
Lewisburg Borough, Union County	1,778	218	12.3%
Kelly Township, Union County	1,313	199	15.2%
South Williamsport Borough, Lycoming County	2,735	193	7.1%
Kulpmont Borough, Northumberland County	1,338	176	13.2%
Selinsgrove Borough, Snyder County	1,767	163	9.2%
Top 15 Municipalities by Percent (%)			
Chapman Township, Snyder County ⁷	433	110	25.4%
Shamokin, Northumberland County	3,742	860	23.0%
Williamsport, Lycoming County	12,219	2,756	22.6%
Mount Carmel Borough, Northumberland	3,035	668	22.0%

⁷ Chapman Township has a high Amish/Old Order Mennonite population

Municipality	Total Occupied Housing Units	Total Occupied Housing Units with No Vehicle Available	Percentage of Total Occupied Housing Units With No Vehicle Available
County			
Sunbury, Northumberland County	4,540	919	20.2%
Centralia Borough, Columbia County	10	2	20.0%
Danville Borough, Montour County	2,277	397	17.4%
Kelly Township, Union County	1,313	199	15.2%
Millville Borough, Columbia County	380	54	14.2%
Union Township, Snyder County	506	71	14.0%
Catawissa Borough, Columbia County	710	95	13.4%
Conyngham Township, Columbia County	337	45	13.4%
Berwick Borough, Columbia County	4,595	611	13.3%
Kulpmont Borough, Northumberland County	1,338	176	13.2%
Coal Township, Northumberland County	3,732	488	13.1%

Source: US Census Bureau



Low Income Households

Household income is an important indicator for public transportation needs, as households with the lowest incomes may simply not be able to afford the costs of vehicle ownership and maintenance.

As with other demographic factors, the highest prevalence of low income households is often found in the cities and boroughs where public assistance services are available. Table 6 lists the fifteen municipalities with highest number of low income households. Map 6 shows the distribution of low income households among the region's municipalities.

Table 6 – Low Income Households, 2000

Municipality	Total Occupied Housing Units	Total Low Income Housing Units	Percent of Low Income Housing Units
15 Municipalities with Low Income Housing Units by Number (#)			
Williamsport, Lycoming County	12,219	4,386	35.9%
Shamokin, Northumberland County	3,742	1,587	42.4%
Bloomsburg, Columbia County	4,080	1,557	38.2%
Sunbury, Northumberland County	4,540	1,522	33.5%
Berwick Borough, Columbia County	4,595	1,303	28.4%
Coal Township, Northumberland County	3,732	1,111	29.8%
Mount Carmel Borough, Northumberland County	3,035	959	31.6%
Loyalsock Township, Lycoming County	4,501	799	17.8%
Milton Borough, Northumberland County	2,762	709	25.7%
South Williamsport Borough, Lycoming County	2,735	583	21.3%
Lewisburg Borough, Union County	1,778	505	28.4%
Selinsgrove Borough, Snyder County	1,767	502	28.4%
Danville Borough, Montour County	2,277	495	21.7%
Jersey Shore Borough, Lycoming County	1,771	413	23.3%
Kulpmont Borough, Northumberland County	1,338	338	25.3%
15 Municipalities with Low Income Housing Units by Percent (%)			
Shamokin, Northumberland County	3,742	1,587	42.4%
McNett Township, Lycoming	81	31	38.3%

Municipality	Total Occupied Housing Units	Total Low Income Housing Units	Percent of Low Income Housing Units
County			
Bloomsburg, Columbia County	4,080	1,557	38.2%
Williamsport, Lycoming County	12,219	4,386	35.9%
Chapman Township, Snyder County	433	151	34.9%
Benton Borough, Columbia County	394	136	34.5%
Briar Creek Borough, Columbia County	250	84	33.6%
Sunbury, Northumberland County	4,540	1,522	33.5%
Washingtonville Borough, Montour County	82	27	32.9%
Mount Carmel Borough, Northumberland County	3,035	959	31.6%
Millville Borough, Columbia County	380	119	31.3%
Catawissa Borough, Columbia County	710	213	30.0%
Coal Township, Northumberland County	3,732	1,111	29.8%
Selinsgrove Borough, Snyder County	1,767	502	28.4%
Lewisburg Borough, Union County	1,778	505	28.4%

Source: US Census Bureau

Disabled Population⁸

Persons with disabilities are less likely to drive and therefore more likely to be dependent on public transportation than the general population.

As Table 7 shows, and Map 7 represents, the cities and their surrounding townships have both higher numbers and percentages of their populations that are disabled. Danville Borough may be skewed due to the State Hospital.

When the percentages of total population are examined, the top municipalities each have a disabled population that comprises more than 22 percent of its total population, statewide approximately 17 percent of the population is classified as disabled. Two of the top fifteen municipalities, based on the number of persons with disabilities, are cities. McNett Township has the highest percentage of disabled persons at 31.3 percent of the total population.

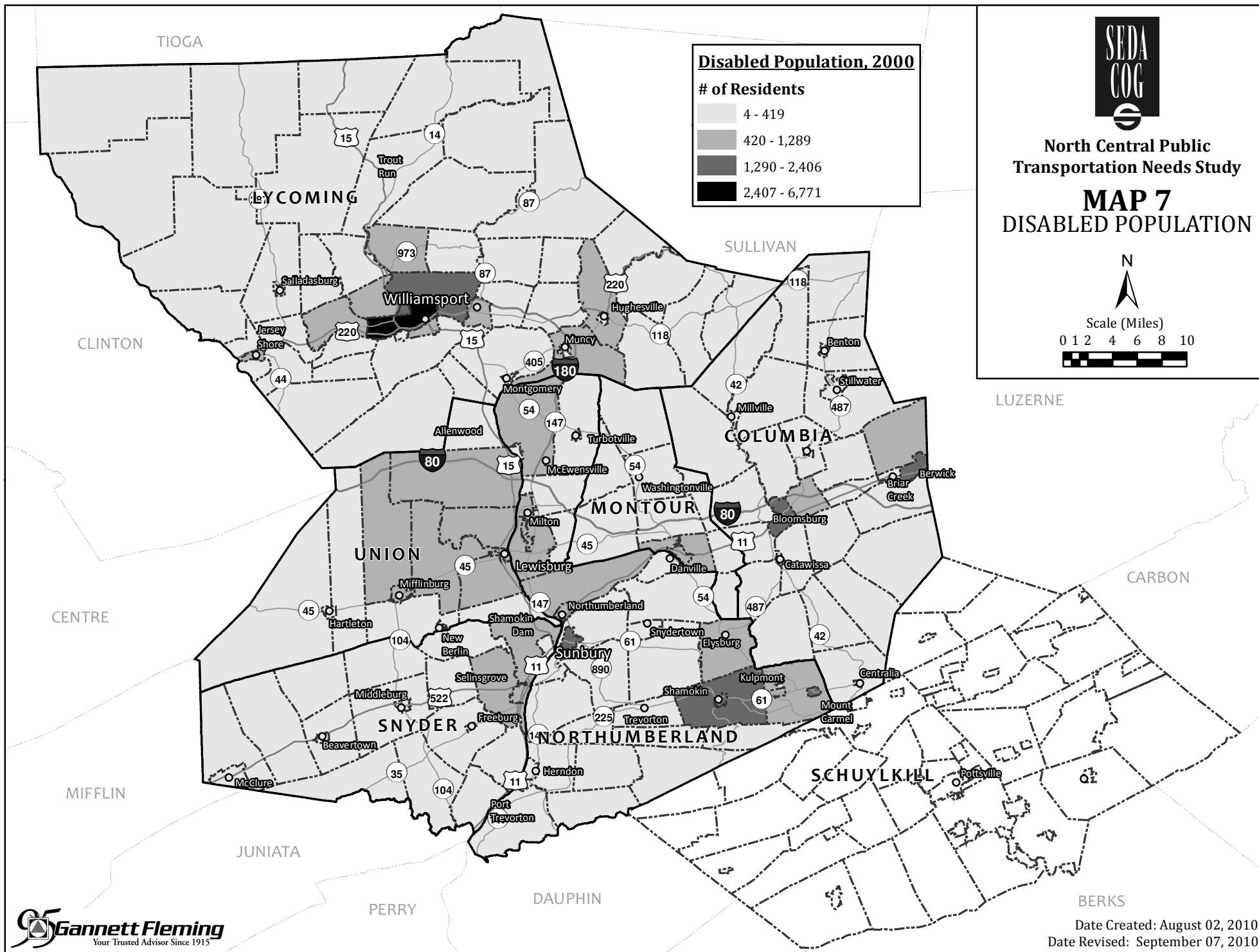
Table 7 - Disabled Population, 2000

Municipality	Total Population	Population With a Disability	Percent of Population With a Disability
Top 15 Municipalities by Population (#)			
Williamsport, Lycoming County	30,706	6,771	22.1%
Sunbury, Northumberland County	10,610	2,406	22.7%
Berwick Borough, Columbia County	10,774	2,320	21.5%
Shamokin, Northumberland County	8,009	2,113	26.4%
Coal Township, Northumberland County	10,628	1,933	18.2%
Loyalsock Township, Lycoming County	10,876	1,914	17.6%
Mount Carmel Borough, Northumberland County	6,390	1,717	26.9%
Bloomsburg, Columbia County	12,375	1,578	12.8%
Milton Borough, Northumberland County	6,650	1,289	19.4%
Danville Borough, Montour County	4,897	1,200	24.5%
South Williamsport Borough, Lycoming County	6,412	1,175	18.3%
Old Lycoming Township, Lycoming County	5,508	1,105	20.1%
Selinsgrove Borough, Snyder County	5,383	869	16.1%
Scott Township, Columbia County	4,768	845	17.7%

⁸ The Census Bureau defines a disability as a long-lasting physical, mental or emotional condition. These conditions can make it difficult for a person to do activities such as walking, climbing stairs, dressing, bathing, learning, or remembering. They can also impede a person from being able to go outside the home or to work at a job or business.

