Northwest Commission
Rideshare Feasibility Study

June 2017

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Introduction

Background/Overview

In rural areas with little or no access to public transportation, ridesharing is a practical option for commuters who travel longer distances to access gainful employment and provide financial stability for themselves and their family. Ridesharing allows travelers to use excess capacity in vehicles that are already on the road and effectively serves as a form of public transportation, with many of the same benefits. For this reason, the Northwest Commission Rural Planning Organization (RPO) seeks to assess the feasibility of a regional Rideshare Program to promote and facilitate transit, vanpool, carpool, and other mode sharing opportunities within its five-county service area.

Ridesharing represents an important approach to planning for transportation mobility. Ridesharing connections occur at formally established park & rides or informal hubs that are natural gathering areas for people with similar travel patterns. By identifying ridesharing opportunities within the region, the Northwest Commission can begin to better connect residents to employment centers and continue to improve quality of life through transportation access.

The overarching goals of the Northwest Commission Rideshare Feasibility Study are to determine the potential for rideshare demand and service participation within the RPO counties, outline the operational and administrative requirements of sustaining a Rideshare Program, and estimate the various costs associated with such a program.

What is Ridesharing?

The term "rideshare" is used within the transportation industry to describe a variety of services. Ridesharing takes many forms, including phone application-based ride hailing services (e.g. Uber and Lyft), fixed route public transportation, carpooling, vanpooling, and paratransit. This study focused on the programs that can be managed through partnerships with public agencies through data collection and ride matching. These services include:

- ¬ **Fixed route public transportation** includes any transit service where vehicles follow a predetermined route on a defined schedule. Typically, these services are characterized by print schedules or timetables and designated bus or train stops where passengers board and alight. Most cities and some rural areas provide fixed route buses because their communities have higher population densities and frequently visited origins and destinations that are concentrated along major transportation arteries.

- ¬ **Carpooling** is a travel arrangement among a group of vehicle owners in which each owner in turn drives the others to and from a designated area, typically a place of employment. Confidential ridematching services are available in some areas to encourage carpooling. A carpooling arrangement may include one person driving all the time, while passengers contribute to gas and parking, or all participants may take turns driving and not exchange money.

¬ **Vanpooling** is a similar transportation option to carpooling, but on a larger scale. Vanpool vehicles may be provided by an individual, a program operated on behalf of a governmental or nonprofit agency, or a program offered on behalf of an employer. With a vanpool, people share the ride from home or a common meeting location and travel together to a common destination or employment center.

¬ **Park & ride management** describes an operation in which commuters, traveling by personal vehicles, meet at a common site that allows them to transfer to a carpool, vanpool, or public transportation. Park & ride facilities are typically located in lower density suburban or rural areas where fixed route transit services are not cost effective.

Benefits of Ridesharing

The benefits of sharing rides are well-documented. Some of the most common reasons for a person to participate in a ridesharing program include:

- **Financial Savings**: By sharing expenses with other travelers, individuals can save money on fuel, car maintenance, and parking fees. Insurance companies may also offer discounted rates to people who use ridesharing services.

- **Stress Reduction:** Many factors can contribute to a stressful driving experience. Splitting driving responsibilities with other commuters provides a break from the stressors that often accompany driving alone.

- **Environmental Considerations:** Fewer cars on the road mean less airborne pollution, specifically carbon emissions that contribute to climate change and poor air quality.

- **Reduced Traffic Congestion:** Ridesharing can help mitigate traffic congestion and improve the overall effectiveness of the roadway network by decreasing travel times and lessening the need for expensive capacity-adding roadway improvements.

Why Establish a Rideshare Program?

For public agencies operating with limited resources, rideshare programs can offer a great return on investment. In addition to the previously mentioned benefits for rideshare users, ridesharing also promotes economic development by facilitating improved access to life-sustaining jobs for those without personal vehicles or access to other means of public transportation. Further, rideshare programs also improve economic competitiveness through the timely and reliable access to major employment centers, education and training opportunities, and other service destinations that expand market access.

Successful rideshare programs support and enhance inclusive communities by promoting interpersonal relationships among users. They also promote affordable housing by expanding choices for people of all demographic cohorts. By taking advantage of ridesharing program opportunities, people are able to increase their mobility and lower the combined cost of transportation and housing.

Methodology/Approach

The Northwest Commission Rideshare Feasibility Study is comprised of four different sections that serve as the framework for analysis, shown in Figure 1.
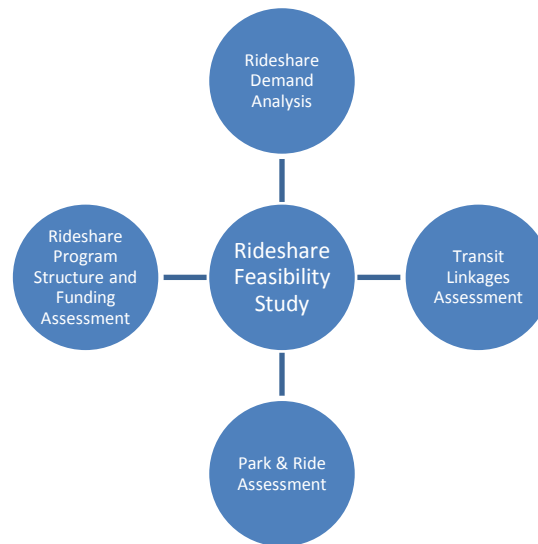
Rideshare Demand Analysis

The Rideshare Demand Analysis is needed to understand the current demographic composition of the five-county study area. The data used to complete this analysis includes the most recently available American Community Survey (ACS) and Longitudinal Employer-Household Dynamics (LEHD) from the U.S. Census Bureau. This quantitative data establishes a level of propensity for transit or ridesharing potential between municipalities by ranking high home-to-work commute rates with factors that promote transit use.

Transit Linkages Assessment

The Transit Linkages Assessment reviews all current fixed route transit services within and surrounding the five-county Northwest Pennsylvania Region. It then identifies potential opportunities to connect transit to establish greater coverage between transit systems.

Park & Ride Assessment

The Park & Ride Assessment identifies regional locations of high demand based on commute patterns, transit stops, and availability of land for potential acquisition or established parking lots for use.

Rideshare Program Structure and Funding Assessment

The Rideshare Program Funding Assessment outlines potential costs, management structure, and potential funding sources associated with rideshare programs based on similar program case studies. It will also indicate potential funding sources for program needs.

Employer Outreach

The Northwest Commission contacted larger employers in the RPO region to assess current use of rideshare and commuter benefits programs, and the potential level of interest in the implementation of a regional program.

 The Commission obtained a list of employers to contact from economic development organizations in each RPO county including:

- Clarion County Economic Development Corporation,
- Economic Progress Alliance of Crawford County,
- Forest County Community & Economic Development,
- Oil Region Alliance, and
- Warren County Chamber of Business & Industry.

Economic development organizations were asked to provide a list of four to five larger county employers. The list of twenty employers provided represents a mix of industry types including education, health care, manufacturing, public administration, and retail.

The Commission developed a list of questions to ask employers that included data points such as number of employees, location of employee residence, work schedules, existing rideshare or commuter benefits programs, and the level of interest in the development of a regional rideshare program. Employer Interview Questions are included in Appendix B.

Initial employer contact was made via telephone and e-mail. Telephone interviews were scheduled once employer contact was made. Questions were e-mailed in advance of interviews and used as a starting point for discussion. Interviews were conducted in February and March 2017 with follow up outreach conducted in June 2017 to those employers not participating previously.

Key Findings

Twelve of the 20 employers identified participated in telephone interviews. Key findings follow and summaries from each of the telephone interviews conducted in February and March 2017 are included in Appendix B – Northwest Commission Rideshare Feasibility Questions.

- Only one of the employers interviewed offer rideshare or commuter benefits programs to employees.
- Northwest Bancshares, Inc. (Northwest Bank) headquartered in Warren County, provides rideshare opportunities and has a commuter benefits program in place for employees.
  - Through the Commuter's Expense Reimbursement Plan, Northwest Bank pays for employee commuter vehicle expenses, transit passes, and parking passes through Section 132(f) of the Federal Internal Revenue Code. A copy of the plan is included in Appendix C – Interview Summaries. A total of 64 employees participate in the program with 32 of these employees living within the RPO region. Northwest Bank has 2,577 employees across all locations.
  - Twenty-seven (27) Northwest Bank employees commute from Kane (McKean County) to Warren, an approximately 45 minute commute, via vanpool. The vanpool has been in operation for about three years and is offered through Area Transit Authority (ATA). Northwest Bank employees operate the vanpool and two members of the vanpool are not Northwest Bank employees.

Details on the vanpool program can be found at the following address: http://vanpooladvantage.net/index.php/about-vanpool-advantage-network.

- o Regional online ride matching might be beneficial for employees as there are many employees who work in downtown Warren and may not know each other.
- o Northwest Bank is interested in further discussions about the development of future regional programs.

- Warren businesses report that they are beginning to attract employees from the Jamestown, New York area.
- Parking is an issue in downtown Warren and parking spaces are limited. Establishing park & ride lots at locations coming into downtown Warren may be helpful.
- Employers in some of the RPO's more rural areas said employees travel to work from many different directions and that a park & ride facility would not be beneficial.
- While UPMC Northwest located in Venango County does not have a commuter benefits program, corporate offices in Pittsburgh do have a program. A commuter benefits program has not been discussed at UPMC Northwest.
- Nearly all employers reported that informal carpooling arrangements between employees are typical.
- Several employers reported that employees preferred to drive to work on their own.
- The average employee commuting time reported was approximately 30 minutes and a few employers reported commutes of up to an hour.
- The rural nature of the region hinders ridesharing according to several employers. Some employers are located on rural roads and there are limited access options via the existing road network.
- Multiple work shifts were cited by several employers as a reason employees do not carpool.
- Before and after work commitments were also cited as a reason why employers said their employees do not seek ridesharing options.
- A few employers indicated that rideshare programs have not been discussed at the management level and employees do not ask.
- A few employers felt that development of rideshare or commuter benefits programs are not necessary.
- Most employers contacted were unaware of the advantages offered through a commuter benefits program.
- Seven employers would be willing to distribute a survey link to employees to assess the level of interest in participating in future rideshare or commuter benefits programs.

Rideshare Demand Analysis

Regional Demographics

The Northwest Pennsylvania region includes a five-county area located in the northwestern corner of Pennsylvania, shown in Figure 2. It is one of the state's smallest transportation planning regions by population, yet it consists of nearly 3,600 square miles of land area (an area roughly half the size of the State of New Jersey).

The region in general is very rural, with a population density of 64 persons per square mile. In addition, significant portions of the region are quite remote and inaccessible. The largest municipalities in the region include the micropolitan statistical areas of Meadville, Oil City, and Warren. The Allegheny National Forest is a major geographic feature within the region and stretches across large portions of both Forest and Warren Counties.

Figure 2: Northwest Pennsylvania Region
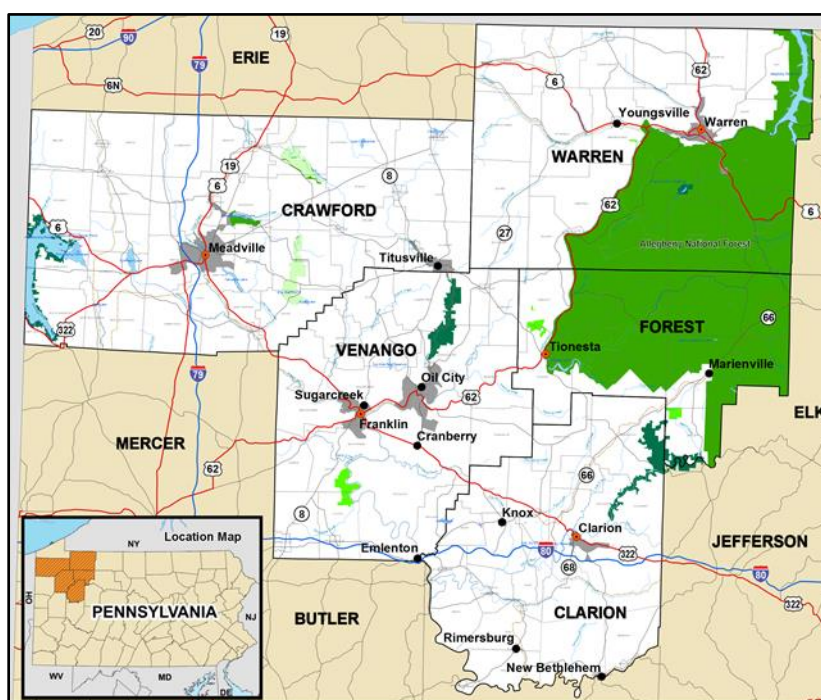
Population

Population in the Northwest Pennsylvania region has remained stable in recent decades. In fact, the region's estimated population of approximately 233,000 is not much more than what it was fifty years ago, when the 1960 US Census recorded the region's total population at 230,721. The region's overall population peaked in 1980, but has steadily declined by nearly 16,000 persons since then.

In 2010, Forest County was the only county in the region to register an increase in total population over the ten-year period, adding 2,770 persons since the 2000 Census. The increase, however, was not enough to offset losses in the region's other four counties, which experienced a net decline of over 5,200 persons overall. The gains in Forest County were due largely to the arrival of a new state prison, which opened in 2004.

Looking ahead, data from the long-term county economic and demographic projections firm of Woods & Poole indicate that the region's total population is expected to continue to decline to an estimated 231,840 persons by the 2040 Census. This translates into an expected decline of just 48 persons per year through 2040, illustrating the region's demographic stability. Table 1 provides more detail on historic and projected changes in the region's population by county, dating back to 1960.

Table 1: Historic and Projected Total Population, by County, 1960-2040

	Clarion	Crawford	Forest	Venango	Warren	Total	% Change
1960	37,403	77,956	4,485	65,295	45,582	230,721	
1970	38,414	81,342	4,926	62,353	47,682	234,717	-1.73%
1980	43,362	88,869	5,072	64,444	47,449	249,196	6.17%
1990	41,699	86,169	4,802	59,381	45,050	237,101	-4.85%
2000	41,765	90,366	4,946	57,565	43,863	238,505	0.59%
2010	39,988	88,765	7,716	54,984	41,815	233,268	-2.20%
2020	40,150	88,740	7,710	54,450	40,800	231,850	-0.61%
2030	40,420	89,030	7,870	54,370	40,230	231,920	0.03%
2040	40,680	89,260	8,020	54,260	39,620	231,840	-0.03%

Source: 1960-2010-US Census; 2020, 2030 and 2040-2013 Woods & Poole

Just as the region's total population is expected to remain steady over the next 25 years, it is also expected to age. There has been a significant increase in the region's senior population, a phenomenon which has continued from 1990 to the present. With the oldest of the baby boomer generation turning 65 in 2010, the size of this age group is expected to increase in the region and across the state. According to 2013 Woods & Poole projections, Pennsylvania is expected to be ranked sixth in the nation for total share of state population over 65 by 2040, at 23.1 percent.

The percentage of the population 65 and over in the Northwest Pennsylvania region is higher than that of Pennsylvania overall according to the 2000 and 2010 US Census and projected to continue through 2040. Every county in the region is expected to experience an increase in the percentage of its total population in this age group, with Venango and Warren Counties expecting the highest percentages by 2040 of 27.4 percent and 28.7 percent respectively. Table 2 depicts the percent population age 65 and over in each county in the Northwest Pennsylvania region and for Pennsylvania from 2000 to 2040.

Table 2: Percent Population Age 65 and over, 2000–2040

	Clarion	Crawford	Forest	Venango	Warren	Pennsylvania
2000	16.0%	15.8%	19.0%	16.9%	17.4%	15.2%
2010	16.0%	16.2%	25.8%	17.6%	18.3%	15.5%
2020	19.9%	21.0%	21.8%	22.5%	23.5%	18.6%
2030	23.1%	25.2%	23.6%	27.8%	29.0%	22.6%
2040	23.3%	25.5%	25.4%	27.4%	29.6%	23.1%

Source: 2000 and 2010-12 American Community Survey 5-year estimates Table S0101, 2020, 2030 and 2040-2013 Woods & Poole.

The growth of the region's senior population will have implications on the transportation system. These may include a shrinking workforce shifting a small share of commute patterns away from jobs centers, increased need

for non-work related public transportation services, and added paratransit service capacity to meet the needs of an increasingly mobility challenged population.

Employment

Regionally, participation in the labor force is estimated to be approximately 67,000 workers. During 2009 and 2010, unemployment rates rose to double digits but have since eased to a rate of approximately 7 percent. The job losses regionally are attributed to the downturn in coal and transportation industries. One of these casualties involved Joy Global and its decision to close a plant in Franklin, laying off nearly 400 workers in 2016. Figure 3 compares the region's unemployment rates with that of Pennsylvania and the nation as a whole.

Figure 3: Unemployment Rates, 2007-2016
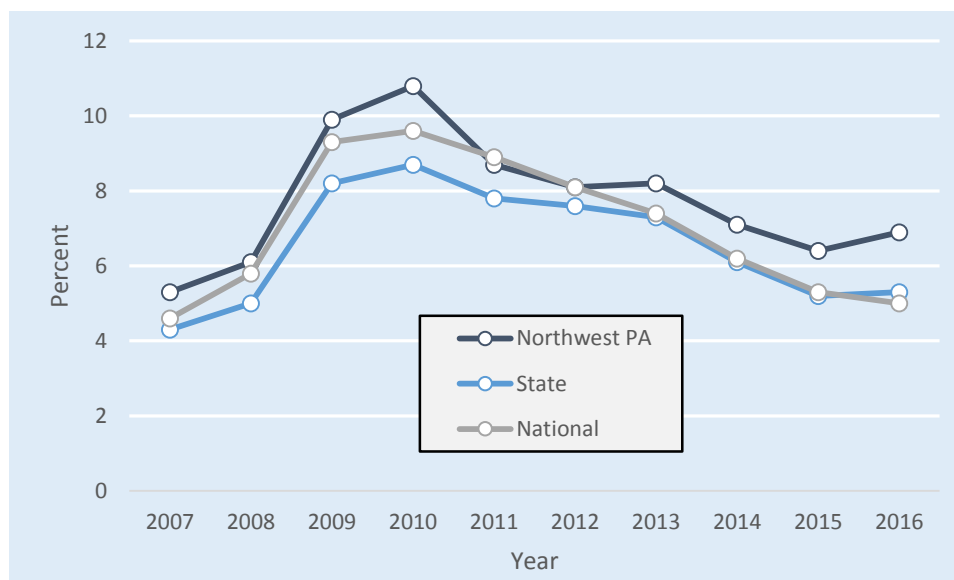
The region's economy is built on small business. Eighty-four percent of the region's employers have fewer than 10 employees, and 94 percent have fewer than 100.[1] Data from the Bureau of Labor Statistics indicate that the region as a whole continues to decline in total employment. For the decade ending 2015, the region shed nearly 3,000 jobs, including 2,300 in the manufacturing sector and an additional 244 in the construction sector. Job losses within these two industries were offset to some extent by gains in other industries, including Mining and Oil/Gas Extraction, and Information.

The most regionally significant industries that provide the greatest number of jobs include manufacturing, professional services, retail trade, and accommodation/food services. Manufacturing is the leading industry by employment in Crawford, Venango, and Warren Counties. Health care and social assistance leads all industries by employment in Clarion County (data are not available for Forest County). The dominance of the manufacturing industry as an employer within Crawford County (28%) is easily seen in the listing of the region's major employers in Table 3. Within Clarion County, the influence of Clarion as a center for health care and retail is obvious. Warren

County has perhaps the region's most diversified employer base, with a mix of manufacturing, retail trade, health care, and financial concerns.

Table 3: Major Employers, by County, March 2016

Clarion County	Crawford County	Forest County
PA State System of Higher Ed	Meadville Medical Center	State Government
Clarion Hospital	State Government	Cornell Abraxas Group OS LLC
Wal-Mart	Crawford County	ITL LLC
Training Toward Self-Reliance	Crawford Central School District	Windsor, Inc.
State Government	Wal-Mart	Forest Area School District
New Light Inc.	Allegheny College	Pennsylvania General Energy
Riverview Intermediate Unit	Acutec Precision Machining	Federal Government
Clarion County	Penncrest School District	Forest County
Redbank Valley School District	Ainsworth Pet Nutrition LLC	Joseph Muccio Transportation
Clarview Rest Home, Inc.	Wesbury United Methodist Comm	Taylor Diversion Programs, Inc.
Venango County	**Warren County**	
State Government	Blair Payroll LLC	
UPMC Northwest	Warren County School District	
Venango County	Northwest Bank	
Wal-Mart	State Government	
Liberty Electronics, Inc.	United Refining Company	
Franklin Area School District	Warren General Hospital	
Oil City Area School District	Whirley Industries, Inc.	
Matric Limited	Rouse Estate	
Cranberry Area School District	Wal-Mart	
All Seasons Temporaries, Inc.	Superior Tire & Rubber Corp.	

Source: PA Department of Labor Statistics

Major employers are great indicators of ridesharing opportunities as they often have similar shift starting and ending times for their employees, creating a group of workers who may be more willing to travel together than others with varying schedules or destinations. On the maps in Figure 7 through Figure 11, data on major employers are overlaid on top of commuter data showing possible connections between commuter residences and potential employment centers.

Inter-/Intracounty Travel

LEHD Data

Longitudinal Employer-Household Dynamics (LEHD) data is a product of the U.S. Census Bureau's Center for Economic Studies. The data sets combine U.S. Census demographic data with state-supplied administrative records, surveys, and other records to create detailed employee travel patterns while maintaining individual employee confidentiality. This data lends itself perfectly to use in travel demand and propensity analyses. Inflow/Outflow data shows the number of people commuting to, commuting from, or commuting within an area.

Using LEHD Data we are able to find the volume of daytime travel between municipalities. This data is helpful in determining where the highest concentrations of workers reside who are commuting in the same general direction. Home-to-Work travel data by County Subdivision (City, Town, Borough, or Township) was compiled for all county subdivisions with the five county region. Pairings with over 100 commuters per day are listed in Appendix E – Home-to-Work Travel Pairings by County Subdivision.

Home-to-Work travel data shows the highest volumes of daily travel within the larger municipalities. For example, 1,804 workers live and work within the City of Meadville; 1,720 workers live and work within the City of Warren; and 851 residents live and work in Oil City.

Micropolitan Areas

This section looks at LEHD data through the lens of "micropolitan areas." Micropolitan areas help us to delineate the larger population densities from more rural areas. Micropolitan areas are urban clusters defined by a central city and surrounding townships or boroughs. Micropolitan statistical areas, as defined by the US Office of Management and Budget, are different from the micropolitan areas defined in this document. Most notably the federal definitions for micropolitan statistical areas require a minimum of 10,000 people to be considered. This analysis includes areas as small as 1,000. For a list of micropolitan areas and their associated cities, boroughs, and townships refer to Appendix L – Micropolitan Areas in the Northwest Region.

The following tables show the Average Daily Commute between micropolitan areas within and surrounding the Northwest region. Table 4 shows the top 15 destinations for residents of micropolitan areas within the five county Northwest region. This information can be useful in determining where to invest in origin oriented rideshare assets, such as park & ride facilities. Table 5 shows the top 15 destinations within the five county Northwest region for those commuting from outside the region. This information can be useful in determining where to invest in destination oriented rideshare assets, such as fixed route commuter transit.

Table 4: Top Destinations for Region Residents

Rank	Live	Work	Total Commuters
1	Meadville	Erie	1023
2	Warren	Erie	474
3	Warren	Jamestown	374
4	Franklin/Oil City	Meadville	352
5	Clarion	Franklin/Oil City	315
6	Franklin/Oil City	Clarion	302
7	Franklin/Oil City	Erie	302
8	Clarion	Brookville	277
9	Titusville	Franklin/Oil City	259
10	Titusville	Erie	254
11	Franklin/Oil City	Titusville	248
12	Meadville	Franklin/Oil City	208
13	Franklin/Oil City	Grove City	192
14	Franklin/Oil City	Warren	192
15	Meadville	Shenango Valley	184

Table 5: Top Inflow Destinations

Rank	Live	Work	Total Commuters
1	Erie	Meadville	763
2	Erie	Warren	366
3	Jamestown	Warren	346
4	Shenango Valley	Meadville	345
5	Erie	Franklin/Oil City	293
6	Brookville	Clarion	205
7	Shenango Valley	Franklin/Oil City	186
8	Grove City	Franklin/Oil City	173
9	Edinboro	Meadville	145
10	Kane	Warren	145
11	Erie	Titusville	127
12	Erie	Clarion	116
13	Bradford	Warren	103
14	Grove City	Meadville	91
15	Kittanning	Clarion	73

Source: U.S. Census Bureau, LEHD Origin Destination Employment Statistics, 2014

Top destinations for residents of the Northwest region are represented visually in