Municipality	Total Population	Population With a Disability	Percent of Population With a Disability
Lewisburg Borough, Union County	5,620	821	14.6%
Top 15 Municipalities by Percent (%)			
McNett Township, Lycoming County	211	66	31.3%
Conyngham Township, Columbia County	792	214	27.0%
Mount Carmel Borough, Northumberland County	6,390	1,717	26.9%
Shamokin, Northumberland County	8,009	2,113	26.4%
Middleburg Borough, Snyder County	1,382	356	25.8%
Adams Township, Snyder County	852	218	25.6%
Kulpmont Borough, Northumberland County	2,985	741	24.8%
Marion Heights Borough, Northumberland County	735	182	24.8%
Danville Borough, Montour County	4,897	1,200	24.5%
Cummings Township, Lycoming County	355	86	24.2%
McClure Borough, Snyder County	975	229	23.5%
Freeburg Borough, Snyder County	584	137	23.5%
Catawissa Borough, Columbia County	1,589	364	22.9%
Hartley Township, Union County	1,714	392	22.9%
Sunbury, Northumberland County	10,610	2,406	22.7%

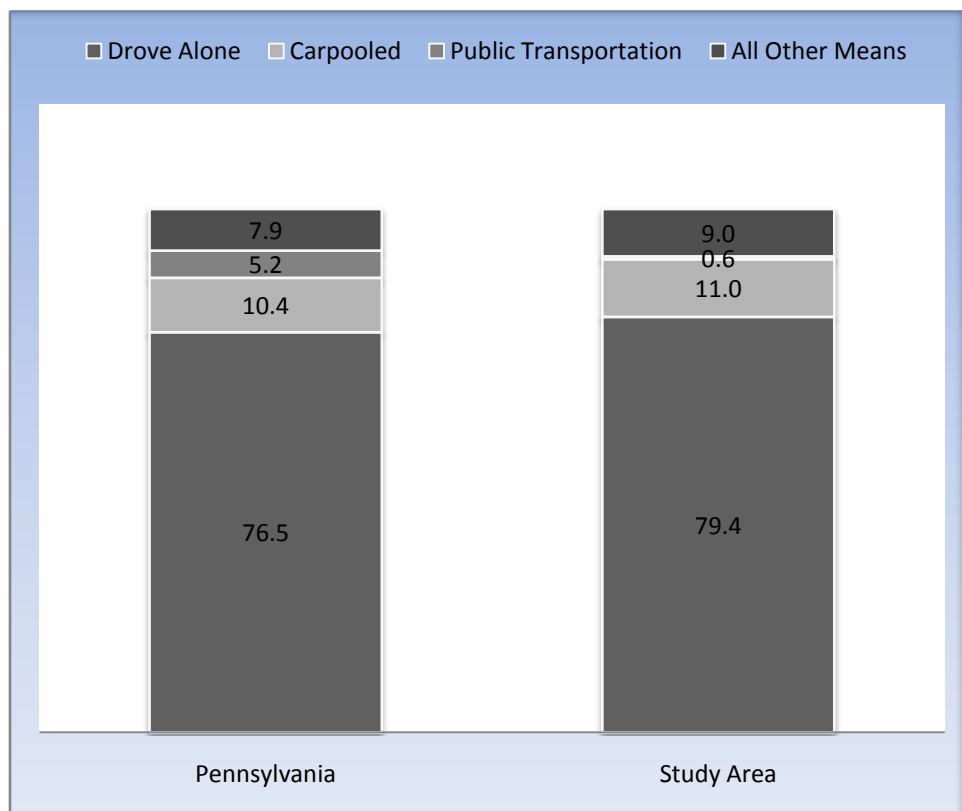
Source: US Census Bureau



Mode of Travel to Work

Residents' use of public transportation (bus service for this report) as a means of travel to work is extremely limited in much of the study area. Fixed-route, local transit service is only available in portions of Lycoming County and in Mt. Carmel Borough, Lycoming County. If non-drivers are not using public transportation, they are certainly finding other means of travel to their workplace destinations, such as family, friends, or human services transportation.

Figure 1 – Mode of Travel to Work, 2000



Source: US Census Bureau

As might be expected, use of public transportation as a means of getting to work is highest in those municipalities that are most urban, where access to the service is the greatest, namely the City of Williamsport and surrounding areas. In Danville Borough, the percentage of residents using public transportation for journey to work trips is 1.5. Shuttle service is available at Geisinger Medical Center and may be the source of “public transportation” as reported by these residents.

Table 8 shows the number and percentage of workers who use public transportation as a means of journey to work. Map 8 presents the spatial distribution of those commuting by transit.

Table 8 - Workers 16 Years and Older who Use Bus Service To Travel to Work, 2000

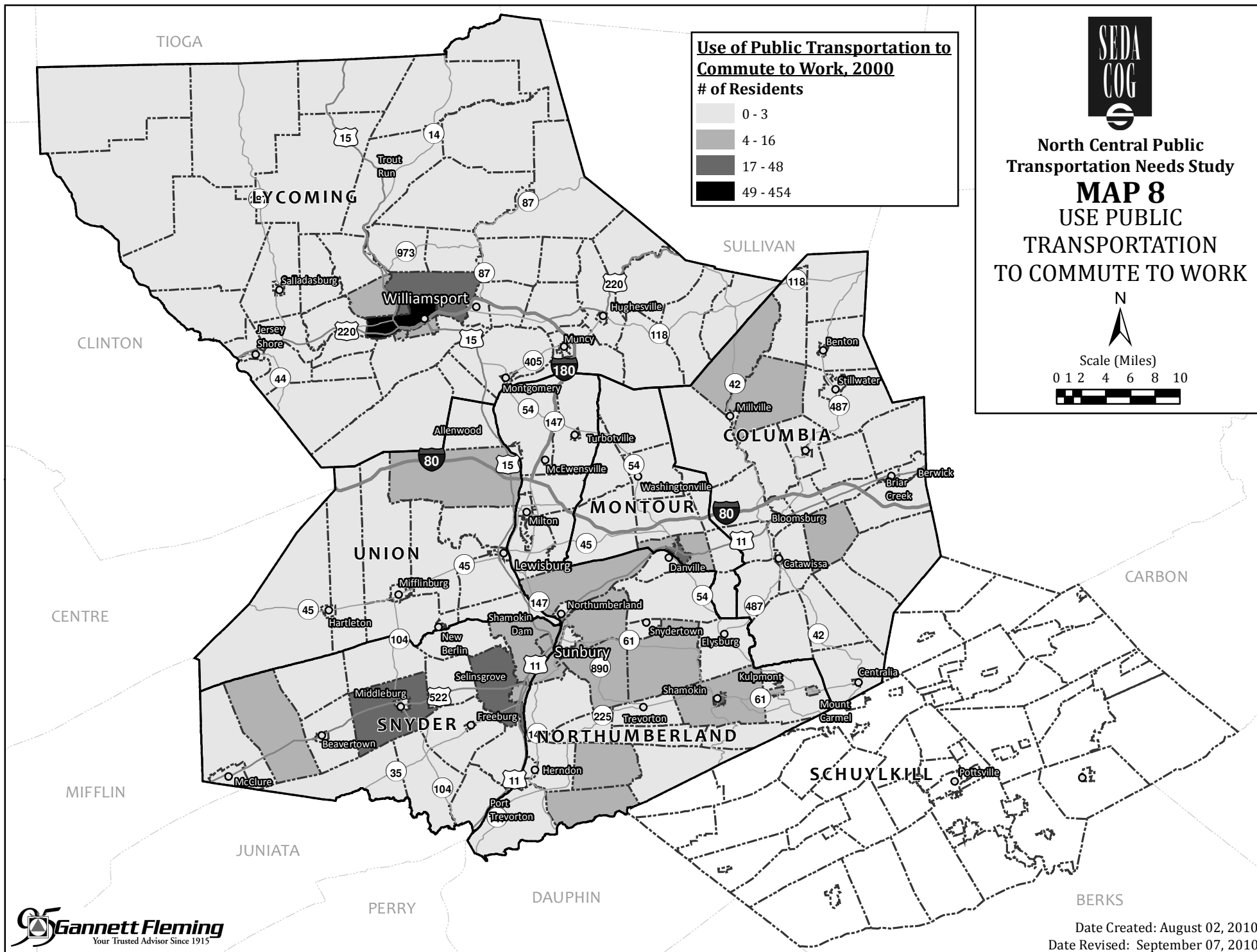
Municipality	Workers Age 16+ Who Do Not Work at Home	Number That Use Public Transportation	Percent That Use Public Transportation
Top 15 Municipalities by Number (#)			
Williamsport, Lycoming County⁹	12,733	454	3.6%
Loyalsock Township, Lycoming County¹⁰	4,237	48	1.1%
Danville Borough, Montour County	2,033	31	1.5%
Shamokin, Northumberland County	2,869	25	0.9%
Penn Township, Snyder County	1,590	21	1.3%
Franklin Township, Snyder County	946	20	2.1%
Monroe Township, Snyder County	1,997	16	0.8%
Mount Carmel Borough, Northumberland County	2,286	9	0.4%
Shamokin Township, Northumberland County	997	9	0.9%
Duboisstown Borough, Lycoming County	587	8	1.4%
Kulpmont Borough, Northumberland County	1,129	8	0.7%
Selinsgrove Borough, Snyder County	2,572	8	0.3%
Shamokin Dam Borough, Snyder County	632	8	1.3%
South Williamsport Borough, Lycoming County	2,896	8	0.3%
White Deer Township, Union County	2,140	8	0.4%
Top 15 Municipalities by Percent (%)			
Williamsport, Lycoming County	12,733	454	3.6%
Franklin Township, Snyder County	946	20	2.1%
Jackson Township, Lycoming County	165	3	1.8%
Danville Borough, Montour County	2,033	31	1.5%
Jordan Township, Northumberland County	405	6	1.5%
Washington Township, Northumberland County	287	4	1.4%
Duboisstown Borough, Lycoming County	587	8	1.4%
Penn Township, Snyder County	1,590	21	1.3%
Marion Heights Borough, Northumberland County	303	4	1.3%
Shamokin Dam Borough, Snyder County	632	8	1.3%

⁹ The City of Williamsport is served by River Valley Transit

¹⁰ Loyalsock Township is served by River Valley Transit

Municipality	Workers Age 16+ Who Do Not Work at Home	Number That Use Public Transportation	Percent That Use Public Transportation
Pine Township, Columbia County	553	7	1.3%
Loyalsock Township, Lycoming County	4,237	48	1.1%
Shamokin Township, Northumberland County	997	9	0.9%
Shamokin, Northumberland County	2,869	25	0.9%
Monroe Township, Snyder County	1,997	16	0.8%

Source: US Census Bureau



Municipal Rankings of Demographic Need Indicators for Public Transportation Demand

Municipalities were ranked by each demographic indicator (1 = highest rank). A higher rank indicates a greater potential demand for transit services. A composite rank was then tabulated resulting in a list of the fifteen municipalities with the highest potential demand for public transportation services, as shown in Table 9. The locals with highest transit potential are shown graphically on Map 9 as the darkest shaded areas.

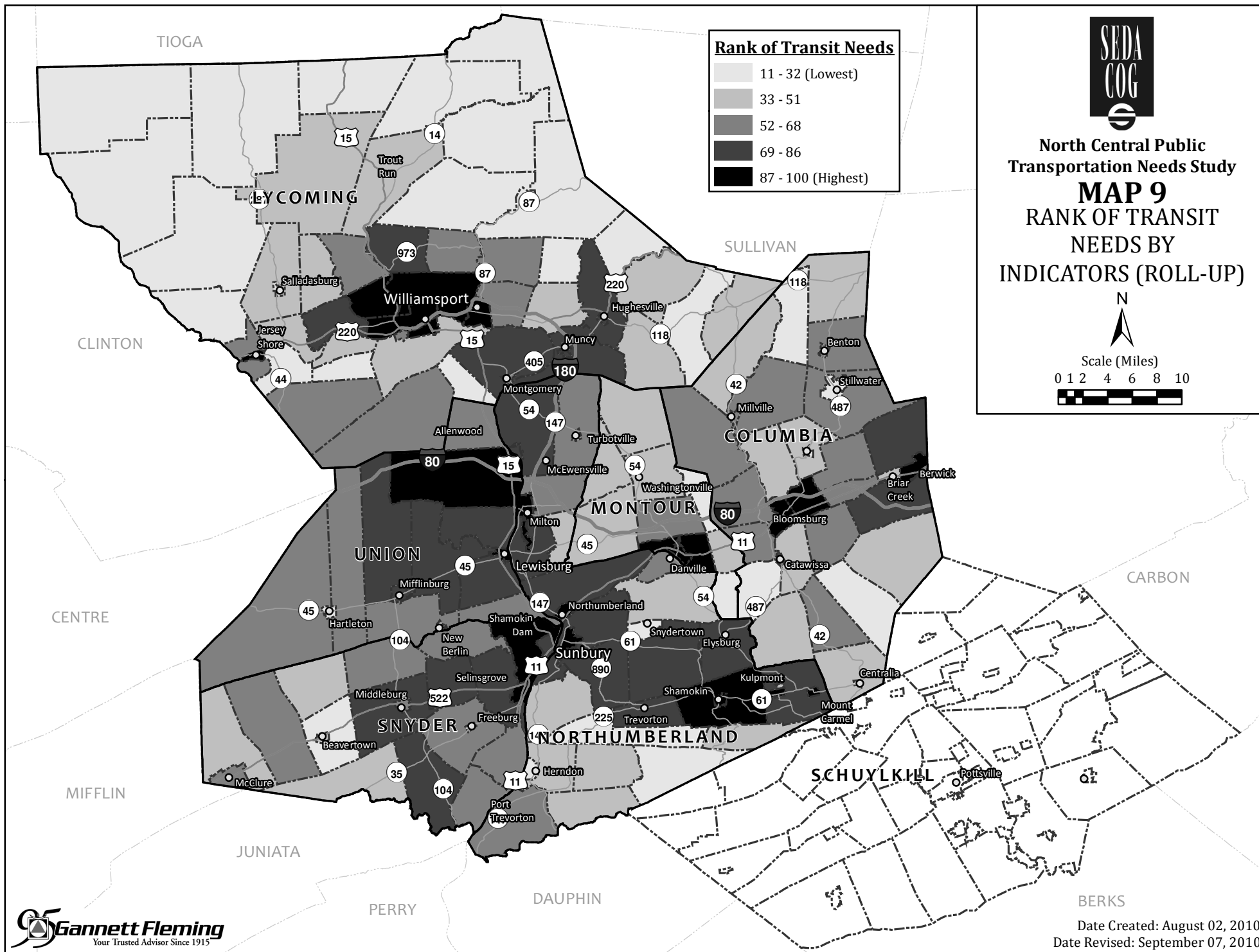
As one would expect, the City of Williamsport and surrounding areas appear at the top of the list, resulting from top ten ranks in all indicators. The other three most populous municipalities, Shamokin, Coal Township and Sunbury are also among the municipalities with the highest potential demand. Among the highest ranking townships are Loyalsock and Old Lycoming, which are near the City of Williamsport.

Table 9 - Roll-Up of Municipal Ranking for Need Indicators

Municipality	2000 Population	Elderly	Youth	Disabled	Total Households	No Vehicle	Low Income Households	Worked outside of Home	Commute by Public Transportation	Employed	Overall Rank
Williamsport, Lycoming County	1	1	1	1	1	1	1	1	1	1	1
Loyalsock Township, Lycoming County	3	2	4	6	4	8	8	5	2	5	2
Shamokin, Northumberland County	7	5	5	4	6	3	2	9	8	7	3
Coal Township, Northumberland County	5	4	6	5	7	7	6	6	21	6	4
Sunbury, Northumberland County	6	7	2	2	3	2	4	3	51	3	5
Berwick Borough, Columbia County	4	3	3	3	2	5	5	4	51	4	6
Mount Carmel Borough, Northumberland County	10	6	10	7	8	4	7	12	8	12	7
Bloomsburg, Columbia County	2	8	8	8	5	6	3	2	51	2	8
South Williamsport Borough, Lycoming County	9	9	9	11	10	13	10	7	10	8	9
Danville Borough, Montour County	15	14	15	10	12	9	13	18	3	18	10

Municipality	2000 Population	Elderly	Youth	Disabled	Total Households	No Vehicle	Low Income Households	Worked outside of Home	Commute by Public Transportation	Employed	Overall Rank
Milton Borough, Northumberland County	8	11	7	9	9	10	9	8	51	9	11
Old Lycoming Township, Lycoming County	13	12	11	12	11	36	16	10	16	10	12
Selinsgrove Borough, Snyder County	14	21	27	13	18	15	12	11	10	11	13
Scott Township, Columbia County	17	13	19	14	14	26	17	13	51	14	14
Montoursville Borough, Lycoming County	16	10	14	21	13	19	22	16	51	17	15

Compiled by: Gannett Fleming, Inc.



Findings

Demographic indicators can be associated with the potential demand or need for public transportation. Concentrations of need as measured by these indicators shows:

- The most populous municipalities in the region are the cities of Williamsport, Sunbury and Shamokin as well as the Town of Bloomsburg, Berwick Borough and the Townships of Loyalsock and Coal.
- The municipalities with the greatest population density are the Boroughs and Cities.
- Youth (under 16 years) and their families tend to reside in the Cities and Boroughs.
- Many of the study area's elderly (65 years and older) reside in Williamsport, Loyalsock Township, Berwick Borough, Coal Township and Shamokin.
- Households without access to a vehicle are concentrated in the Cities, Williamsport, Shamokin and Sunbury.
- Low Income Households tend to be in the Cities and Boroughs.
- Residents with disabilities are concentrated in the Cities of the study area.
- Use of public transportation to travel to work by workers residing in the study area (0.6 percent) is significantly less than the state average (5.2 percent) and almost exclusive to the City of Williamsport and adjacent municipalities. This is largely a function of the availability of public transportation service which is turn is generally (but not necessarily always) a reflection of the feasibility of fixed-route public transit service.

Demographic Conclusions

It should be noted that these conclusions are based on the relative rankings of the various municipalities. A higher relative potential for public transportation demand does not conclusively indicate that public transportation services, whether ride sharing, enhanced human service transportation, fixed-route service, etc., would be viable in these communities. Further evaluation is be necessary to make such determinations.

1. The Williamsport area, including adjacent boroughs and townships and the City of Shamokin and surrounding areas, represents the largest areas with the highest potential demand for public transportation services across all indicators.
2. Other areas of higher relative potential transit demand include many of the older boroughs and cities situated along major travel routes throughout the study area.

This information will serve as important reference material for the identification and evaluation of alternative improvements to transit services in the region.

Employment Characteristics

The need for and the nature of the public transportation services in an area also depends on certain economic factors including labor force and employment. The labor force is defined by the U.S. Census as persons 16 years of age residing in a given area who are either employed or are actively seeking employment. Employment is defined as the number of jobs located in a given area. It is essential to understand the labor force and employment factors when planning for employment related transportation services.

Labor force and employment data was obtained from the Pennsylvania Center for Workforce Information and Analysis, the U.S. Census Bureau and the U.S. Census Bureau Local Employment Dynamics (LED) Origin-Destination Database. Most of the employment characteristics of the study area are presented using annual data from the years 2000 and 2007, as 2007 represents the most recent year that workforce information was available for the study area. Unemployment statistics in the study area is based on a nine year trend utilizing annual data from 2000, 2007, and 2009. Presenting current unemployment data provides a more accurate assessment of the economic conditions in the study area, particularly in terms of how the study area has been impacted by the nationwide economic downturn that began in the second half of 2007.

Labor Force

Table 10 presents the resident labor force trend for the entire study area and each individual county. The study area had 188,100 workers in 2007, up from 181,600 workers in 2000. At the same time, the total population in the study area is estimated to have declined by nearly 10 percent, from 376,157 in 2000 to 372,498 in 2007. The increasing labor force participation rate coupled with a downward trend in the overall population indicates there are fewer persons in the study area who are not of working age.

The labor force population increased in five of the six counties from 2000 to 2007, with Columbia County exhibiting the largest labor force growth rate in absolute and relative terms. In Lycoming County, the largest labor force population declined by only 100 workers, or less than 0.2 percent. The overall size of the labor force within each county generally correlates with total population; as a result, in 2007, the labor force population was at its highest in Lycoming County (59,200) and at its lowest in Montour County (9,200).

Table 10 - Labor Force Trend

County	2000		2007		Change: 2000-2007	
	Number	Percent	Number	Percent	Number	Percent
Columbia	32,000	17.6	35,100	18.7	3,100	9.7
Lycoming	59,300	32.7	59,200	31.5	-100	-0.2
Montour	8,600	4.7	9,200	4.9	600	7.0
Northumberland	45,400	25.0	47,200	25.1	1,800	4.0
Snyder	19,000	10.5	19,800	10.5	800	4.2
Union	17,300	9.5	17,600	9.4	300	1.7
Total Labor Force	181,600	100.0	188,100	100.0	6,500	3.6
Total Population	376,157		372,498		3,659	-9.7
% of Total Pop.	48.3		50.5		4.3	

Source: Pennsylvania Center for Workforce Information and Analysis & the U.S. Census Bureau

Employment

In 2007, over two-thirds of the jobs in the study area are located in three counties – Lycoming (33.2%), Northumberland (19.2%), and Columbia (17.0%). Montour (10.1%), Snyder (9.9%), and Union Counties (10.6%) accounted for the remaining employment. (Table 11)

Table 11 – County Employment

County	Jobs	% of Total
Columbia	25,219	17.0
Lycoming	49,401	33.2
Montour	14,957	10.1
Northumberland	28,609	19.2
Snyder	14,739	9.9
Union	15,836	10.6
Total	148,761	100.0

Source: U.S. Census LED Origin-Destination Database

Lycoming County's Williamsport was the study area's top employment center in 2007, with approximately 22,000 jobs, followed by Montour County's Mahoning Township with 10,457 jobs and Northumberland County's Sunbury with 6,953 jobs. Overall, the majority of the top workplace destinations in the study area are concentrated along the major transportation corridors, including US 11, US 15, US 220, and Interstate 80. The exception is Northumberland County's Coal Township, which had an employment base of nearly 2,500 workers in 2007. The top fifteen workplace destinations in the study area are presented in Table 12.

Table 12 - Municipal Employment

Municipality	Jobs	Rank
Top 15 Municipalities by Employment, 2007		
Williamsport, Lycoming County	22,087	1
Mahoning Township, Montour County	10,457	2
Sunbury, Northumberland County	6,953	3
Bloomsburg, Columbia County	6,465	4
Selinsgrove Borough, Snyder County	6,291	5
Loyalsock Township, Lycoming County	5,718	6
Berwick Borough, Columbia County	5,203	7
Milton Borough, Northumberland County	4,466	8
East Buffalo Township, Union County	3,959	9
Kelly Township, Union County	3,832	10
Scott Township, Columbia County	3,824	11
Muncy Township, Lycoming County	3,616	12
Montoursville Borough, Lycoming County	3,564	13
South Centre Township, Columbia County	2,975	14
Coal Township, Northumberland County	2,490	15

Source: U.S Census LED Origin-Destination Database, 2007

Map 10 shows the number of jobs throughout the entire study area, as well as the locations of employers with at least 100 workers at a single location.

The level of employment throughout the study area is generally consistent with total population due to the fact that a significant portion of employment is created and/or sustained through the goods and services required from the local population. As a result, it is to be expected that the majority of jobs and major employers would be concentrated in and around the major population centers in the study area, including Williamsport, Lewisburg, Sunbury, Bloomsburg, Danville, and Shamokin. This also explains why employment numbers generally drop-off significantly in the less densely populated municipalities located in the outlying portions of the study area.