Figure 4: Top 15 Micropolitan Commuter Connections in Northwest Region
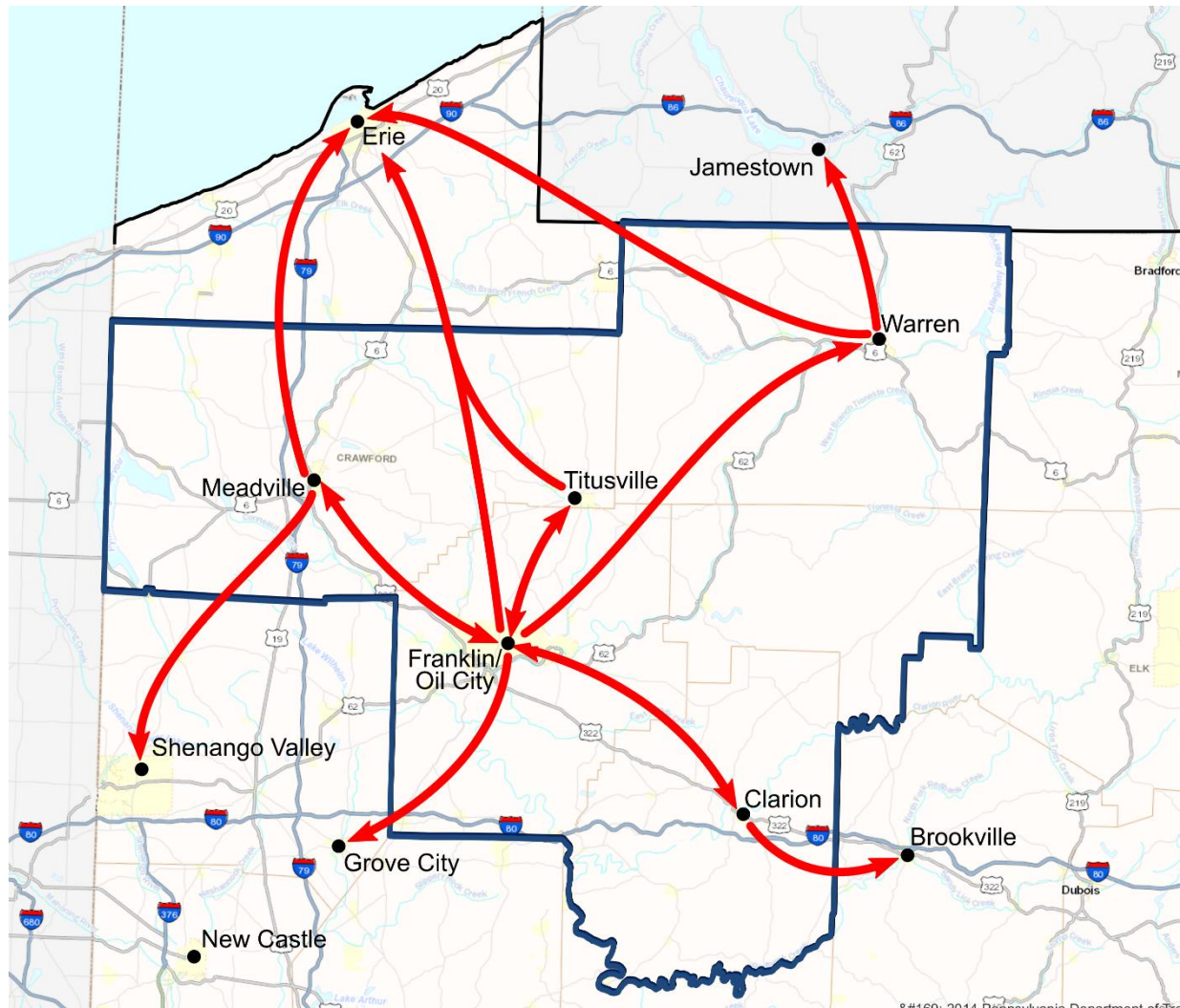
Travel Pairings by Municipality

Intercounty Home-to-Work Pairings, shown in Table 6, illustrates a strong connection to the City of Erie in Erie County from a number of locations throughout the Northwest Region. Meadville to Erie is the strongest connection with an average 248 daily commuters, but Erie also receives over 100 commuters from the City of Warren as well the City of Titusville. Additionally, over 240 workers travel from the City of Erie to Meadville and neighboring Vernon Township to work daily.

Table 6: Top 25 Intercounty Home-to-Work Travel Pairings by Municipality

Live	Work	Avg Daily Commuters	Travel Distance (mi.)
City of Meadville (Crawford, PA)	City of Erie (Erie, PA)	248	39.6
Cherrytree Township (Venango, PA)	City of Titusville (Crawford, PA)	179	6.1
City of Warren (Warren, PA)	City of Erie (Erie, PA)	169	66.2
Millcreek Township (Erie, PA)	City of Meadville (Crawford, PA)	123	37.5
City of Erie (Erie, PA)	City of Meadville (Crawford, PA)	122	39.8
City of Erie (Erie, PA)	Vernon Township (Crawford, PA)	121	39.4
Millcreek Township (Erie, PA)	Vernon Township (Crawford, PA)	121	33.9
City of Meadville (Crawford, PA)	Millcreek Township (Erie, PA)	118	34.2
City of Titusville (Crawford, PA)	City of Erie (Erie, PA)	110	44.4
City of Jamestown (Chautauqua, NY)	City of Warren (Warren, PA)	105	19.8
Pleasantville Borough (Venango, PA)	City of Titusville (Crawford, PA)	104	26.9
Vernon Township (Crawford, PA)	City of Erie (Erie, PA)	104	39.4
City of Warren (Warren, PA)	City of Jamestown (Chautauqua, NY)	101	19.8
Cambridge Springs Borough (Crawford, PA)	City of Erie (Erie, PA)	99	25.3
City of Warren (Warren, PA)	Millcreek Township (Erie, PA)	98	66.4
City of Erie (Erie, PA)	City of Warren (Warren, PA)	93	66.2
City of Oil City (Venango, PA)	City of Pittsburgh (Allegheny, PA)	92	87.5
Clarion Township (Clarion, PA)	Brookville Borough (Jefferson, PA)	86	16.6
Hayfield Township (Crawford, PA)	City of Erie (Erie, PA)	84	33.0
City of Warren (Warren, PA)	Town of Busti town (Chautauqua, NY)	80	19.5
Oil Creek Township (Venango, PA)	City of Titusville (Crawford, PA)	79	3.3
Pine Grove Township (Warren, PA)	City of Jamestown (Chautauqua, NY)	76	13.3
City of Meadville (Crawford, PA)	City of Pittsburgh (Allegheny, PA)	75	91.8
Kane Borough (McKean, PA)	City of Warren (Warren, PA)	73	28.1
Millcreek Township (Erie, PA)	City of Warren (Warren, PA)	71	66.4

Source: U.S. Census Bureau, LEHD Origin Destination Employment Statistics, 2014

Intercounty Commute Patterns

Intercounty travel pairings, shown in Table 7, reflect a strong connection between Erie County and the norther counties in the Northwest Region. Large commuter connections exist between Warren and Chautauqua Counties, Crawford and Venango Counties, and Crawford and Allegheny Counties.

Intercounty Home-to-Work travel pairings, shown in Table 6, illustrate strong commute patterns between Meadville and Erie, Titusville and Erie, Warren and Erie, and Warren and Jamestown, NY.

Table 7: Intercounty Daily Commuters

Live	Work	Count
Crawford County, PA	Erie County, PA	5,912
Warren County, PA	Erie County, PA	2,305
Crawford County, PA	Mercer County, PA	1,790
Warren County, PA	Chautauqua County, NY	1,499
Crawford County, PA	Venango County, PA	1,269
Venango County, PA	Crawford County, PA	1,269
Crawford County, PA	Allegheny County, PA	1,216
Clarion County, PA	Butler County, PA	1,089
Clarion County, PA	Jefferson County, PA	982
Venango County, PA	Mercer County, PA	966
Clarion County, PA	Venango County, PA	924
Venango County, PA	Clarion County, PA	924
Clarion County, PA	Allegheny County, PA	912
Warren County, PA	Crawford County, PA	594
Warren County, PA	Allegheny County, PA	583
Venango County, PA	Erie County, PA	533
Venango County, PA	Warren County, PA	502
Warren County, PA	Venango County, PA	502

Source: U.S. Census Bureau, LEHD Origin Destination Employment Statistics, 2014

Northwest Region Inflow/Outflow

The northwest region has an average net outflow of 6,213 daily commuters. The strongest inflow/outflow connection is with Erie County, followed by Mercer, Allegheny and Butler Counties. Large commuter connections also exist between Warren and Chautauqua Counties, Crawford and Venango Counties, and Crawford and Allegheny Counties. Due to the strong commuter connection between the northwest region and Erie County, consideration should be given to incorporating the county into any formal rideshare program, as shown in Figure 5, Figure 6, and Table 8.

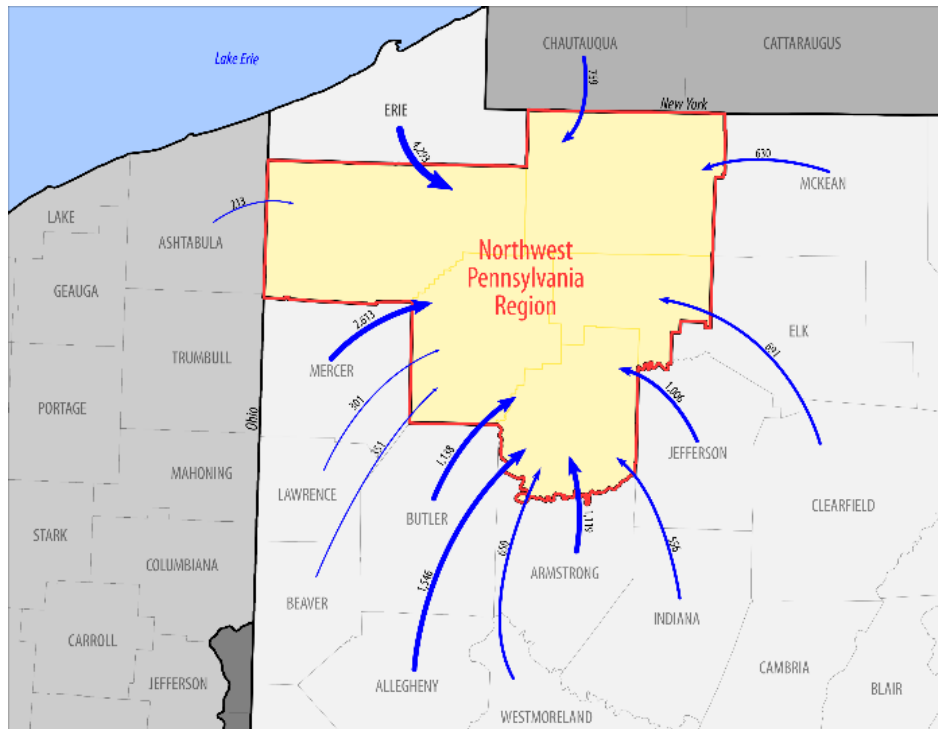## Figure 5: Northwest Region Daily Commuter Inflow

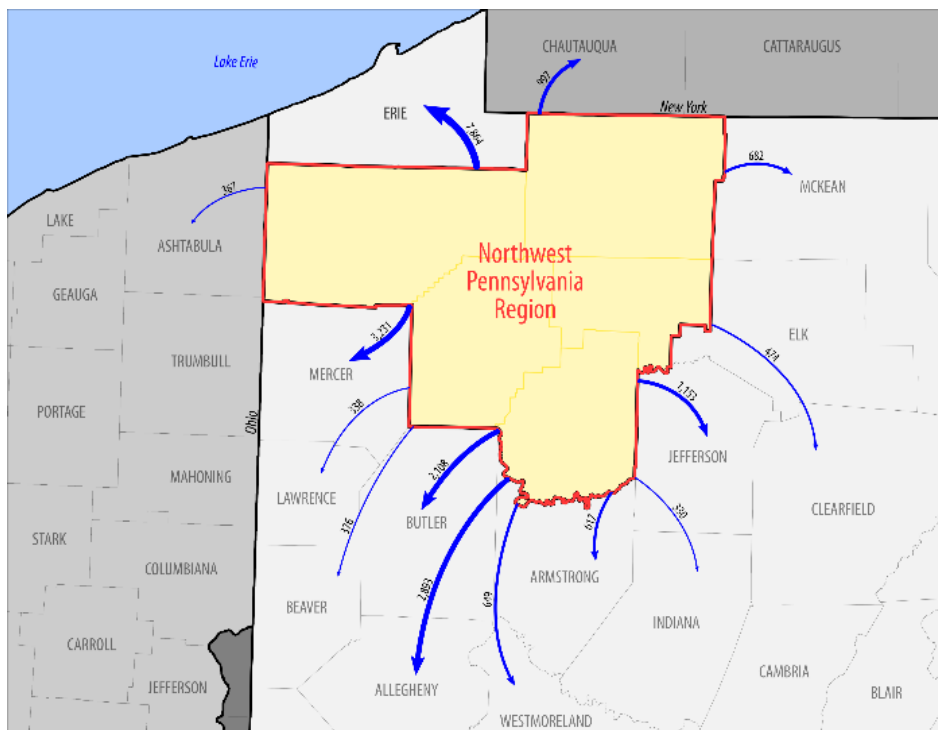## Figure 6: Northwest Region Daily Commuter Outflow

Table 8: Daily Inflow/Outflow Between Northwest Region and Surrounding Counties

Live	Work	Commuters	Live	Work	Commuters
Erie County	Northwest Region	4,293	Northwest Region	Erie County	7,864
Mercer County	Northwest Region	2,613	Northwest Region	Mercer County	3,231
Allegheny County	Northwest Region	1,546	Northwest Region	Allegheny County	2,893
Butler County	Northwest Region	1,138	Northwest Region	Butler County	2,108
Armstrong County	Northwest Region	1,119	Northwest Region	Jefferson County	1,153
Jefferson County	Northwest Region	1,006	Northwest Region	Chautauqua County	997
Chautauqua County	Northwest Region	759	Northwest Region	McKean County	682
Clearfield County	Northwest Region	691	Northwest Region	Westmoreland Co.	649
Westmoreland Co.	Northwest Region	650	Northwest Region	Armstrong County	617
McKean County	Northwest Region	630	Northwest Region	Clearfield County	474
Indiana County	Northwest Region	556	Northwest Region	Beaver County	376
Beaver County	Northwest Region	351	Northwest Region	Ashtabula County	367
Lawrence County	Northwest Region	301	Northwest Region	Lawrence County	338
Ashtabula County	Northwest Region	213	Northwest Region	Indiana County	330
	Total Inflow:	15,866		Total Outflow:	22,079

Source: U.S. Census Bureau, LEHD Origin Destination Employment Statistics, 2014

Commuters to Counties by Municipality

LEHD Data can also provide insight into commuting pattern variations by county. The following pages visualize commute patterns to each county from municipalities throughout the Northwest study region. Each County Subdivision (City, Borough, or Township) is shaded in blue based on the percentage of overall commuters to each county from every municipality in the region. Darker shades of blue represent higher percentages of commuters.