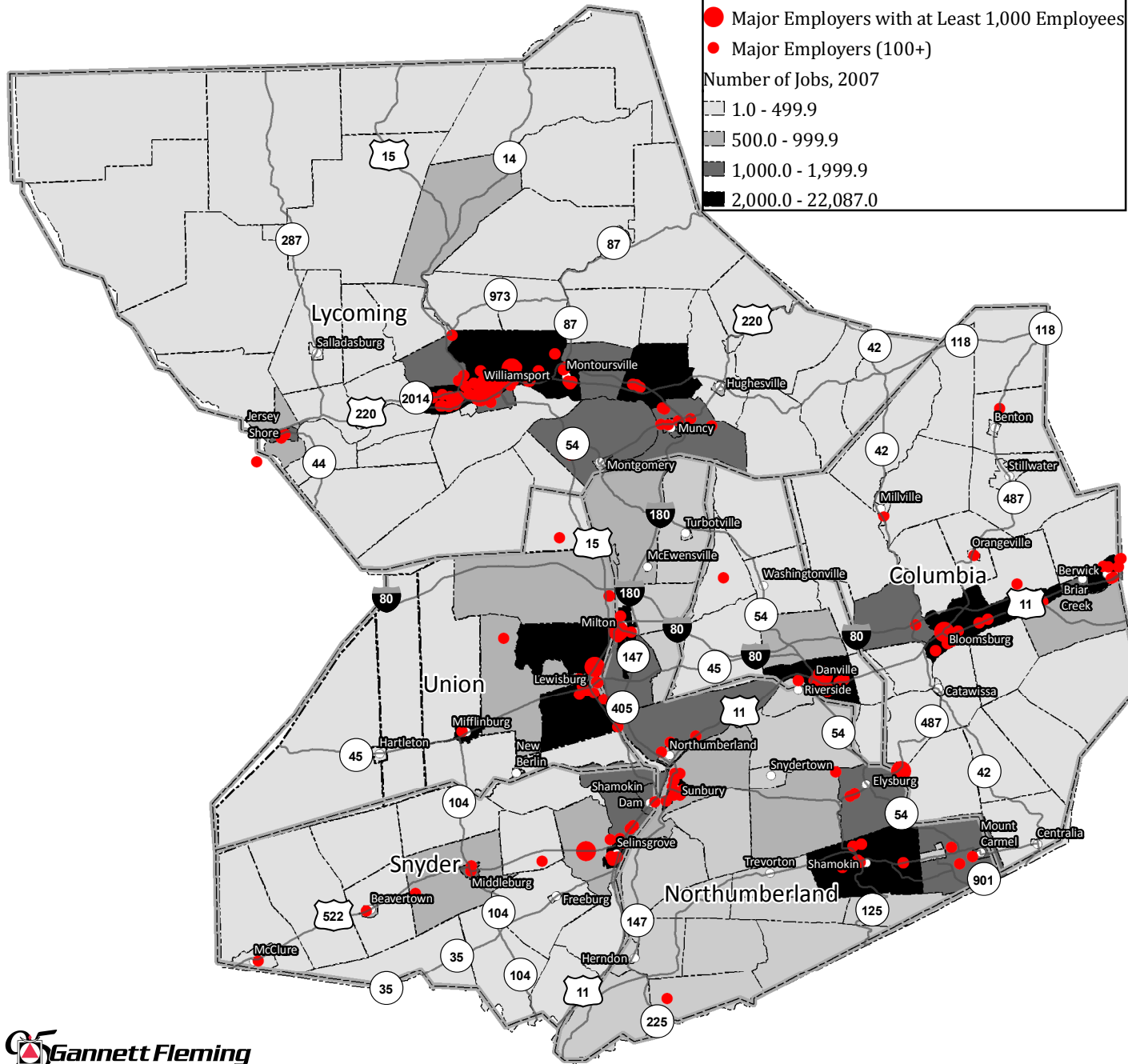
There are nine employers in the study area that employ at least 1,000 employees at a single location; three of these employers are located in Williamsport, with the remaining employers located in Bloomsburg, Danville, Selinsgrove, and Ralpho Township. These employers include four medical centers, two post-secondary schools, two private businesses, and one government center. A complete listing of all employers in the study area with at least 100 employees at a single location is presented in Table 13.

Total Employment, 2007

- Major Employers with at Least 1,000 Employees
- Major Employers (100+)

Number of Jobs, 2007

- 1.0 - 499.9
- 500.0 - 999.9
- 1,000.0 - 1,999.9
- 2,000.0 - 22,087.0



North Central Public Transportation Needs Study

MAP 10 TOTAL EMPLOYMENT



Scale (Miles)
0 1 2 4 6 8 10

Table 13 – Major Employers

Name	Location	Employees
Selinsgrove Center	Selinsgrove	1,000-4,999
Evangelical Community Hospital	Kelly Township	1,000-4,999
Con Agra Grocery Products	Milton	1,000-4,999
Knoebel's Amusement Park	Ralpho Township	1,000-4,999
Geisinger Health System	Danville	1,000-4,999
Bloomsburg University	Bloomsburg	1,000-4,999
Williamsport Hospital & Medical Center	Williamsport	1,000-4,999
Pennsylvania College of Technology	Williamsport	1,000-4,999
Conestoga Wood Specialties	Beavertown	500-999
Bucknell University	Lewisburg	500-999
Corrections Dept.	Coal Township	500-999
Furmano Foods	Northumberland	500-999
Berwick Hospital Center	Berwick	500-999
Del Monte Foods Company	Bloomsburg	500-999
Andritz Inc.	Muncy	500-999
Brodart Company	Williamsport	500-999
Divine Providence Hospital	Williamsport	500-999
Tartan Book Sales	Williamsport	500-999
Textron Lycoming	Williamsport	500-999
Shop-Vac Corp.	Williamsport	500-999
Professional Building Systems	Middleburg	250-499
Susquehanna University	Selinsgrove	250-499
Wal-Mart	Selinsgrove	250-499
Albright Life Learning Institute	Kelly Township	250-499
Gruenberg Oven Company	New Columbia	250-499
Leakas Quality Foods Inc.	Lewisburg	250-499
Playworld Systems Inc.	Kelly Township	250-499
Ridgecrest Court & Commons	Lewisburg	250-499
Thermal Products Solutions	New Columbia	250-499
Wal-Mart	Lewisburg	250-499
Yorktowne Inc.	Mifflinburg	250-499
ACF Industries Inc.	Milton	250-499
Cherokee Pharmaceuticals	Riverside	250-499
Leer East Inc.	Milton	250-499
Mountain View Nursing & Rehab	Coal Township	250-499
Northumberland Human Services	Sunbury	250-499
Northwestern Academy	Coal Township	250-499

Table 13 – Major Employers (Continued)

Name	Location	Employees
Nottingham Village	Northumberland	250-499
Reinhart Food Services Inc.	Coal Township	250-499
Shamokin Area Community Hospital	Coal Township	250-499
Sunbury Textile Mills Inc.	Sunbury	250-499
Sunbury Community Hospital	Sunbury	250-499
Wal-Mart	Coal Township	250-499
Danville State Hospital	Danville	250-499
Great Dane Trailers	Danville	250-499
Benton Foundry Inc.	Benton	250-499
Bloomsburg Carpet Industries	Bloomsburg	250-499
Bloomsburg Health System	Bloomsburg	250-499
David J. Thompson Mailing Corp.	Bloomsburg	250-499
ICT Group	Bloomsburg	250-499
K Fab Inc.	Berwick	250-499
Kawneer	Bloomsburg	250-499
Press-Enterprise Company	Bloomsburg	250-499
Wal-Mart	Bloomsburg	250-499
Alcan Cable	Williamsport	250-499
American Customer Care	Montoursville	250-499
Construction Specialties Inc	Muncy	250-499
Corrections Dept. Institute	Muncy	250-499
Delta Gail USA Inc.	Williamsport	250-499
Frito-Lay	Williamsport	250-499
High Steel Structures Inc.	Williamsport	250-499
Jersey Shore Hospital	Jersey Shore	250-499
Jersey Shore Steel Company	Jersey Shore	250-499
Kellogg Company	Muncy	250-499
Lycoming College	Williamsport	250-499
Lycoming County Court House	Williamsport	250-499
Muncy Valley Hosp Skilled Nurse	Muncy	250-499
Wire Rope Works Inc	Williamsport	250-499
Tech Group-West	Montgomery	250-499
Wegmans	Williamsport	250-499
Primus Technologies Corp.	Williamsport	250-499
Riverwoods	Lewisburg	250-499
APEX Homes, Inc.	Middleburg	100-249
Bingham& Son Lumber Inc.	Kreamer	100-249
Bon-Ton	Selinsgrove	100-249
Boscov's	Selinsgrove	100-249
Giant Food	Selinsgrove	100-249

Table 13 – Major Employers (Continued)

Name	Location	Employees
Kohl's	Selinsgrove	100-249
Lowe's	Selinsgrove	100-249
Lozier Corp Inc.	Mc Clure	100-249
Manor at Penn Village	Selinsgrove	100-249
Modular Structures of PA Inc.	Selinsgrove	100-249
Northway Industries, Inc.	Middleburg	100-249
Penn Lyon Homes Corp.	Selinsgrove	100-249
Philips Products	Selinsgrove	100-249
Weis Market	Selinsgrove	100-249
Acme	Lewisburg	100-249
Albright Community Services	Lewisburg	100-249
Buffalo Valley Lutheran VLG	Lewisburg	100-249
CMC Joist & Deck	New Columbia	100-249
Kuhns Bros Lumber Company Inc.	Lewisburg	100-249
Lunaire Environmental	New Columbia	100-249
R R Donnelley	Lewisburg	100-249
Union County Court House	Lewisburg	100-249
White Deer Run Chemical Center	Allenwood	100-249
Butterkrust Baking Company	Sunbury	100-249
Catawissa Lumber & Spec Company Inc.	Elysburg	100-249
Daily Item	Coal Township	100-249
International Paper Company	Mount Carmel	100-249
Jeld-Wen Windows & Doors	Sunbury	100-249
Knight-Celotex Inc.	Sunbury	100-249
Kramm Healthcare & Rehab	Milton	100-249
Kramm Nursing Home Inc.	Watsonville	100-249
Kurt Weiss Greenhouse	Mount Carmel	100-249
Manor Care Health Services	Sunbury	100-249
Line Mountain High School	Herndon	100-249
Milton Steel Inc.	Milton	100-249
Mohawk Flush Doors	Northumberland	100-249
Mt. Carmel Area Elementary School	Mount Carmel	100-249
National Ticket Company	Paxinos	100-249
Shikellamy High School	Sunbury	100-249
Weis Market	Shamokin	100-249
Weis Market	Sunbury	100-249
YMCA	Sunbury	100-249
Danville Center-Adlscent FMLS	Danville	100-249
Fabtex Inc.	Danville	100-249
Geisinger Health South Rehab	Danville	100-249

Table 13 – Major Employers (Continued)

Name	Location	Employees
Giant Food	Danville	100-249
Grandview Health Homes Inc.	Danville	100-249
Maria Joseph Manor	Danville	100-249
Metso Minerals Industries Inc.	Danville	100-249
Berwick Retirement Village	Berwick	100-249
Bloomsburg Health Care Center	Bloomsburg	100-249
Cheetah Chassis Corp.	Berwick	100-249
Community Services Group	Bloomsburg	100-249
Consolidated Container Corp.	Berwick	100-249
Dollar Tree Distribution Center	Berwick	100-249
G&B Specialties Inc.	Berwick	100-249
Giant Food	Bloomsburg	100-249
Home Depot	Bloomsburg	100-249
Kaydette Corp.	Berwick	100-249
Kydex LLC	Bloomsburg	100-249
Lowe's	Bloomsburg	100-249
Milco Industries Inc.	Bloomsburg	100-249
Millville Health Center	Millville	100-249
Orangeville Nursing & Rehab	Orangeville	100-249
Windsor Italian Foods	Bloomsburg	100-249
AT&T	Williamsport	100-249
Blaise Alexander Chevrolet Inc.	Montoursville	100-249
C&I Boiler Repair Company	Montoursville	100-249
Cable Service Company Inc.	Williamsport	100-249
Data Papers Inc.	Muncy	100-249
Diamond Drinks Inc	Williamsport	100-249
Durametal	Muncy	100-249
Environmental Protection Dept.	Williamsport	100-249
Giant Food	Williamsport	100-249
Glamorise Foundations Inc.	Williamsport	100-249
Hope Enterprises Inc.	Williamsport	100-249
John Savoy & Sons Inc.	Montoursville	100-249
JW Aluminum Company	Williamsport	100-249
K-Mart	Williamsport	100-249
L-3 Electron Devices	Williamsport	100-249
Larson Design Group	Williamsport	100-249
Lowe's	Montoursville	100-249
Macy's	Pennsdale	100-249
Manor Care Health Services	Jersey Shore	100-249
Manor Care Health Services	Williamsport	100-249

Table 13 – Major Employers (Continued)

Name	Location	Employees
Woodtronics	South Williamsport	100-249
YMCA-River Valley Regional	Williamsport	100-249
Susquehanna Regional	Williamsport	100-249
Sycamore Manor Health Center	Montoursville	100-249
Target	Muncy	100-249
Trimtex Co Inc.	Williamsport	100-249
Valley View Nursing Home	Montoursville	100-249
Wal-Mart	Montoursville	100-249
Weis Market	Muncy	100-249
Weis Market	Williamsport	100-249
Weis Market	Williamsport	100-249
West Pharmaceutical Services	Jersey Shore	100-249
Williamsport High School	Williamsport	100-249
Williamsport Home	Williamsport	100-249
Overhead Door-Thermacore Division	Williamsport	100-249
Premier Builders Inc.	Muncy	100-249
Rose View Center	Williamsport	100-249
Sam's Club	Muncy	100-249
Scot's Lo-Cost	Montoursville	100-249
Smurfit-Stone Container Corp.	Williamsport	100-249
Step Inc.	Williamsport	100-249
Stroehmann Bakeries	Williamsport	100-249
Sun-Gazette	Williamsport	100-249
Suscon Plastics	Williamsport	100-249

Source: PA Center for Workforce Information and Analysis, 4th Quarter 2009

Between 2000 and 2007, the number of workers employed within the study area dropped from 165,843 to 148,761. This represents a loss of approximately 17,000 jobs, or a decline of almost 10 percent during the seven year period. Lycoming County exhibited the largest absolute drop in employment (-6,073), with Snyder County exhibiting the largest decline on a percentage basis (-18.6%). The only county in the study area to experience employment growth was Montour County, which gained nearly 3,300 jobs for an overall increase of 28.2 percent. The employment trend for the entire study area and each individual county is presented in Table 14.

It is important to recognize that because employment data was compiled from the U.S. Census Bureau, the data does not account for workers who were absent during the survey period due to illness, vacation, layoff, or other reasons. In addition, the data does not include some types of workers (such as unpaid family members) and sometimes incorrectly codes the place of work.

Table 14 – Employment Trend

County	2000		2007		Change: 2000-2007	
	Number	Percent	Number	Percent	Number	Percent
Columbia	28,913	17.4	25,219	17.0	-3,694	-12.8
Lycoming	55,474	33.4	49,401	33.2	-6,073	-10.9
Montour	11,667	7.0	14,957	10.1	3,290	28.2
Northumberland	33,222	20.0	28,609	19.2	-4,613	-13.9
Snyder	18,114	10.9	14,739	9.9	-3,375	-18.6
Union	18,453	11.1	15,836	10.6	-2,617	-14.2
Total	165,843	100.0	148,761	100.0	-17,082	-10.3

Source: 2000 U.S. Census & U.S. Census LED Origin-Destination Database, 2007

The employment trend in the study area has also been assessed at the municipal level, with Table 15 presenting the top 15 municipalities based on employment growth and employment decline during the seven year period between 2000 and 2007.

With a net gain of nearly 5,700 jobs, Montour County's Mahoning Township led the study area's employment growth between 2000 and 2007, followed by Union County's east Buffalo Township (+2,240) and Lycoming County's Muncy Township (+1,882). Employment growth in the twelve other study area municipalities ranged from 398 jobs in Northumberland County's Sunbury to 1,328 jobs in Columbia County's Briar Creek Borough.

Conversely, the most severe employment loss during the seven year period occurred in Union County's Lewisburg Borough (-4,288), followed by Lycoming County's Williamsport (-3,055) and Columbia County's Bloomsburg (-3,024). The level of employment decline in the other twelve municipalities ranged from a loss of 827 jobs in Northumberland County's Northumberland Borough to a loss of 1,911 jobs in Montour County's Danville Borough.

From 2000 to 2007, employment change within the study area indicated that the top municipalities with the largest numeric gains included significantly more suburban and rural townships (10) than urban places (3 boroughs and 2 cities). The opposite was true in terms of employment decline, as ten of the top fifteen municipalities that lost jobs during the seven year period were urban places (8 boroughs, 1 city, and 1 town) versus five townships.

The spatial distribution of employment change at the municipal level for the entire study area is graphically depicted in Map 10. The map shows that countywide employment trends – positive or negative – are attributed to a select number of municipalities. For example, over one-third of the jobs that were added in Montour County between 2000 and 2007 occurred in Mahoning Township. In contrast, over three-quarters of the job losses in Lycoming County during the seven year period occurred in Williamsport and Muncy Township.

Table 15 – Municipal Employment Trend

Municipality	Change: 2000-2007	
	Number	Rank
Top 15 Municipalities with Largest Employment Gains		
Mahoning Township, Montour County	5,684	1
East Buffalo Township, Union County	2,240	2
Muncy Township, Lycoming County	1,882	3
Briar Creek Borough, Columbia County	1,328	4
Shamokin, Northumberland County	1,323	5
Selinsgrove Borough, Snyder County	945	6
South Centre Township, Columbia County	782	7
Scott Township, Columbia County	638	8
Franklin Township, Snyder County	559	9
Lewis Township, Lycoming County	540	10
Muncy Borough, Lycoming County	525	11
Hemlock Township, Columbia County	491	12
Buffalo Township, Union County	471	13
Valley Township, Montour County	401	14
Sunbury, Northumberland County	398	15
Top 15 Municipalities with Largest Employment Losses		
Lewisburg Borough, Union County	-4,288	1
Williamsport, Lycoming County	-3,055	2
Bloomsburg, Columbia County	-3,024	3
Danville Borough, Montour County	-1,911	4
Penn Township, Snyder County	-1,816	5
Muncy Creek Township, Lycoming	-1,736	6
Shamokin Township, Northumberland County	-1,652	7
Berwick Borough, Columbia County	-1,444	8
Jersey Shore Borough, Lycoming County	-1,433	9
Montgomery Borough, Lycoming County	-1,281	10
Riverside Borough, Northumberland County	-969	11
Middlecreek Township, Snyder County	-967	12
Liberty Township, Montour County	-849	13
Montoursville Borough, Lycoming County	-845	14
Northumberland Borough, Northumberland County	-827	15

Source: 2000 U.S. Census & U.S Census LED Origin-Destination Database, 2007

Unemployment Trend

Table 16 shows the average annual unemployment rates for the years 2000, 2007, and 2009 for the study area and the Commonwealth of Pennsylvania. Between 2000 and 2007, the average unemployment rates for the study area as a whole increased approximately 14 percent, with five of the six counties incurring increases ranging from 8.6 percent in Montour County to 33.3 percent in Union County. Columbia County was the only county in the study area where the unemployment rate declined during the seven year period. At the same time, the statewide unemployment rate increased by only 2.4 percent.

The much higher level of unemployment in the study area as compared to the state as a whole is consistent with the fact while the labor force population increased 3.6 percent between 2000 and 2007, the number of jobs in the study area declined by 10.3 percent during the same period.

In recent years, the unemployment rate in the study area has been very similar to the statewide average, with both rates nearly doubling between 2007 and 2009. This significant increase in unemployment is attributed to nationwide economic downturn that began in the second half of 2007.

Table 16 - Unemployment Trend

Geography	Unemployment %			Percent Change	
	2000	2007	2009	2000-2007	2007-2009
Columbia County	5.3	5.0	8.6	-5.7	72.0
Lycoming County	4.3	4.9	8.9	14.0	81.6
Montour County	3.5	3.8	6.6	8.6	73.7
Northumberland County	4.5	5.0	9.8	11.1	96.0
Snyder County	3.6	4.6	9.1	27.8	97.8
Union County	3.9	5.2	9.1	33.3	75.0
Study Area Average	4.2	4.8	8.7	14.3	82.7
Pennsylvania	4.2	4.3	8.1	2.4	88.4

Existing Major Trip Generators

Within the study area, there are many major business and community activity centers. These centers serve as logical destinations or generators for many transportation trips. These attractions include medical centers; large retail establishments and shopping centers; senior citizen facilities (i.e., nursing/retirement homes and senior centers); subsidized housing; post-secondary schools; and government centers and public social service agencies.

The major trip generators that have been compiled are not presented as an exhaustive list of all such facilities throughout the study area. However, comparing these locations to the areas exhibiting high transit dependent characteristics gives a sense of the likely travel patterns and destinations in the study area for persons utilizing public transportation to meet their mobility needs.

Map 11 graphically depicts the location and distribution of these trip generators. It is important to note that in several instances a major activity center, such as a hospital, university, senior citizen facility, or shopping center is also a major employer.

As is evident with population and employment patterns, the majority of major trip generators are concentrated in and around the older municipalities that are located along the study area's major transportation corridors; these municipalities include Williamsport, Lewisburg, Sunbury, Selinsgrove, and Bloomsburg. In addition, a fairly significant concentration of trip generators is also evident in Northumberland County's Shamokin and Coal Township. The remaining generators are generally scattered in the more rural municipalities located in the southern portion of the study area.

Table 17 lists the municipalities with ten or more major activity centers. Not surprisingly, Williamsport contains the highest number of major employers and trip generators, followed by Bloomsburg and Lewisburg. Overall, Coal Township is the only township in the study area with at least 10 major employers and/or activity centers.

The complete listing of activity centers by category is presented in Table 18 through Table 23.