These maps are helpful in addressing the overall commuting nature of each county. Counties with the majority of high commuter rates within the county may be locations suitable for fixed route or other local transit options. Counties with more shaded municipalities in neighboring counties represent higher propensities for intercounty services such as carpools or vanpools, depending on the raw volume of commuters. Concentrations of dark blue in smaller, more precise locations outside the destination county represents a strong connection between specific cities or boroughs, representing potential corridors suitable for fixed commuter bus service.

Figure 7: Commuters to Clarion County by Municipality
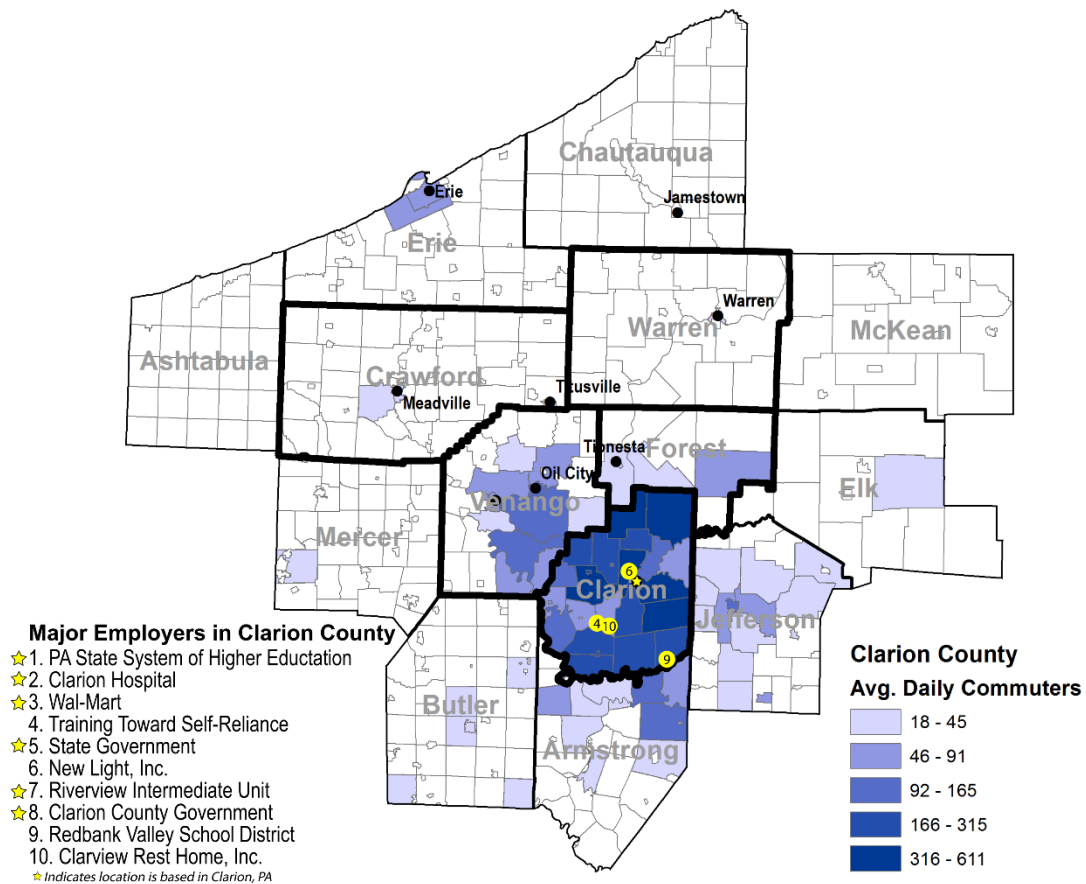
Clarion County has a strong intracounty commute pattern. The majority of its workers reside within the county and are dispersed throughout the county. These internal commute patterns are currently being captured by the Clarion Area Transit system, operated by the Area Transportation Authority of North Central PA, where possible, but additional carpool or demand response services within the county could capture commuters less centrally located around Clarion.

There are pockets of workers commuting to Clarion County from the Meadville and Warren areas. These two micropolitan areas have commute volumes to Clarion County totaling near 50 from each, but they are dispersed among the townships surrounding the central cities. These are potential locations for carpool arrangements.

There is also a concentration of commuters to Clarion County from the City of Oil City and nearby Cranberry Township totaling nearly 100. This shows a strong potential for carpooling between the Oil City area and Clarion County.

Detailed LEHD data for this county can be found in Appendix F – Daily Commuters from Clarion County, PA.

Figure 8: Commuters to Crawford County by Municipality

Major Employers in Crawford County
1. Meadville Medical Center
2. State Government
3. Crawford County Government
4. Crawford Central School District
5. Wal-Mart
6. Allegheny College
7. Acutec Precision Machining
8. Penncrest School District
9. Ainsworth Pet Nutrition LLC
10. Wesbury United Methodist Retirement Community

☆ Indicates location is based in Meadville, PA

Crawford County
Avg. Daily Commuters
- 40 - 134
- 135 - 289
- 290 - 527
- 528 - 944
- 945 - 3249

Crawford County has a strong intracounty commute pattern focused on the City of Meadville. There is also a minor cluster of commuters originating in the Titusville area. These internal commute patterns are currently being captured by the Crawford Area Transit Authority fixed route systems operating in both cities.

There is a pocket of workers commuting from Oil City totalling at least 250, potentially affording an opportunity for fixed route commuter service or vanpools if destination locations and times are similar, or carpooling for more dispersed workplaces.

There are very few commuters to Crawford County from Clarion, Forest, and Warren Counties.

Detailed LEHD data for this county can be found in Appendix G – Daily Commuters from Crawford County, PA.

Figure 9: Commuters to Forest County by Municipality

Major Employers in Forest County
☆1. State Government
2. Cornell Abraxas Group So. LLC
3. ITL LLC
4. Windsor, Inc.
☆5. Forest Area School District
6. Pennsylvania General Energy*
7. Federal Government
☆8. Forest County
☆9. Joseph Muccio Transportation
☆10. Taylor Diversion Programs, Inc.
☆ *Indicates location is based in Tionesta, PA*
*Pennsylvania General Energy is headquartered in Warren, PA, but maintains land leases in Forest County.

Forest County
Avg. Daily Commuters
- 3 - 10
- 11 - 20
- 21 - 46
- 47 - 74
- 75 - 163

Forest County, by far the smallest of the five counties, shows the strongest commuting patterns from within Forest County and from nearby northern Clarion County. The majority of these workers are employed at the large State Correctional Institution in Marienville. Unfortunately, the commute volumes are relatively low. A carpool program may be feasible, but would require extensive coordination to arrange cost- and time-effective routes to navigate the low density of residents. There are pockets of workers commuting from the Meadville and Warren areas. These two micropolitan areas have commute volumes to Forest County totaling near 50 from each, but they are dispersed among the townships surrounding the central cities. These are potenial locations for carpool arrangements.

There are also pockets of commuters from the Cities of Warren and Oil City, but again, the volumes of travelers are most likely too low to support any ridesharing options.

Detailed LEHD data for this county can be found in Appendix H – Daily Commuters from Forest County, PA.

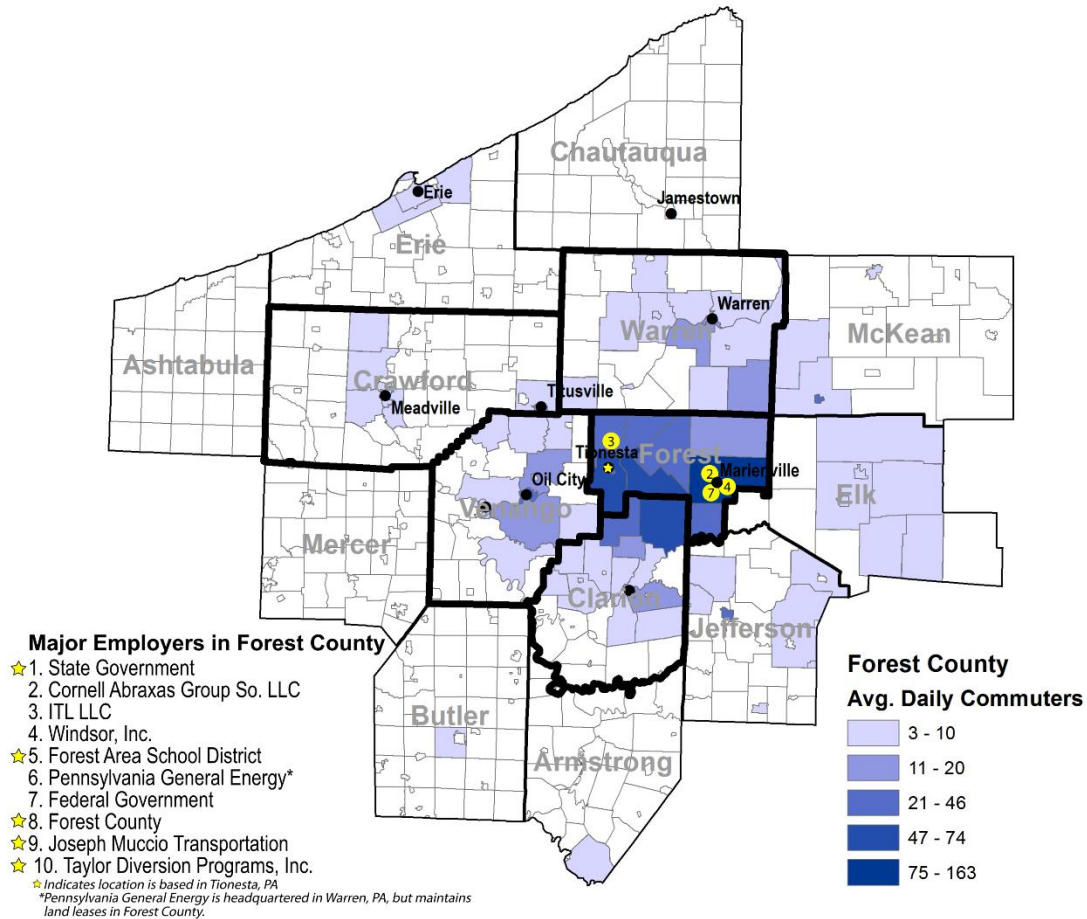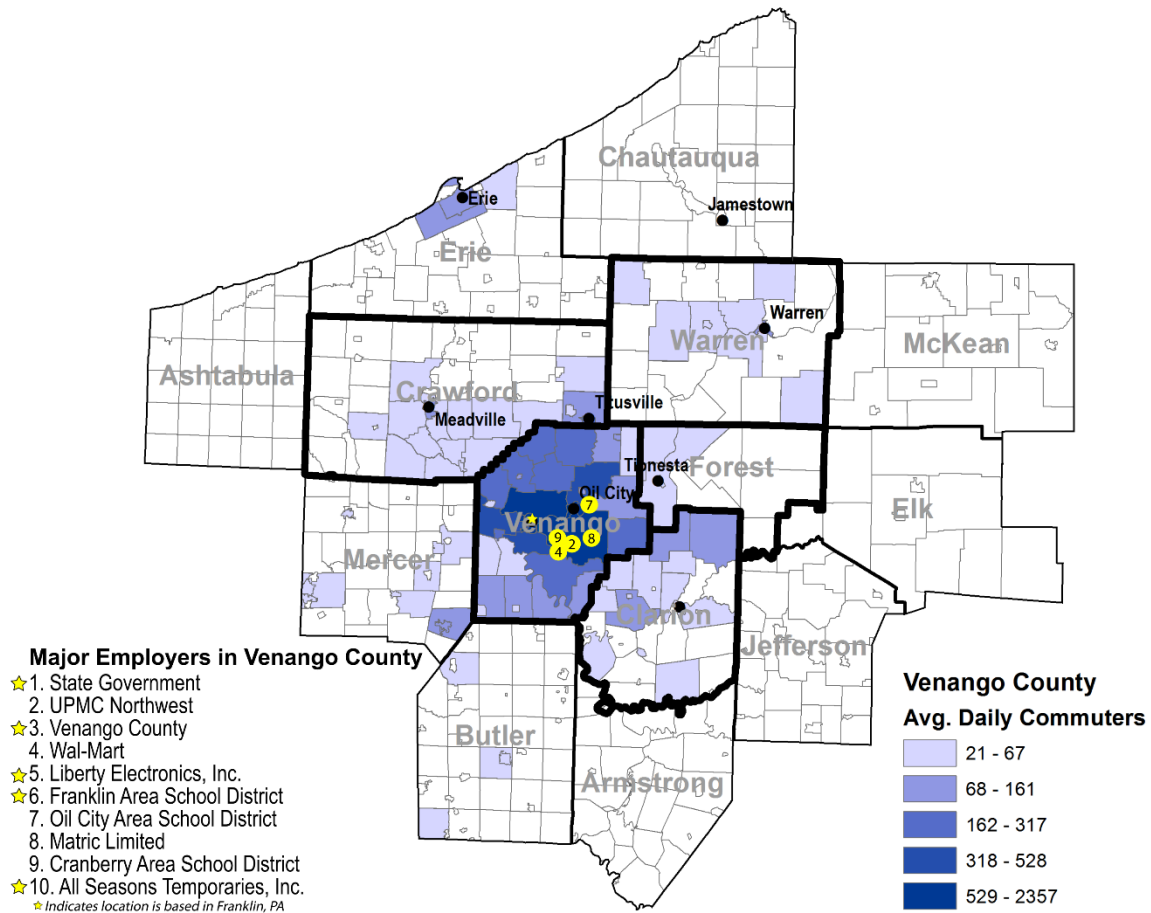## Figure 10: Commuters to Venango County by Municipality

Major Employers in Venango County

☆1. State Government
2. UPMC Northwest
☆3. Venango County
4. Wal-Mart
☆5. Liberty Electronics, Inc.
☆6. Franklin Area School District
7. Oil City Area School District
8. Matric Limited
9. Cranberry Area School District
☆10. All Seasons Temporaries, Inc.
☆ Indicates location is based in Franklin, PA

Venango County
Avg. Daily Commuters

	21 - 67
	68 - 161
	162 - 317
	318 - 528
	529 - 2357

Venango County has a strong intracounty commute pattern. The vast majority of its workers reside within the county and are concentrated around the Franklin/Oil City/Cranberry Township area. These internal commute patterns are currently being captured to a small degree by Venango County Transit, operated by Crawford Area Transit Authority, but additional carpool or demand response services within the county could capture commuters less centrally located around Clarion.

There are pockets of travelers from the Meadville, Warren, and northern Clarion County areas but none are concentrated enough to support fixed route commuter service. These patterns may suggest that there is a demand for carpooling into Venango County from Clarion, Crawford, and Warren Counties. Carpools to Venango County are particularly in need of coordination as workers may not all be traveling to the same precise area due to the multinodal development pattern of the Franklin/Oil City/Cranberry Township region.

Detailed LEHD data for this county can be found in Appendix I – Daily Commuters from Venango County, PA.

Major Employers in Warren County
- ☆1. Blair Payroll, LLC.
- ☆2. Warren County School District
- ☆3. Northwest Bank
- ☆4. State Government
- ☆5. United Refining Company
- ☆6. Warren General Hospital
- ☆7. Whirley Industries, Inc.
- 8. Rouse Estate
- 9. Wal-Mart
- 10. Superior Tire & Rubber Corp.
- ☆ *Indicates location is based in Warren, PA*

Warren County
Avg. Daily Commuters
	13 - 55
	56 - 148
	149 - 395
	396 - 1069
	1070 - 2780
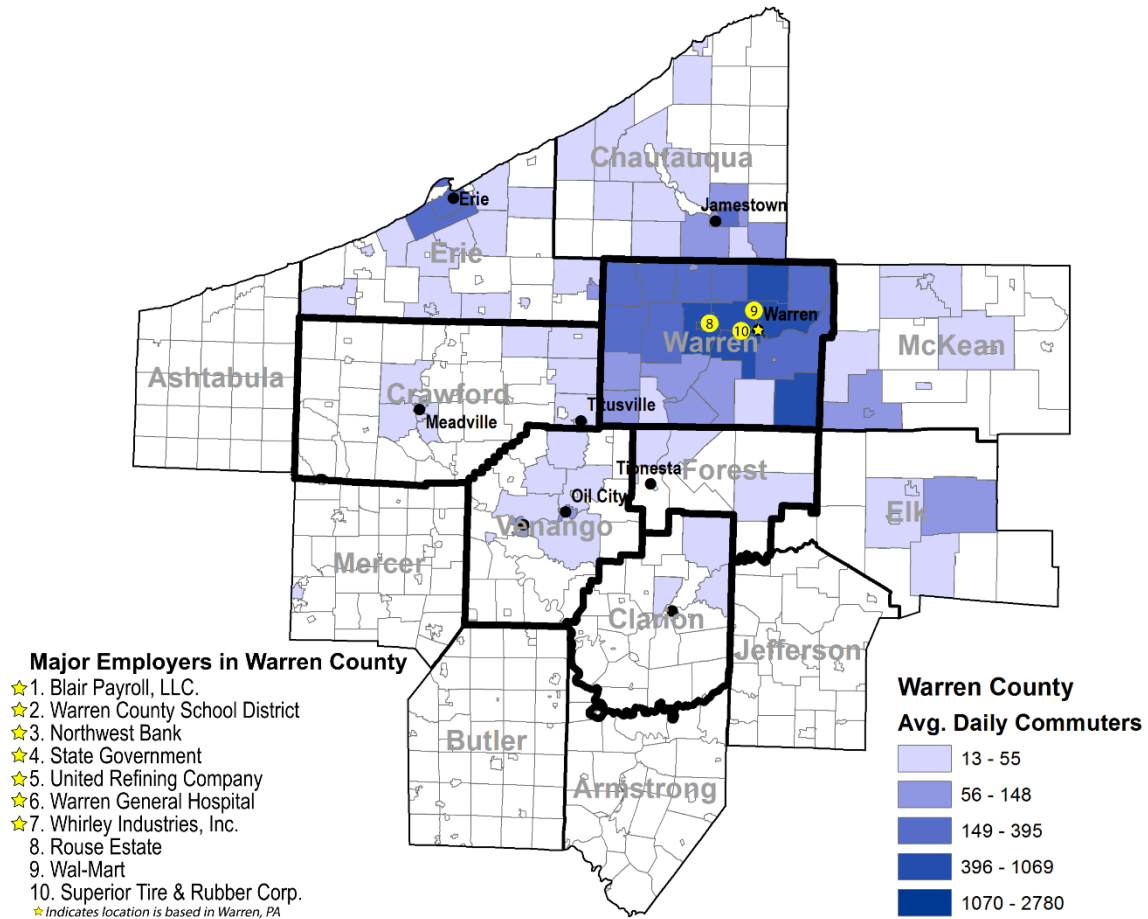
Warren County has a strong intracounty draw for commuters. The majority of county's workers are employed within the county and are centered around the City of Warren. These internal commute patterns are currently being captured by the Transit Authority of Warren County where possible, but additional carpool or demand response services within the county could capture commuters less centrally located around Warren, or even some reverse commutes to outlying jobs in the area.

There are pockets of travelers from various municipalities around the other four counties in the region, but none are concentrated highly enough to support fixed route service to Warren. Carpooling to Warren from all four counties is a possibility.

Detailed LEHD data for this county can be found in Appendix J – Daily Commuters from Warren County, PA.

Transit Linkages Assessment

Fixed Route Transit Service

There are currently three fixed route transit service providers in the Northwest Region. The Transit Authority of Warren County (TAWC) operates in the City of Warren and surrounding communities, the Crawford Area Transportation Authority (CATA) operates service in Meadville and Titusville as well as in the Franklin and Oil City region under the name Venango County Transit (VCT), and, the Area Transportation Authority of North Central Pennsylvania (ATA) operates service in the Clarion area under the name Clarion Area Transit.

Service in the counties surrounding Northwest PA include the Erie Metropolitan Transit Authority (EMTA) in Erie County, Chautauqua Area Regional Transit System (CARTS) in Jamestown, ATA service in McKean, Elk, and Jefferson Counties, Town and Country Transit in Armstrong County, Butler Transit Authority in Butler County, Shenango Valley Shuttle Service in Mercer County, and the Ashtabula County Transportation System in Ashtabula, Ohio.

Figure 12: Fixed Route Transit Service in Northwest Region
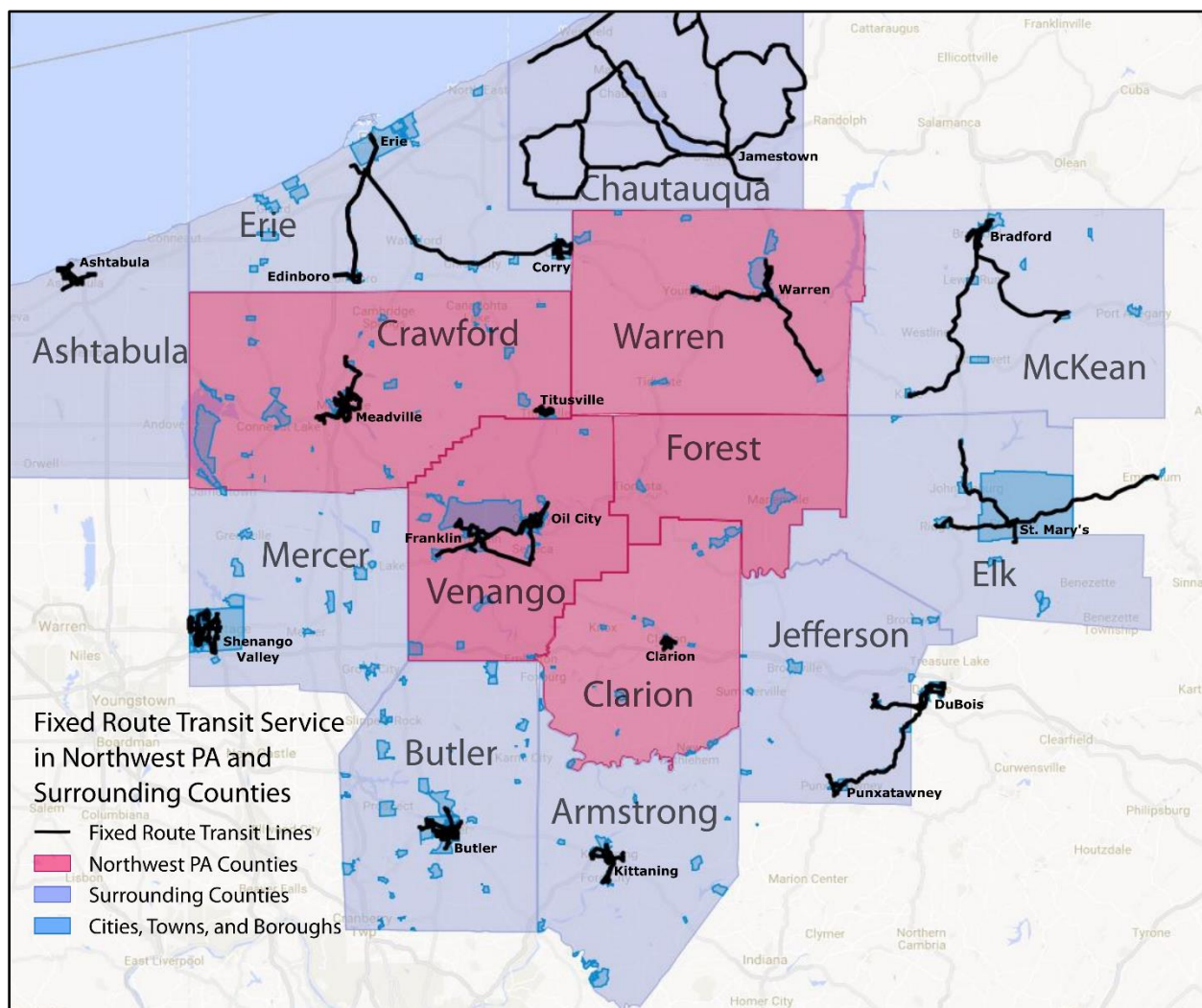
Service Gaps

The Erie Metropolitan Transit Authority (EMTA) operates fixed route service between Erie and Edinboro, halfway toward the direction of Meadville as shown in Figure 12. EMTA's Route 14 has six daily trips (three AM and three PM) each direction between downtown Erie and the Walmart Supercenter off of I-79 in Edinboro. The trip takes approximately 1 hour and 10 minutes and makes stops in downtown Edinboro, Edinboro University, and the major job center of Millcreek Mall. Connecting service from Meadville could potentially follow I-79 directly to the Walmart Supercenter to make a connection, with a distance of 22 miles and a travel time of approximately 30 minutes. Consideration should also be given to an alignment along US-19 and PA-99, serving Allegheny College, Downtown Saegertown, Edinboro University, and Downtown Edinboro along the way, with a distance of 21 miles and a travel time of approximately 35 minutes.

CATA has expressed interest in connecting the cities of Meadville, Franklin/Oil City, and Titusville. While currently there is a strong connection between Titusville and Oil City, establishing a connection between Titusville and Meadville is more of a priority in order to provide access to the county seat in Meadville for the residents of Titusville.

Additionally, EMTA offers fixed route service to Corry which appears to be a potential connection point for service to Warren, but the service operates only two trips each direction on Fridays only. A connection to this service may be possible, but service would need to be designed to meet the commuting needs of Corry residents destined for Warren as well as Warren residents being able to make a connection in Corry to continue on to Erie.

Lastly, a strong connection between Warren and Jamestown, NY exists and the gap between TAWC's North-South Route and Chautauqua Area Regional Transit System's (CARTS) East/Southeast County Route is only 12 miles. One issue with providing this service is the increased cost to provide insurance due to the crossing of state lines. A potential agreement could be made with CARTS to partially fund the connection.

A visual review of the map in Figure 12: Fixed Route Transit Service in Northwest Region shows a number of fixed route lines that may be within reach of each other, but LEHD data does not support fixed route connections between additional micropolitan areas.

Potential transit connections which should be pursued include:

- **Meadville – Edinboro connecting EMTA and CATA services**

- **Meadville – Titusville using CATA services**

- **Warren – Corry using TAWC services and connecting to EMTA**

- **Warren – Jamestown, NY connecting EMTA and CARTS services**

- **Titusville – Oil City using CATA services**

Meadville-Edinboro Transit Link

A connection between Edinboro and Meadville can be achieved by extending some trips of CATA's currently operating "Saegertown Route." The route currently ends at US-19 and Bertram Drive in Saegertown. Extending the route north along US-19 to Venango, then Plank Road and PA-99 to downtown Edinboro and Edinboro University would add 12.7 miles and 23 minutes per trip to CATA's service.

The proposed connection would meet the alignment of EMTA's Route 14 near the campus of Edinboro University. The new service could terminate at the university by looping around the campus, or it could be extended to EMTA's WalMart layover by continuing along US-6N.