Table 17 - Municipalities with Ten or More Major Activity Centers

Geography	Employers(+100)	Retail Establishments	Senior Citizen Facilities	Medical Centers	Post-Secondary Schools	Subsidized Housing Govt.	Centers/Social Service Agencies	Sum of Activity Centers
City of Williamsport, Lycoming County	43	5	7	3	2	10	3	73
Bloomsburg town, Columbia County	17	5	3	2	0	6	1	34
Lewisburg Borough, Union County	14	2	5	1	1	6	3	32
Selinsgrove Borough, Snyder County	13	7	2	0	1	2	1	26
Danville Borough, Montour County	10	1	3	3	0	4	1	22
Muncy Borough, Lycoming County	11	3	2	0	0	3	0	19
City of Sunbury, Northumberland County	10	1	4	1	0	1	2	19
Berwick Borough, Columbia County	8	0	2	1	0	4	0	15
Montoursville Borough, Lycoming County	9	2	2	0	0	2	0	15
Coal Township, Northumberland County	7	1	3	1	0	2	0	13

Table 18 – Major Retail Establishments

Name	Location
Bon-Ton	Selinsgrove
Boscov's	Selinsgrove
Giant Food	Selinsgrove
Kohl's	Selinsgrove
Lowe's	Selinsgrove
Wal-Mart	Selinsgrove
Weis Market	Selinsgrove
Acme	Lewisburg
Wal-Mart	Lewisburg
Wal-Mart	Coal Township
Weis Market	Shamokin
Weis Market	Sunbury
Giant Food	Danville
Giant Food	Bloomsburg
Home Depot	Bloomsburg
Lowe's	Bloomsburg
Wal-Mart	Bloomsburg
Giant Food	Williamsport
K-Mart	Williamsport
Lowe's	Montoursville
Macy's	Pennsdale
Target	Muncy
Wal-Mart	Montoursville
Wegmans	Williamsport
Weis Market	Muncy
Weis Market	Williamsport
Weis Market	Williamsport
Sam's Club	Muncy
Columbia Mall	Bloomsburg

Source: PA Center for Workforce Information and Analysis

Table 19 – Medical Centers

Name	Location
Evangelical Community Hospital	Lewisburg
Shamokin Area Community Hospital	Coal Township
Sunbury Community Hospital	Sunbury
Danville State Hospital	Danville
Geisinger Health System	Danville
Geisinger Health South Rehab	Danville
Berwick Hospital Center	Berwick
Bloomsburg Health Care Center	Bloomsburg
Bloomsburg Health System	Bloomsburg
Millville Health Center	Millville
Divine Providence Hospital	Williamsport
Jersey Shore Hospital	Jersey Shore
Williamsport Hospital & Medical Center	Williamsport
Williamsport Hospital	Williamsport

Source: PA Center for Workforce Information and Analysis

Table 20 – Post-Secondary Schools

Name	Location
Susquehanna University	Selinsgrove
Bucknell University	Lewisburg
Bloomsburg University	Bloomsburg
Lycoming College	Williamsport
Pennsylvania College of Technology	Williamsport

Source: PA Center for Workforce Information and Analysis

Table 21 – Senior Citizen Facilities

Name	Location
Manor at Penn Village	Selinsgrove
Buffalo Valley Lutheran VLG	Lewisburg
Ridgecrest Court & Commons	Lewisburg
Riverwoods	Lewisburg
Kramm Nursing Home Inc.	Watsonville
Mountain View Nursing & Rehab	Coal Township
Nottingham Village	Northumberland
Berwick Retirement Village	Berwick
Orangeville Nursing & Rehab	Orangeville
Manor Care Health Services	Jersey Shore
Manor Care Health Services	Williamsport
Muncy Valley Hosp Skilled Nurse	Muncy
Sycamore Manor Health Center	Montoursville
Valley View Nursing Home	Montoursville
Williamsport Home	Williamsport
Golden Living Center	Sunbury
Manorcare Health Services	Sunbury
Mount Carmel Nursing & Rehab	Mount Carmel
Sunbury Community Hospital Skilled Nursing Facility	Sunbury
Maria Joseph Manor	Danville
Grandview Health Homes	Danville
Rose View Center	Williamsport
Balanced Care	Bloomsburg
West End Center	Hartley Township
Heritage House	Lewisburg
Lewisburg Center	Lewisburg
New Columbia Senior Center	New Columbia
Beaver Springs Center	Beaver Springs
Penns Creek Adult Resource Center	Penns Creek
Selinsgrove Center	Selinsgrove
Shamokin and Coal Township Senior Action Center	Coal Township
Upper Northumberland County Senior Action Center	Dewart
Elysburg Senior Action Center	Elysburg
Kulpmont Senior Action Center	Kulpmont
Milton Senior Action Center	Milton
Mount Carmel Senior Action Center	Mt. Carmel
Northumberland/Pt. Township Senior Action Center	Northumberland
Riverside Senior Action Center	Riverside
Sunbury Senior Action Center	Sunbury

Table 21 – Senior Citizen Facilities (Continued)

Name	Location
Trevorton Senior Action Center	Trevorton
Montour County Senior Center	Danville
Jersey Shore Senior Community Center	Jersey Shore
George C. Meck Senior Community Center	Muncy
Faxon Senior Community Center	Williamsport
Lincoln Senior Community Center	Williamsport
Maynard Street Senior Community Center	Williamsport
Messiah Senior Community Center	Williamsport
Benton Senior Center	Benton
Berwick Senior Citizens Center	Berwick
Catawissa Senior Center	Catawissa
Millville Senior Center	Millville
Bloomsburg Senior Center	Bloomsburg

*Source: PA Center for Workforce Information and Analysis, PA Dept. of Aging, and
PA Dept. of Health*

Table 22 – Subsidized Housing

Name	Location
Datesman Village Apts	West Milton
Deer Hollow	West Milton
Devitt House	Lewisburg
Essex Place	Lewisburg
Kelly Apartments	Lewisburg
Kelly Court Apts	Lewisburg
Kelly Meadow View Townhouses	Lewisburg
Mifflin Place	Mifflinburg
Mifflinburg Elderly Meadowview Apts	Lewisburg
White Deer Commons	New Columbia
High Street Manor	Selinsgrove
Pine Meadow	Selinsgrove
Shade View Apts	Middleburg
Stayman Park	Shamokin Dam
Westfield Terrace	Middleburg
Broadway Estates	Turbotville
Brushwood Apts	Kulpmont
Center City Apts	Shamokin
Centre Towne	Milton
Coal Township	Coal Township
Liberty Terrace Apts	Watsonstown
Milton Village	Milton
Mount Carmel Elderly	Mount Carmel
Mountain View Estates	Elysburg
Nottingham Estates	Elysburg
Queens Pointe	Northumberland
River Front Apts	Sunbury
Sheridan Court	Coal Township
Timberwood Park Elderly	Kulpmont
Valley Place	Elysburg
Willow Court	Mount Carmel
Evergreen Pointe Apts	Danville
Heritage Heights	Danville
Montour Associates	Danville
Welsh Heights	Danville
Almond Street Apts	Williamsport
Berkshire Manor	Williamsport
Fairfield Apts	Hughesville
Faxon Commons	Williamsport
Gladeside Apts	Muncy
Grace Street Commons	Williamsport
Grier Street Manor	Williamsport
Linn Street Manor	Williamsport
Mill Race Commons	Montoursville

Table 22 – Subsidized Housing (Continued)

Name	Location
Newberry Estates	Williamsport
Nichols Place	Williamsport
Park Place	Muncy
Park Place East	Muncy
Parkside Manor	Montoursville
Pumpkin Center	Montgomery
Weightman Block	Williamsport
Williamsport Elderly	Williamsport
Wolf Run	Hughesville
Anthony Court	Bloomsburg
Bloomsburg Towers	Bloomsburg
Columbia Village Apts	Millville
Franklin Place	Bloomsburg
Hillside Village	Catawissa
Monroe Estates	Berwick
Riverview Point	Catawissa
Rosewood Apts	Berwick
Schain Building	Berwick
Scott Elderly	Bloomsburg
Scottown Apts	Bloomsburg
Spring Garden Terrace	Berwick
Tenny Street Apts	Bloomsburg

Source: PA Housing Finance Agency

Table 23 – Government Centers and Social Service Agencies

Name	Location
Albright Community Services	Lewisburg
Albright Life Learning Institute	Lewisburg
Northumberland Human Services	Sunbury
YMCA	Sunbury
Danville Center-Adlscnt FMLS	Danville
Community Services Group	Bloomsburg
Lycoming County Court House	Williamsport
YMCA-River Valley Regional	Williamsport
Selinsgrove Center	Selinsgrove
Union County Court House	Lewisburg
Lycoming County Court House	Williamsport

Source: PA Center for Workforce Information and Analysis

Regional Travel Activity

Street, Roadway and Highway Network

The region's highway network is assessed in terms of its size, travel demand, crashes, and fatalities. This information is presented here to provide the broader transportation context within which the region's population makes travel choices and which the public transportation providers operate. Since all transit services in the region are provided with buses, the extent and condition of the highway network will have a direct bearing on the ability of transit providers to effectively and efficiently serve their customers.

Network Size

Together, the Williamsport MPO and the SEDA-COG RPO are responsible for planning activity related to an extensive network of roadways. There are just over 7,000 linear miles of roadway in the SEDA-COG region, or 5.6 percent of the state's total. Of the total network, approximately 4,152 miles, or 60 percent are owned by local municipalities, while 2,466 miles, or 35 percent, are owned by PennDOT.

Nearly a third of all the region's roadways are located in Lycoming County, which is also Pennsylvania's largest county by land area. Among Pennsylvania counties, Lycoming ranks 17th in the state in the overall size of its state-owned roadway network, yet it ranks third in the total number of linear miles of roadway related to "Other Agencies." For the region as a whole, roadways maintained by "other agencies" have a greater share of the region's roadway mileage (5.7 percent) than the state as a whole (3.3 percent).

Table shows the extent of the region's highway network, by county and by ownership.

Table 24 - Roadway Mileage by Jurisdiction (2008)

County	PennDOT Linear Miles	Other Agencies Linear Miles	Local Municipalities Linear Miles	Total Linear Miles
Columbia	469.0	12.7	948.7	1,430.4
Lycoming	715.9	219.0	1,255.3	2,190.2
Montour	172.1	6.5	230.2	408.9
Northumberland	525.3	5.4	892.5	1,423.2
Snyder	303.4	53.3	511.2	868.0
Union	280.9	109.8	314.5	705.2
REGION	2,466.6	406.7	4,152.4	7,025.9

Source: PennDOT Bureau of Planning and Research

Travel Demand

Data from PennDOT's Bureau of Planning and Research indicates that overall travel demand in Pennsylvania continues to increase. Travel demand statewide over the past five years has increased by 1 percent. Travel demand in the SEDA-COG region has actually gone against state trends, declining by a half percentage point over the same period, as shown in Table 25, below. Travel on the region's state-owned roadways (down 1 percent) were offset by a moderate 2.2 percent increase in demand on local municipal roadways.

Among the region's counties, overall increases in travel demand over the five year period were greatest in Montour (5.2 percent) and in Union Counties (4.2 percent). Travel demand actually *declined* by nearly 5 percent in Lycoming County, while demand in the balance of the region remained fairly constant.