CATA's Saegertown Route has five arrivals, Monday through Saturday, to its northern end of line at the scheduled times of 9:25 am, 10:25 am, 12:25 pm, 3:25 pm, and 4:25 pm. EMTA's Route 14 has six weekday arrivals to its connection point at Edinboro University with the proposed service at 7:25 am, 10:05 am, 12:40 pm, 3:20 pm, 5:55 pm, 8:08 pm. Route 14 continues to its end of line at WalMart before returning to the connection point at Edinboro University at 8:15 am, 10:50 am, 1:30 pm, 4:05 pm, 6:40 pm, and 8:43 pm to return to Erie. On Saturdays, Route 14 has three arrivals to Edinboro University at 10:25 am, 1:00 pm and 3:40 pm. Then, following its trip to WalMart and back, the route departs Edinboro University at 11:10 am, 1:45 pm, and 4:25 pm.

With differential spans of service, connections can be reasonably made with three cycles each weekday arriving and departing Edinboro University or WalMart around the times of 10:45 am, 12:45 pm, and 3:45 pm. Room exists in the schedule to adjust times to meet CATA's blocking needs while maintaining connections to EMTA service. Additionally, three Saturday cycles are possible following the same general schedule. Additional study is necessary to determine the feasibility of Saturday service on this alignment.

Three additional cycles on the Saegertown Route would add 76.2 miles and, assuming an end of line layover to maintain clock-face headways, would add three hours of revenue service to CATA's daily operations.
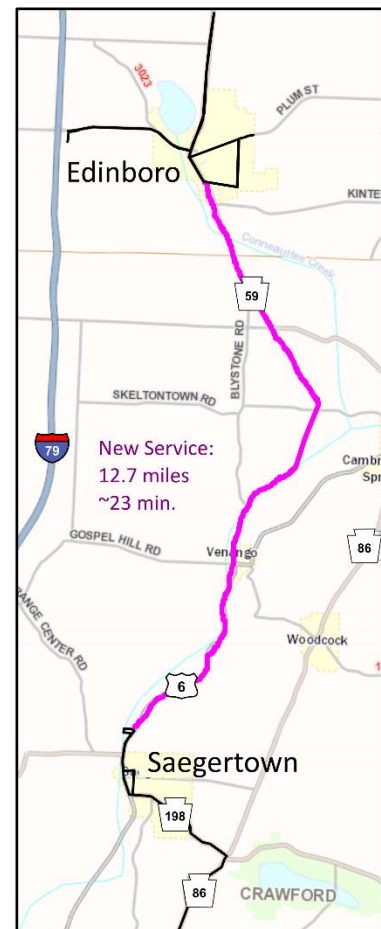
Meadville-Titusville Transit Link
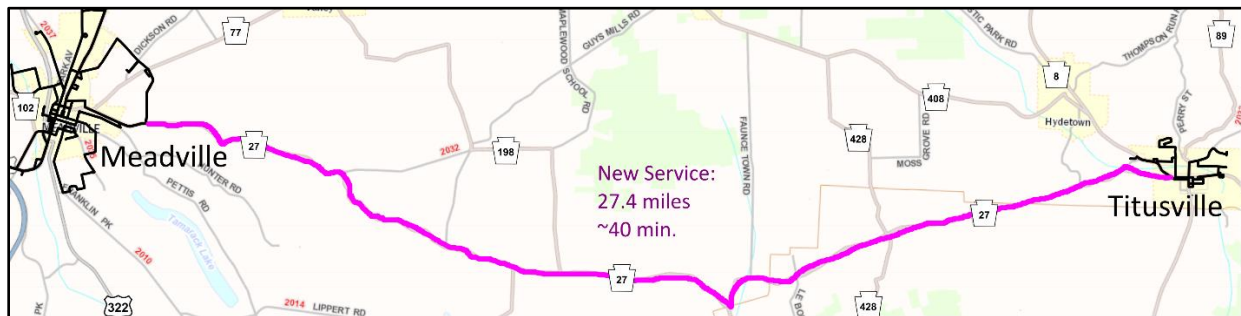
A connection between Meadville and Titusville can be achieved by operating new service along the PA-27 corridor connecting the cities. The alignment is 27.4 miles in length with a travel time of approximately 40 minutes.

CATA's Meadville local service operates 7:30 am to 10:00 pm on weekdays and 9:00 am to 5:00 pm on Saturdays. An additional late-night circulator operates until 2:38 am when school is in session. CATA's Titusville local service operates 7:30 am to 5:30 pm on weekdays only.

As an intercity connection, service should be designed to meet commuter needs by operating at least one full cycle in the morning and afternoon peak hours, 7:00-8:00 am and 4:00-5:00 pm on weekdays. Additional trips midday and late night, and service on Saturdays, could be added based on CATA's operating resources and community input.

The addition of two cycles would add 109.6 miles and 2.6 hours of revenue service to CATA's daily operations.

Warren-Corry Transit Link
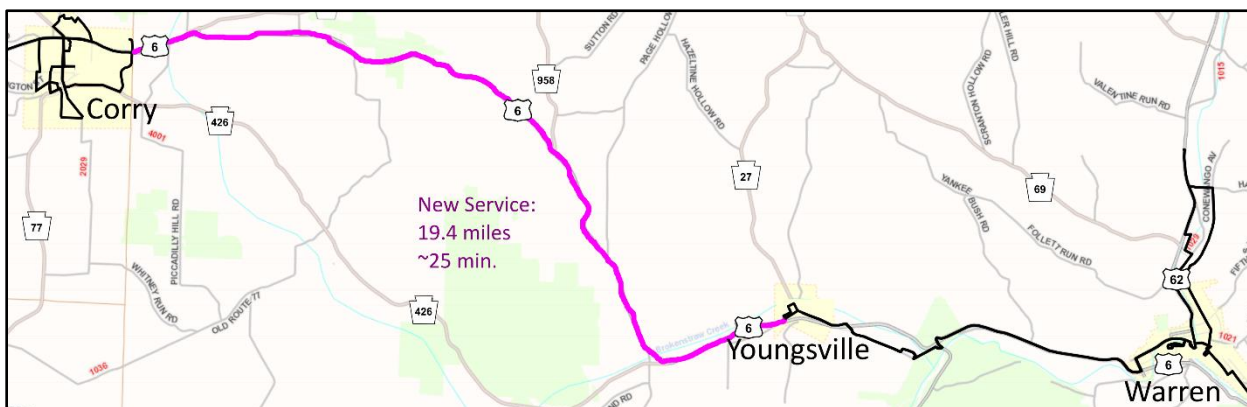
A connection between Corry and Warren can be achieved by extending some trips of TAWC's "Red Route" currently ending in the Borough of Youngsville. An extension would follow US-6 and Center Street to downtown Corry, adding 19.4 miles and approximately 25 minutes each trip to TAWC's service. A second option for service involves establishing a new route directly from TAWC's Warren Transit Center in downtown Warren to Corry along US-6 and Center Street.

The proposed connection would meet the eastern end of line of EMTA's Route 13 Corry express service to Erie as well as EMTA's Route 105 Corry Loop circulator service. Route 13 Corry only operates on Fridays, arriving in Corry

at 9:40 am and 4:00 pm and departing 15 minutes later at 9:55 am and 4:15 pm. Route 105 Corry operates 5:00 am to 5:20 pm Monday through Friday. TAWC's Red Route operates eight trips on weekdays arriving at 6:45 am, 8:15 am, 10:15 am, 11:45 am, 1:15 pm, 3:15 pm, 4:45 pm, and 6:15 pm. On Saturdays the service operates on the same schedule between 9:30 am and 4:00 pm.

An extension of TAWC's Red Route to Corry would require a redesign of that route's entire schedule. Assuming a layover of 10 minutes in Corry to recover time, the 1 hour cycle time of the route extension would require either an additional block to be added to service, or 2.5 hour headways from TAWC's Transit Center in downtown Warren. An alternative service option would be to operate an entirely new route between Warren and Corry. Either option should focus scheduling on providing commuter service from Corry to Warren rather than connecting Warren to Erie.

Extending two cycles of TAWC's Red Route from Youngsville to Corry would add 77.6 miles and 2 hours of revenue service to TAWC's operations. The creation of a new route with two cycles from Warren to Corry would add 123.2 miles and 3 hours of revenue service to TAWC's operations.

Warren-Jamestown Transit Link

A connection between Warren and Jamestown, NY could be achieved by extending TAWC's Purple Route from North Warren or by extending CARTS's Southeast County Route to Warren, but due to the complexity of interstate agreements and a mismatch in schedules, the most viable option for this service connection is to establish a new route directly from Jamestown to Warren operated by either CARTS or TAWC.

CARTS service in Jamestown operates from 6:00 am to 4:30 pm Monday-Friday. TAWC service in Warren operates 4:30 am to 7:00 pm weekdays and 10:00 am to 5:00 pm Saturday.

Due to the close proximity of the two cities and 30-minute cycle time, a new route between the cities would be most productive operated as regularly scheduled all day service with at least two hour headways. Each round trip cycle would add 40.2 miles and 1 hour of revenue service to either CARTS or TAWC operations.

Due to the crossing of state lines, insurance coverage for this route would increase, causing a higher operating cost per mile or hour. A cost sharing agreement between agencies would be necessary to operate this service.
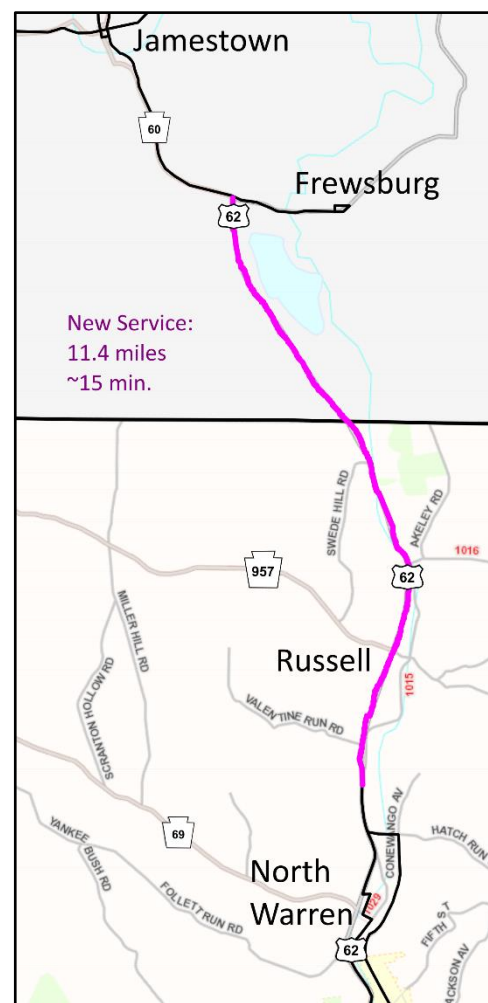
Titusville-Oil City Transit Link

A connection between Oil City and Titusville can be achieved by operating new service along the PA-8 corridor connecting the cities. The alignment is 15.3 miles in length with a travel time of approximately 26 minutes.

CATA's Oil City local service operates 7:30 am to 5:30 pm on weekdays and 8:80 am to 4:30 pm on Saturdays. CATA's Titusville local service operates 7:30 am to 5:30 pm on weekdays only.

As an intercity connection, service should be designed to meet commuter needs by operating at least one full cycle in the morning and afternoon peak hours, 7:00-8:00 am and 4:00-5:00 pm on weekdays. Additional trips midday and late night, and service on Saturdays, could be added based on CATA's operating resources and community input.

The addition of two cycles would add 61.2 miles and 2 hours of revenue service to CATA's daily operations.
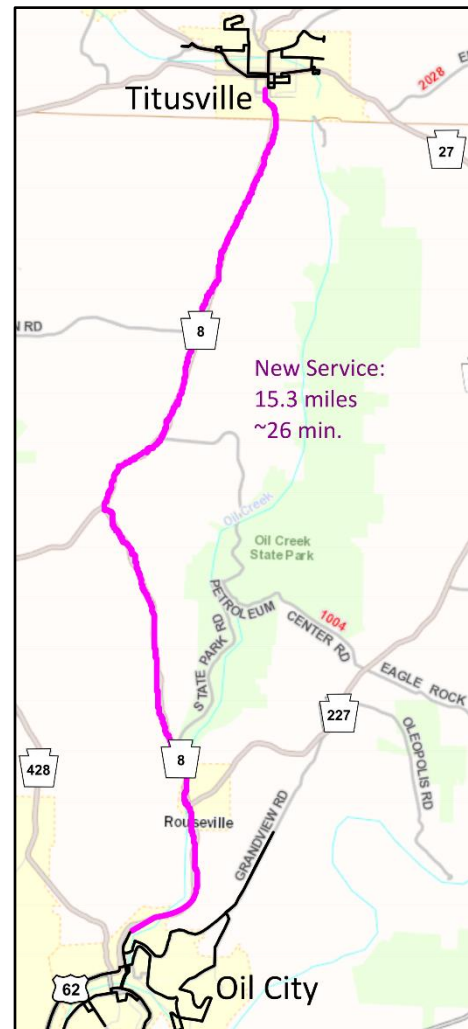
Park & Ride Assessment

Current Park & Ride Assets

Currently, there is only one park & ride in the Northwest Region. It is located at I-79 Exit 154 (Saegertown, Crawford County). The lot contains 28 parking spaces and is well utilized, based on a quick visual inspection. There are no other dedicated park & ride facilities in the five county region.

Best Practices

Park & ride facilities are typically planned and constructed in conjunction with other transportation projects including new roadways, interchange modifications, road widening projects, and other similar

Figure 13: Saegertown Park & Ride

projects. Coordination between PennDOT, Northwest Commission, and county and local governments is advised to provide opportunities to consolidate funding and planning needs for facility development.

Many factors can go into deciding where to locate park & ride lots. Some of the most commonly associated factors for placement include:

- Along primary commuter routes
- Immediately before common areas of congestion
- Near activity centers including city centers, shopping centers, and neighborhood business districts
- Near transit connections
- Near intersections between major arterials
- In areas with good visibility, access, and relative security
- Availability of land to develop or surface lots to form shared-use agreements with

Park & ride facilities can be costly to build, requiring a capital improvement funding source, site acquisition, facility construction, and ongoing maintenance requirements.

Dedicated vs. Shared

Dedicated park & ride facilities are independent lots used for the sole purpose of parking vehicles for ridesharing activities. These facilities are typically only built by government entities as they require capital costs to construct with little means to recover the costs. When connected with mass transit stations in more heavily populated areas, dedicated park & rides can be funded through parking fees, but more typically dedicated park & rides are funded by municipalities through grants and other means allocated toward clean air and environmental sustainability initiatives.

Shared park & ride facilities are agreements with previously established parking facilities to allow for commuter use. These agreements are often made with larger retailers with expansive parking lots that may not always fill to capacity, or smaller facilities at businesses operating outside of typical commuter hours, such as churches. These agreements require regular funding to maintain the portion of a shared lot dedicated to commuters.

Rideshare Program coordinators should always pursue leasing agreements to create shared park & ride facilities before deciding to develop a new, dedicated lot.

Priority Corridors Assessment

The Pennsylvania Department of Transportation maintains Annual Average Daily Traffic (AADT) counts for all major roadways in Pennsylvania. The maps in the following section show AADT for roadways in each county using shades of dark blue to show higher daily traffic volumes. The darkest shade on all maps is Interstate 80, which is oriented east-west across the region's southern counties. AADT on I-80 is over 14,000 vehicles.

These maps can be used to show the routes commuters most often choose to travel each day. Combining this data with the LEHD patterns found in the Demand Analysis assists in determining the best corridors and intersections to prioritize for transit and/or park & ride expansion programs.

Figure 14: Park & Ride Priority Intersections
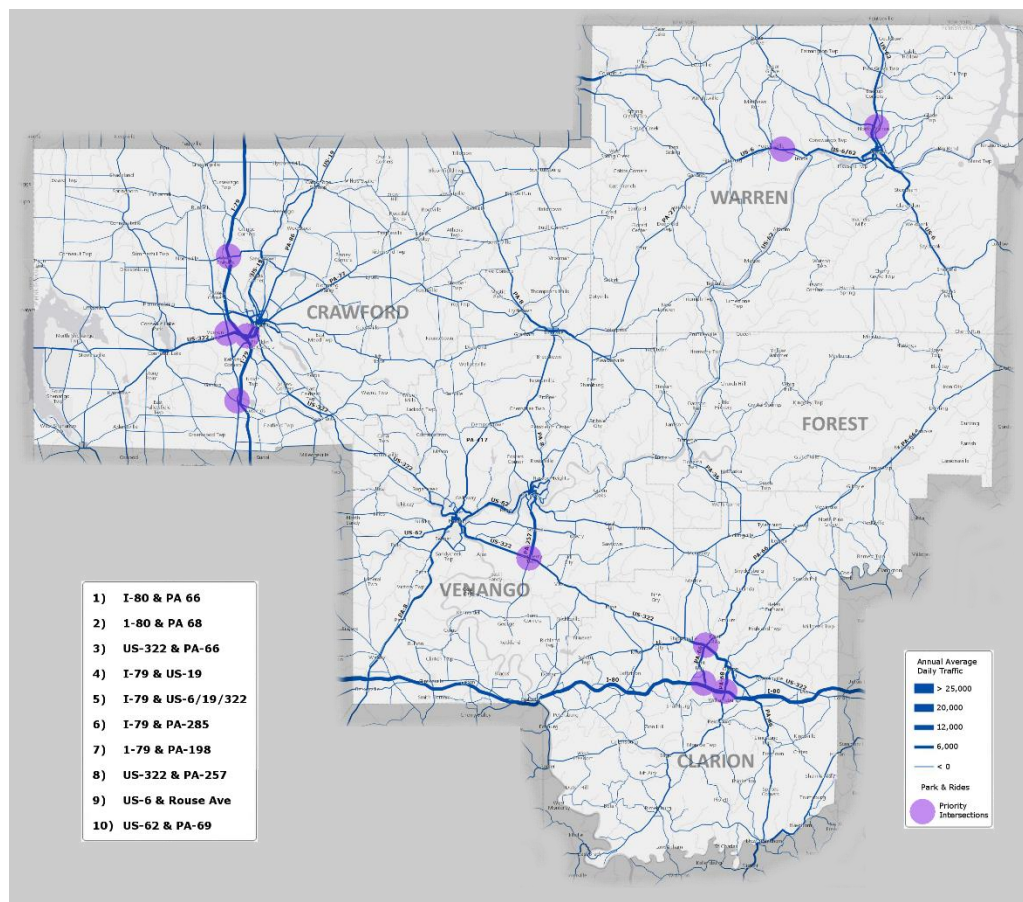
The following section contains a map for each of the five counties along with an assessment of high priority corridors for park & ride placement.

Clarion County Priority Corridors – Park & Ride Assessment

Figure 15: Clarion County AADT with Park & Ride Priority Intersections
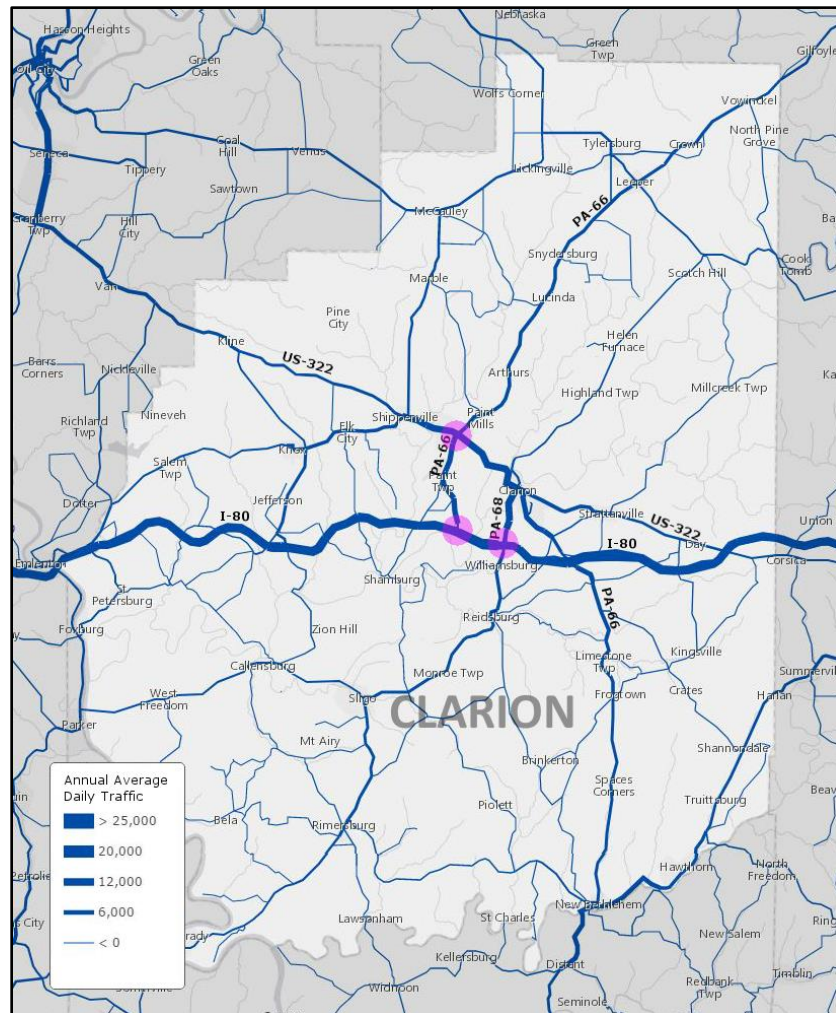
In Clarion County, Interstate 80 is the primary east-west connection with AADT over 14,000. US-322 also experiences a significant amount of traffic connecting Clarion to Oil City and Franklin with over 3,000 vehicles per day. The heaviest traveled segment of US-322 extending from Clarion northwest to Shippenville carries over 10,000 vehicles daily. PA Route 66 also has an AADT of over 3,000 vehicles traveling northeast-southwest between Clarion and Marienville.

The highest priority for park & ride placement in this county is near the intersection of I-80 and PA-66, but due to the complex topography at that freeway exit, the ease of access to the nearby intersection of I-80 and PA-68, and the abundance of large retailers with surface lots as well as transit access, it is recommended that a park & ride be placed near the intersection of I-80 and PA-68.

Figure 16: Crawford County AADT with Park & Ride Priority Intersections
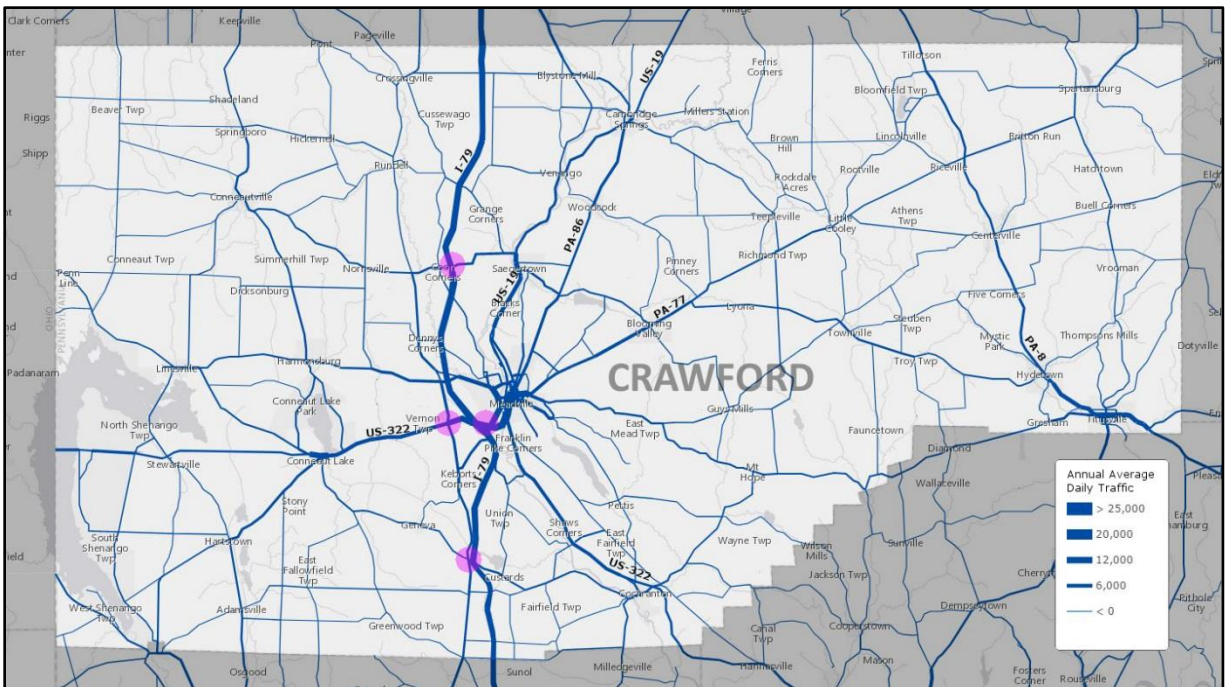
In Crawford County, I-79 running north-south between Pittsburgh and Erie passing Meadville has an AADT count of over 10,000. US-19 connecting Meadville to Edinboro, Waterford and Union City has an AADT count of over 4,000. US-322 connecting Meadville to Franklin and Oil City has an AADT count of over 5,000. The segment of US-322 extending west from Meadville and ending in Conneaut Lake has an AADT count of over 6,000.

Some of the strongest LEDH commuter patterns in this study are between Meadville and Erie, but a strong connection also exists between Meadville and Pittsburgh. The current existing park & ride at I-79 and PA-198 regularly meets or exceeds capacity to service the needs of Meadville-Erie commuters. Capacity expansion for this park & ride is recommended.

To serve the needs of Pittsburgh commuters as well as offering an alternative to the I-79 and PA-198 park & ride, a second location is recommended near the intersection of I-79 and US-6/19/322. Unfortunately, not much developable land exists at this location but potential exists to work out agreements with one of the larger retailers with excess parking spaces in the area.

Additionally, Pittsburgh commuters from the Conneaut Lake and Cochranton areas are parking at an informal park & ride located at the intersection of Interstate 79, US-19 and PA Route 285, shown in Figure 17. A formal establishment of this facility should be explored.