Overall travel demand has experienced historic declines in recent years with the current weak economy and recent record-setting fuel prices. Analysts however expect overall travel demand to resume historic annual increases once the economy improves. Also, recent (but unofficial) traffic counts appear to indicate that travel demand in the state's northern tier (and including Lycoming County) is increasing as a direct result of activity related to the drilling of Marcellus Shale. This is a relatively new phenomenon that has already introduced new demands and challenges on the region's highway network.

Table 25 – Daily Vehicle Miles of Travel, 2003 and 2008 (in 000s)

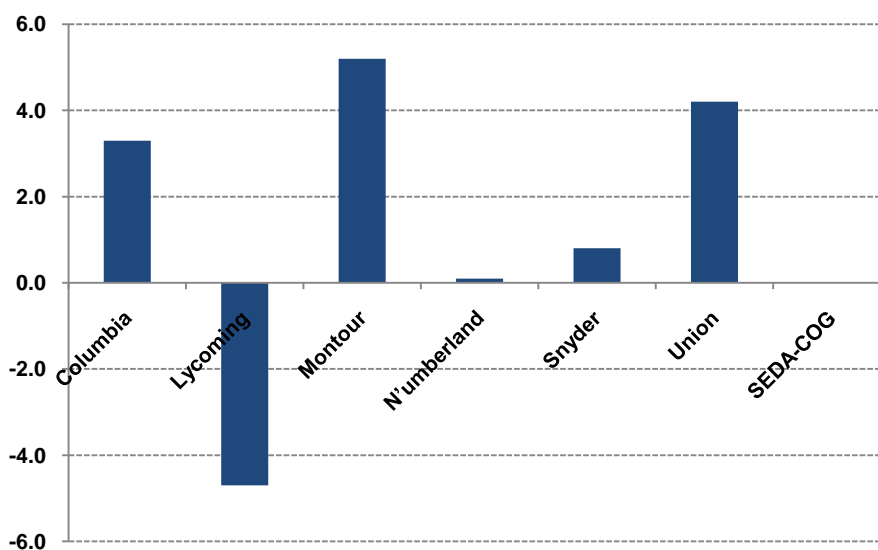
County	PennDOT ¹¹		Other Agencies		Local Municipal		Total DVMT	
	2003	2008	2003	2008	2003	2008	2003	2008
Columbia	1,633	1,672	4.7	4.7	231	255	1,869	1,931
Lycoming	2,682	2,505	224.0	224.0	480	496	3,387	3,225
Montour	728	759	6.7	6.6	90	102	825	868
Northumberland	1,814	1,832	5.5	5.5	337	321	2,156	2,159
Snyder	1,035	1,009	46.1	50.0	124	136	1,205	1,195
Union	1,184	1,235	112.3	112.3	156	166	1,452	1,513
REGION	9,076	9,012	399.3	403.1	1,418	1,476	10,894	10,891

Source: PennDOT Bureau of Planning and Research

Figure 2 shows changes in travel demand in the region, by county.

¹¹ State-owned highways

Figure 2: Change in Daily Vehicle Miles of Travel, 2003-08



Source: PennDOT Bureau of Planning and Research

Functional Classification

PennDOT has been functionally classifying its network of roadways since the mid-1960s. The classifications of highways groups highways into a hierarchy based on the type of highway service they provide. Streets and highways generally perform two types of service. They either provide traffic mobility or land access and can be grouped (or "ranked") in terms of the proportion of service they perform.

PennDOT defines this hierarchy of roadways as follows:

- **Interstate System** – The Interstate System consists of all presently designated freeway routes meeting the Interstate geometric and construction standards for future traffic. The Interstate system is the highest classification of arterial roads and streets and provides the highest level of mobility, at the highest speed, for a long interrupted distance. In the SEDA-COG region, this includes approximately 124 miles of Interstates 80, 81 and 180.
- **Other Arterials** – These consist of limited-access freeways, multi-lane highways, and other important highways supplementing the Interstate system that connect, as directly as practicable, the Nation's principal urbanized areas, cities, and industrial centers; serve the national defense; and connect at suitable border points with routes of continental importance.
- **Collectors** – Collectors provide both land access service and traffic circulation within residential neighborhoods, commercial and industrial areas, and downtown city centers. Collectors connect local roads and streets with arterials and provide less mobility than arterials at lower speeds and for a shorter distance.

- **Locals** – The local roads and streets provide a high level of access to abutting land but limited mobility.

This hierarchy is evident in the table below. Interstates 80 and 180 all serve as the region's highest functionally classified roadways, with over 80 miles of roadway through every county in the region but Snyder. "Other Freeway" include portions of US 220 and US 15 in Lycoming County, portions of PA 147 in Northumberland County, and US 11/15's Selinsgrove Bypass in Snyder County. Table provides a breakdown of all of the region's functionally classified roadways, by county.

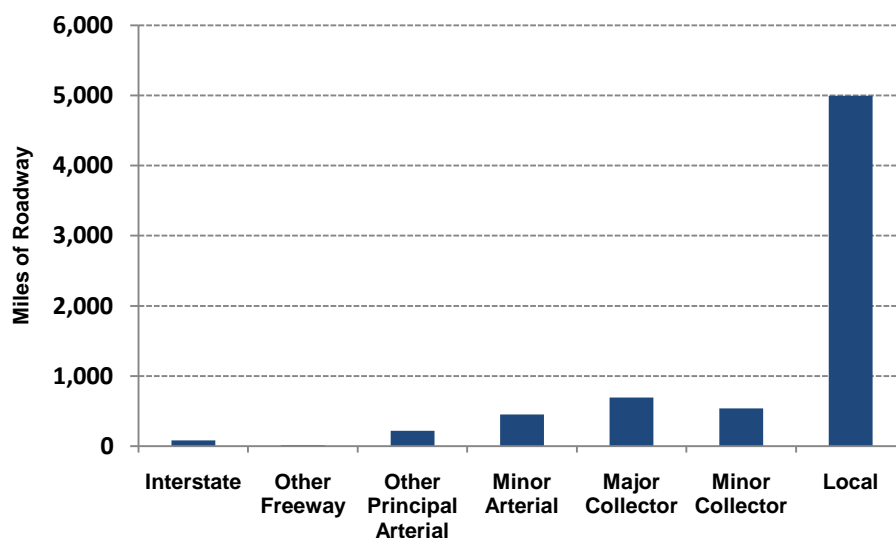
Table 26 – Mileage by Federal Highway Functional Classification (2008)

County	Federal Aid Linear Miles					Non-Federal Aid Linear Miles		Total Linear Miles
	Interstate	Other Freeway	Other Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Local	
Columbia	19.1	0.0	23.2	87.1	127.2	90.6	1,045.9	1,393.2
Lycoming	19.5	5.1	58.7	162.8	246.3	165.7	1,532.1	2,190.2
Montour	11.7	0.0	9.8	23.2	31.5	29.9	302.7	408.9
Northumberland	14.8	5.3	53.3	114.1	158.6	91.4	985.7	1,423.2
Snyder	0.0	2.5	50.1	36.7	49.9	80.6	648.1	868.0
Union	16.2	0.0	22.5	27.4	80.9	78.0	480.2	705.2
REGION	81.3	12.9	217.6	451.3	694.4	536.2	4,994.7	6,988.7

Source: PennDOT Bureau of Planning and Research 2008 Highway Data

Figure 3 below shows the regional hierarchy of roadways by total linear mileage. Local roadways comprise the majority of the region's highway network.

Figure 3: Regional Mileage by Federal Functional Classification (2008)



Source: PennDOT Bureau of Planning and Research 2008 Highway Data

Other Networks: National Highway System

The highest-order network in Pennsylvania and throughout the nation includes the National Highway system, or NHS. Designated by Congress in 1995, the NHS entails only 4 percent of the nation's roads, but carries 40 percent of its traffic. Elements of the NHS within the SEDACOG region include the following roadways:

- I-80 through Union, Northumberland, Montour and Columbia County;
- I-180 in Lycoming County;
- US 11 through Snyder County to Shamokin Dam;
- US 15 through Snyder, Union, and Lycoming Counties;
- US 522 through Snyder County; and
- PA 61 through Northumberland County.

Mode Split

Table 27 shows the dependency the region's workers have on the private automobile. Over 90 percent of the region's workers rely on the automobile as a means of transportation to work. Nearly 80 percent drive alone. Use of public transportation as a means of journey to work is less than 1 percent of the region's total, compared to the state rate of 5.2 percent.

Table 27 – Mode Split (2000)

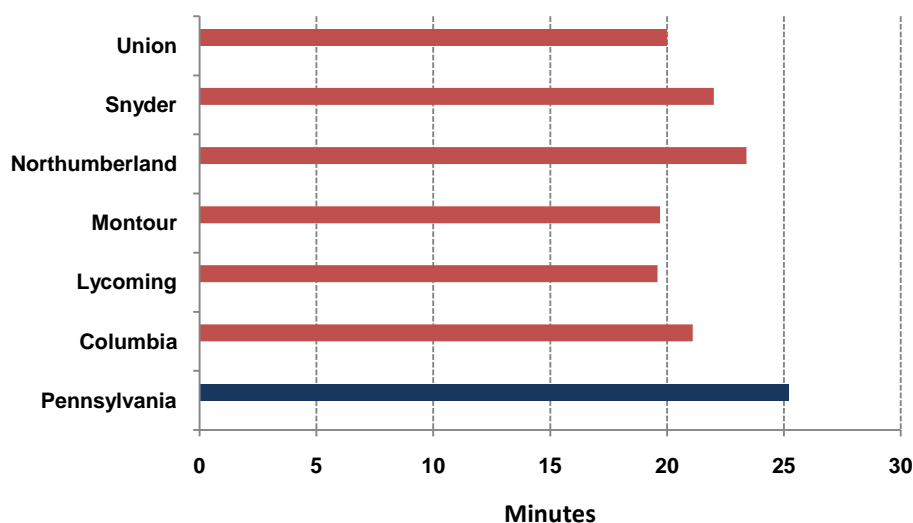
County	Workers 16+	Drive Alone	Carpool	Public Transportation	Walked	Work at Home
Columbia	29,334	79.4	10.5	0.3	6.2	2.6
Lycoming	54,029	80.3	11.3	1.1	4.0	2.4
Montour	8,051	82.7	8.4	0.6	3.4	4.1
Northumberland	41,141	79.9	12.0	0.3	4.2	2.6
Snyder	17,573	75.9	10.5	0.6	6.6	4.6
Union	16,002	76.9	10.0	0.1	8.0	3.7
REGION	166,130	79.4	11.0	0.6	5.1	2.9
Pennsylvania	5,556,311	76.5	10.4	5.2	4.1	3.0

Source: U.S. Bureau of the Census

Mean Travel Time to Work

Mean travel time to work varies by county throughout the region. Workers in Lycoming and Montour Counties enjoy the shortest journey to work trip times, at just under 20 minutes. Workers in Northumberland County have the longest travel times to work, at 23.4 minutes, according to the U.S. Census. The state average in 2000 was 25.2 minutes.

Figure 4: Mean Travel Time To Work (in minutes) (2000)



Source: <http://www.census.gov/population/www/socdemo/journey.html>

Planned and Programmed Improvements

Transportation Improvement Programs (TIPs) for both the SEDA-COG and Williamsport MPO areas have recently been adopted by their respective policy boards. The TIPs contain a listing of improvements programmed throughout the region. The region's 2011TIPs are dominated by bridge projects, yet there are several major highway restoration/capacity adding projects as well, including¹²:

- **US 11** between Park and Lows Street in Columbia County;
- **US 15** between US 11 and the Union County line in Snyder County;
- **US 15** between Zeigler Road and SR 1008 in Union County;
- **US 15** between Foy Avenue and Beauty's Run in Lycoming County;
- **US 15** from I-180 interchange to 4th Street in Lycoming County;
- **US 522** between Beaver Creek and Elm Street in Snyder County;
- **PA 44** in Montour County;
- **PA 45** between Eighth Street and Forest Hill Road in Union County;
- **PA 61** between Columbia and East Avenue and between PA 54 and Fifth Street in Northumberland County;
- **PA 147** between SR 4008 and Church Street in Northumberland County; and

¹² This list is not exhaustive, but includes the major restoration projects programmed to take place throughout the region as part of the 2011 program

- A new, \$26 million **Airport Access Road** from the I-180/East Third Street interchange to the Williamsport Regional Airport.

As the two PennDOT “planning partners” in the SEDA-COG region, the Williamsport MPO and SEDA-COG RPO each receive a base “fair share” allocation of funds from the state’s financial guidance. For the 2011-14 Program, the Williamsport MPO and SEDA-COG RPO will together receive approximately \$275 million in funding for highways and bridges. Williamsport’s share of the region’s base allocation for FFY 2011-14 is \$56,668,000, while SEDA-COG’s is \$218,174,000.

It should be noted that, since 2007, PennDOT Central Office has administered financial planning work for the state’s Interstate roadways through the Statewide Interstate Maintenance Program. This includes the 81 miles of Interstate that traverse the SEDA-COG region.

The region’s 2011 program also includes several “spike” projects, or those funded at the discretion of the state transportation secretary. These projects include 20 percent of the overall program and, for the SEDA-COG region, total \$14.65 million. The five projects that were identified have been programmed for construction within the next two years. Projects are shown in Table 28:

Table 28 – 2011 Program: Spike Projects (\$000s)

County	Project	2011	2012	Total
Columbia	SR 4008 over Fishing Creek	\$850	\$0	\$850
Juniata	Juniata River Bridge	\$0	\$10,000	\$10,000
Lycoming	PA 118 over Little Muncy Creek	\$2,400	\$0	\$2,400
Northumberland	SR 4007 over Shamokin Creek	\$650	\$0	\$650
Northumberland	SR 2013 over Shamokin Creek	\$750	\$0	\$750

Source: PennDOT Center for Program Development and Management

Traffic Volumes

Overall traffic volumes can serve as a proxy to travel demand. In a region as large as the SEDA-COG region, traffic volumes vary greatly. As demonstrated previously in Table 28, the region’s higher-order roadways carry the majority of the traffic. Roadways in the region with the most significant traffic volumes are those that serve a mix of local and through traffic, and are all NHS routes, as shown in Table 29:

Table 29 – Highest Traffic Volumes, SEDA-COG region (2008)

Roadway	County	AADT	Limit	Limit
I-180	Lycoming	47,000	Exit 23	Exit 26
I-80	Columbia	41,000	US 11	PA 42
I-180	Lycoming	38,000	Exit 28	Exit 29
US 11/15	Snyder	32,000	US 522	Hummels Wharf
I-80	Montour	32,000	Northumberland Co.	Columbia Co.
I-80	Northumberland	30,000	Union Co.	Montour Co.
US 15	Union	27,000	PA 192	PA 642

I-180	Lycoming	27,000	Exit 17	PA 87
PA 61	Northumberland	26,000	US 11/15	PA 147
US 15	Lycoming	20,000	I-180	Oak Lynn

Source: PennDOT Bureau of Planning and Research

Commutation Patterns

Commutation patterns vary widely among the six study area counties. Commutation data provides a coarse indication of journey to work travel patterns. Although Schuylkill County is not a main focus of this study, it is included in the following analysis to display the commutation patterns between the primary study area and Schuylkill County.

Two of the region's counties (Montour and Northumberland) send approximately 42 percent of their resident workforce to employment destinations outside the county of residence. Two other counties (Snyder and Union), export up to a third of their resident workforce to other counties. Lycoming County leads the region in having the greatest share of resident workers employed within the county of residence, at nearly 88 percent. This is one of the highest such rates in the state.

Internally, the most significant journey to work numbers show a large number of workers from Union County commuting to Northumberland County for employment. Likewise, Montour County also sees significant portions of its workforce traveling to Columbia and Northumberland Counties for employment.

Table 30 provides a complete breakdown of the region's work trip commutation patterns, by county. The table should be read primarily by column, as it shows the percentages of resident workers commuting to their county of destination for employment.

Table 30 – Residence County to Workplace County Flows (in percent) - (2000)

		County of Residence					
		Columbia	Lycoming	Montour	Northumberland	Snyder	Union
	Total Resident Workers	29,334	54,029	8,051	41,141	17,573	16,002
County of Employment	Columbia	75.4	0.6	12.5	2.5	0.4	0.2
	Lycoming	1.2	87.6	3.6	3.9	0.8	4.4
	Montour	6.5	0.8	58.6	7.5	2.0	2.6
	Northumberland	3.4	1.8	14.2	58.0	9.1	15.3
	Snyder	0.2	0.2	1.5	7.1	68.7	7.3
	Schuylkill	1.4	0.0	0.0	3.9	0.2	0.0
	Union	0.7	2.2	5.9	9.4	8.8	65.7
	Clinton	0.0	2.8	0.0	0.1	0.1	0.4
	Dauphin	0.3	0.2	0.0	3.3	2.4	0.8
	Luzerne	7.5	0.2	0.7	0.6	0.1	0.1

Source: U.S. Bureau of the Census

Table 31 differs from Table 30 in that it shows commutation based on the place of residence of each worker. The combination of tables 30 and 31 also shows the relatively small job deficit the region has, based on the total number of resident workers (166,130) and workers overall that are

employed within the region (165,843). This deficit is greatest in Northumberland County (7,919) and in Columbia County (421). The remaining counties in the region have more jobs than resident workers.

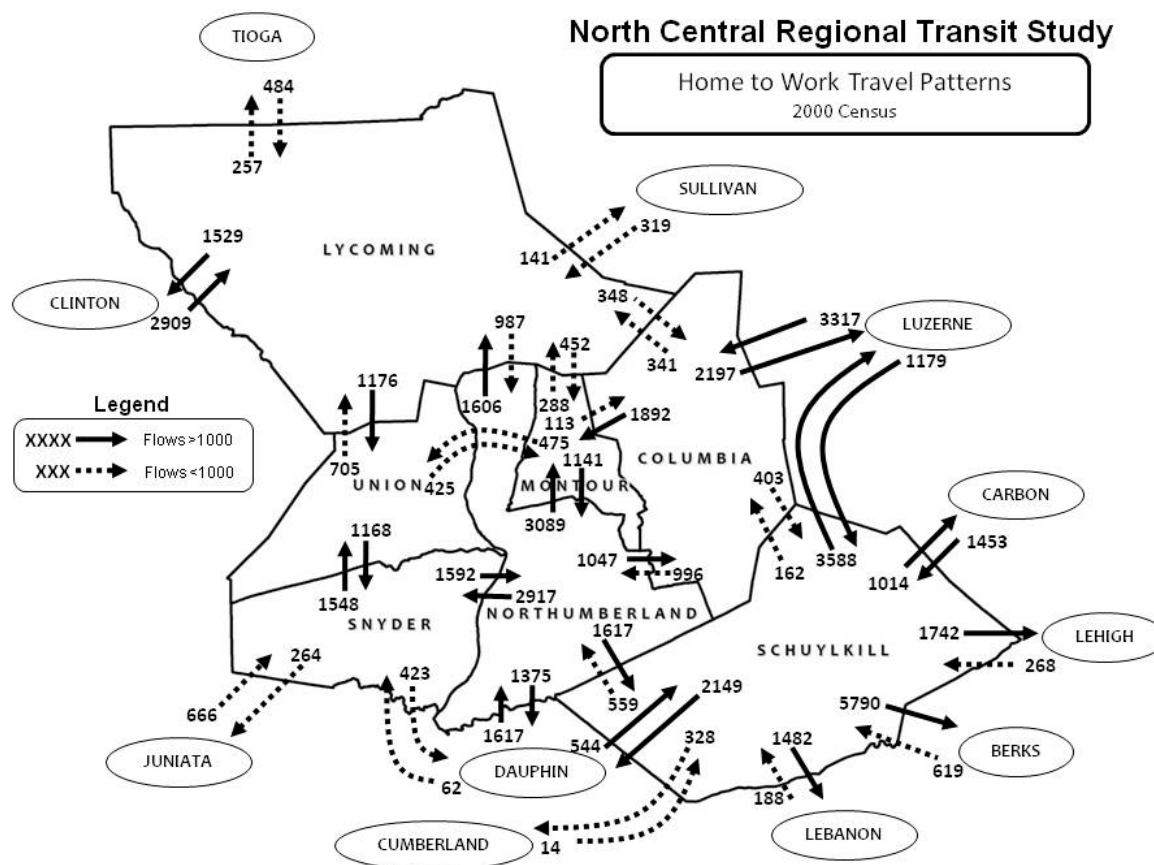
Table 31 – Workplace County from County of Residence Flows (in percent) - (2000)

		County of Employment					
		Columbia	Lycoming	Montour	Northumberland	Snyder	Union
	Total Workers	28,913	55,474	11,667	33,222	18,114	18,453
County of Residence	Columbia	76.5	0.6	16.2	3.0	0.3	1.1
	Lycoming	1.2	85.4	3.9	3.0	0.6	6.4
	Montour	3.5	0.5	40.4	3.4	0.7	2.5
	Northumberland	3.6	2.9	26.5	71.8	16.1	21.0
	Snyder	0.3	0.2	3.0	4.8	66.6	8.4
	Schuylkill	0.5	0.0	1.0	1.7	0.0	0.2
	Union	0.1	1.3	3.6	7.3	6.4	57.0
	Clinton	0.0	5.2	0.0	0.0	0.0	0.7
	Dauphin	0.0	0.0	0.6	0.6	0.3	0.2
	Luzerne	11.5	0.2	2.2	0.0	0.0	0.2

Source: U.S. Bureau of the Census

Figure 5 amplifies the data in the previous two tables. It graphically shows the interdependencies and relationships each county has with its counterparts in the region with regard to the location of its respective workforce. As referenced earlier, there are heavy worker commuter flows from Northumberland County into Snyder and Montour Counties, and from Clinton into Lycoming County.

Figure 5: Commutation Patterns, SEDA-COG Region (2000)



Next Steps

This Community Characteristics Report presents and analyzes various data that can provide important insight into the study areas potential transit needs. This represents the first step in assessing the need for and the feasibility of enhanced transit services.

A series of stakeholder outreach activities will be conducted (including personal interviews, phone interviews, and focus groups) to obtain qualitative feedback regarding the adequacy of existing transit service, unmet needs and suggestions for improvement. Together these two sets of information will provide a foundation for developing and analyzing alternative transit improvement strategies and services.