Figure 17: Informal Park & Ride at I-79 & PA-285

Forest County Priority Corridors – Park & Ride Assessment

Figure 18: Forest County AADT with Park & Ride Priority Intersections
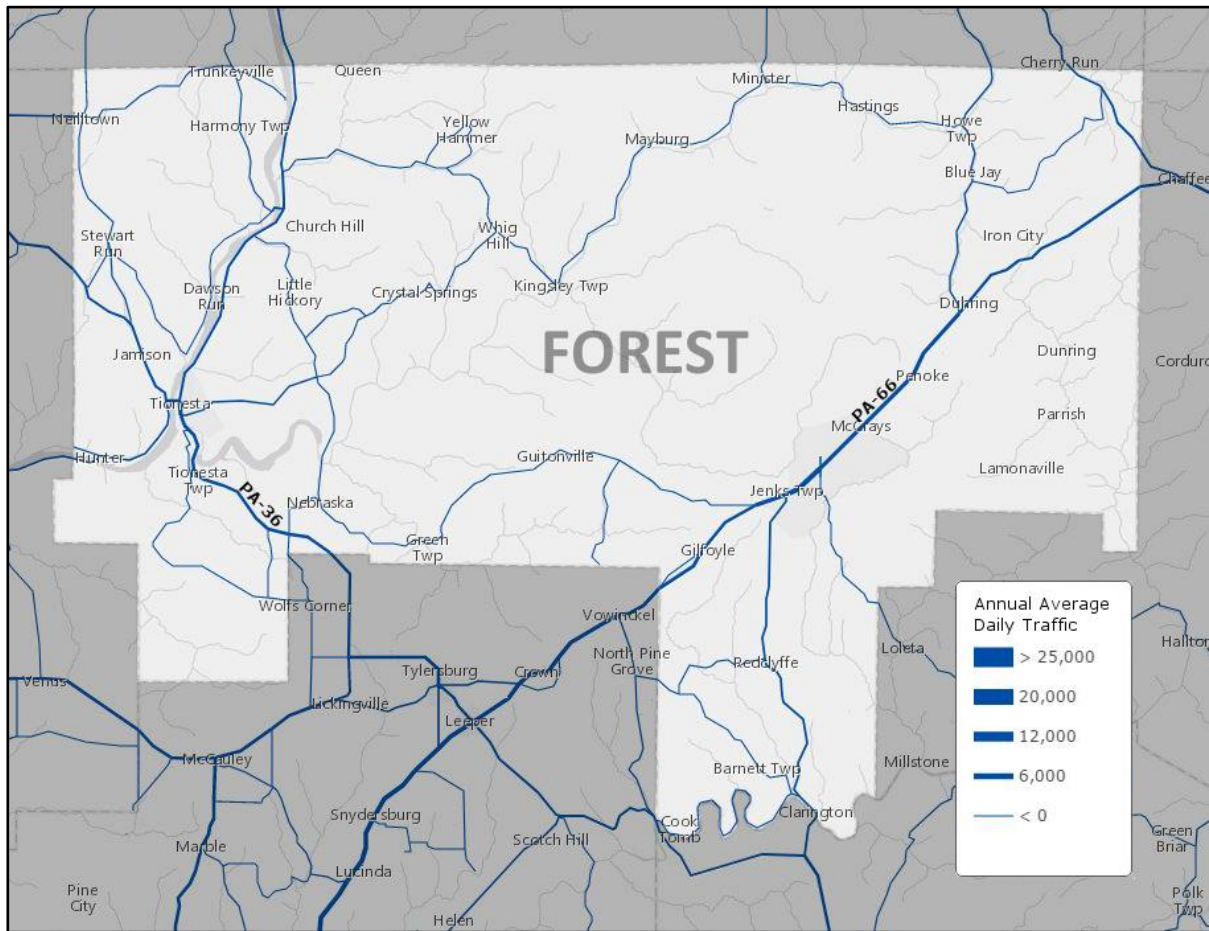
In Forest County, traffic volumes are minimal due to the county's rural setting. The roadway with the highest AADT count is PA-66 connecting Marienville to Clarion with 3,000 vehicles daily. PA-36 connecting Tionesta to PA-66 has an AADT count of just over 2,000.

Due to the low daily traffic counts and low LEHD commuter volumes, there are no locations within Forest County that are recommended for a park & ride.

Venango County Priority Corridors – Park & Ride Assessment

**Figure 19: Venango County AADT with Park & Ride Priority Intersections**
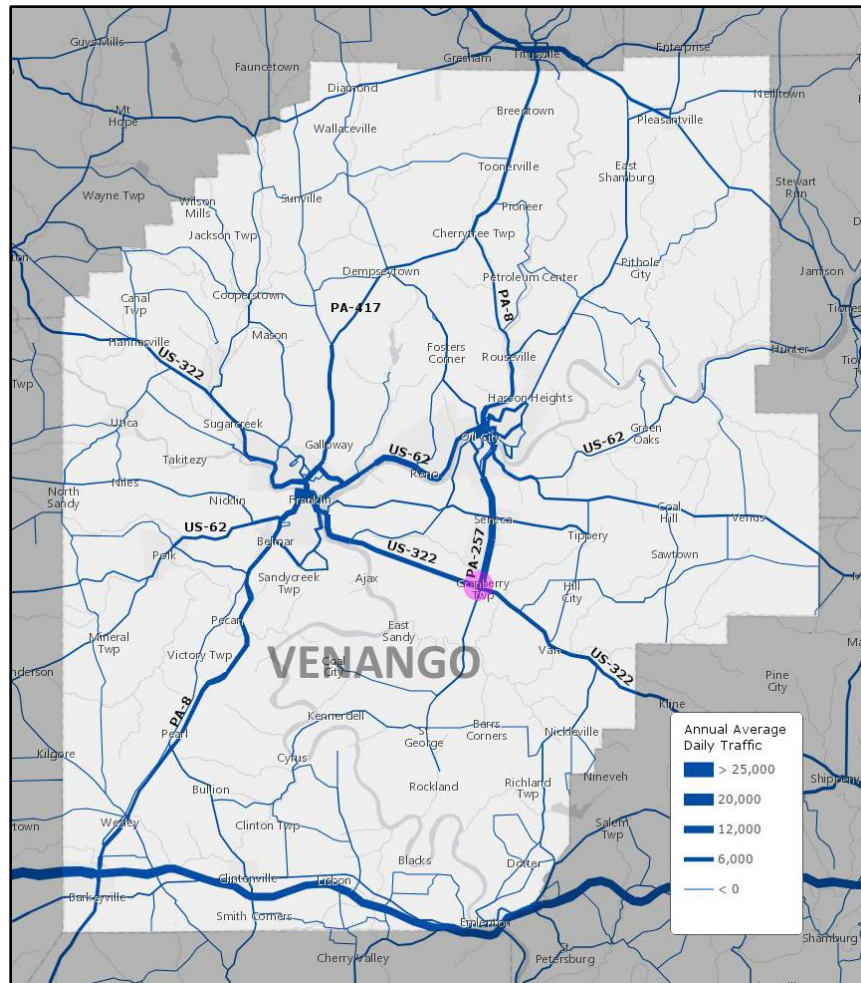
In Venango County, the segment of roadway with the highest AADT count is I-80 west of PA-8. PA-8 south of Franklin, immediately north of Oil City, and PA-257 near Cranberry Township all have counts of over 11,000 vehicles daily.

The area most appropriate for a park & ride is near the intersection of PA-257 and US-322 in Cranberry Township. This location is at a crossroads for commuters heading from Clarion County to both Franklin and Oil City and vice versa. Additionally, the area of Cranberry Township contains a large commercial area including large parking lots at Cranberry Mall and a Walmart Supercenter which could potentially be leased for spaces. The area is also along the route of Venango County Transit's Intercity Route connecting to both Oil City and Franklin.

Additionally, a park & ride could be useful near the intersection of PA-8 and US-62 near the Venango Regional Airport. This would function as a meeting point for carpoolers throughout the Franklin/Oil City region for long distance pools down PA-8 to I-80 to Pittsburgh or down US-62 to I-79 to Erie. This intersection however does not contain clear park & ride development potential.

Warren County Priority Corridors – Park & Ride Assessment

Figure 20: Warren County AADT with Park & Ride Priority Intersections
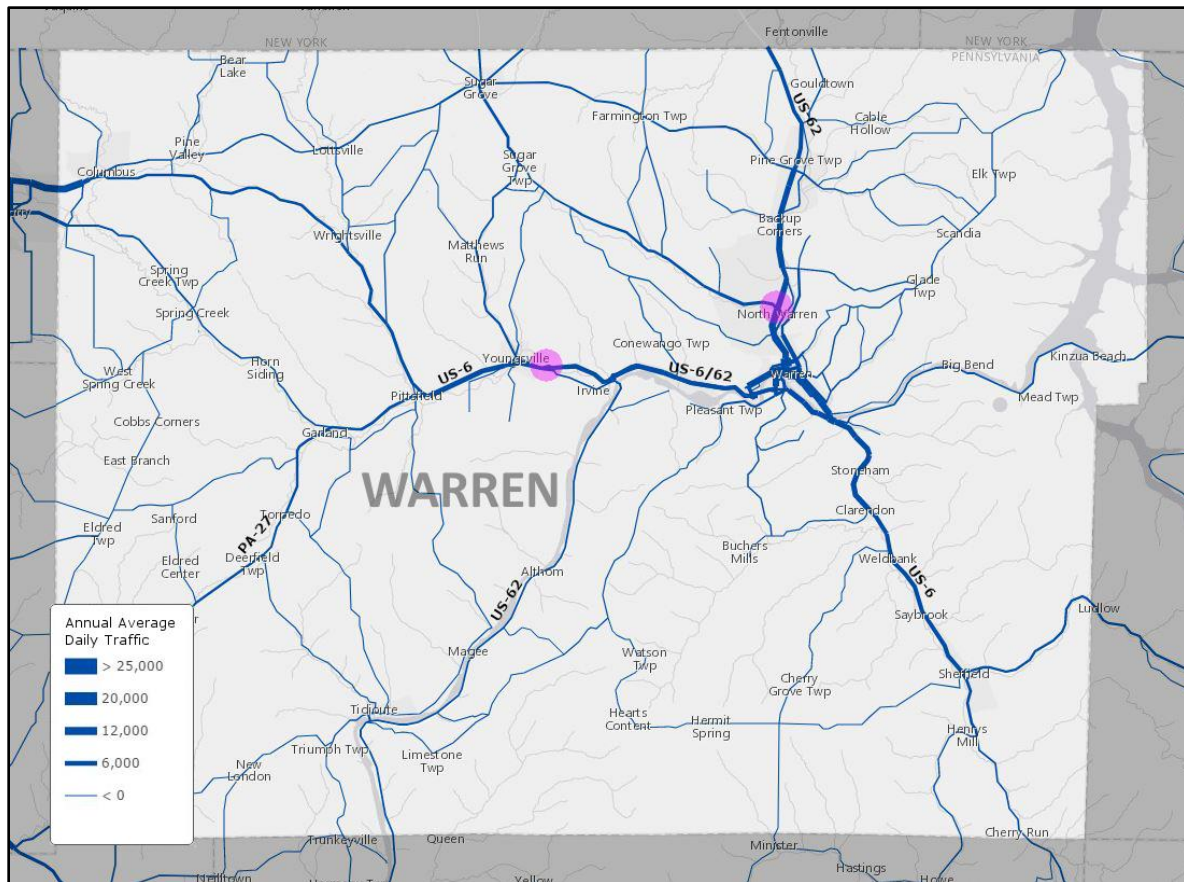
In Warren County, the main roadways radiating from the City of Warren, including US-6 west toward Pittsfield, US-6 south toward Sheffield, and US-62 north toward Jamestown, are all similarly well trafficked with AADT counts of over 7000 vehicles. LEHD data shows the strongest intercounty commuting patterns from Warren to Chautauqua and Erie Counties, to the north and northwest.

Commuters to Erie and Jamestown can take multiple routes to the north splitting in North Warren. As AADT counts are highest, and transit access exists, it is recommended that a park & ride be considered near the intersection of US-62 and PA-69. A number of large retailers with surface lots exist in this area which may allow a lease agreement for spaces. Additionally there is open land which may be considered for new construction.

Commuters from the western areas of the Warren area use US-6 to reach Erie. Additionally commuters to Venango County use US-62 to reach their destinations. It is recommended that a park & ride be placed in the vicinity of the Rouse Avenue exit off of US-6 to serve the Youngsville area commuters. Additionally, the Transit Authority of Warren County offers a Warren to Youngstown route which can connect at this park & ride.

Selected Park & Ride Placement Assessment

Selected intersections and interchanges were identified as priority locations for park & ride facility implementation. Selected park & ride assessment locations include:

Clarion County
- Interstate 80 and Pennsylvania Route 66
- Interstate 80 and Pennsylvania Route 68
- US Route 322 and Pennsylvania Route 66

Crawford County
- Interstate 79 and US Routes 6, 19 and 322 (Both east and west of the interchange)
- Interstate 79 and Pennsylvania Route 198
- Interstate 79 and Pennsylvania Route 285

Forest County
- No recommended park & ride locations

Venango County
- US Route 322 and Pennsylvania Route 257

Warren County
- US Route 6 and Rouse Avenue
- US Route 62 and Pennsylvania Route 69

The following section identifies those areas and provides a visual assessment of potential park & ride development areas, including large existing parking lots and open land for potential development. Further analysis of these areas is necessary to determine land ownership, interest in partnership or land sale, and number of spaces available for development.

Clarion County Park & Ride Priority Intersections

I-80 & PA-66

Potential Park & Ride Development Sites

Potential Lot Lease

Potential New Lot

I-80 & PA-68

Potential Park & Ride Development Sites

Potential Lot Lease

Potential New Lot

US-322 & PA-66

Potential Park & Ride Development Sites

Potential Lot Lease

Potential New Lot
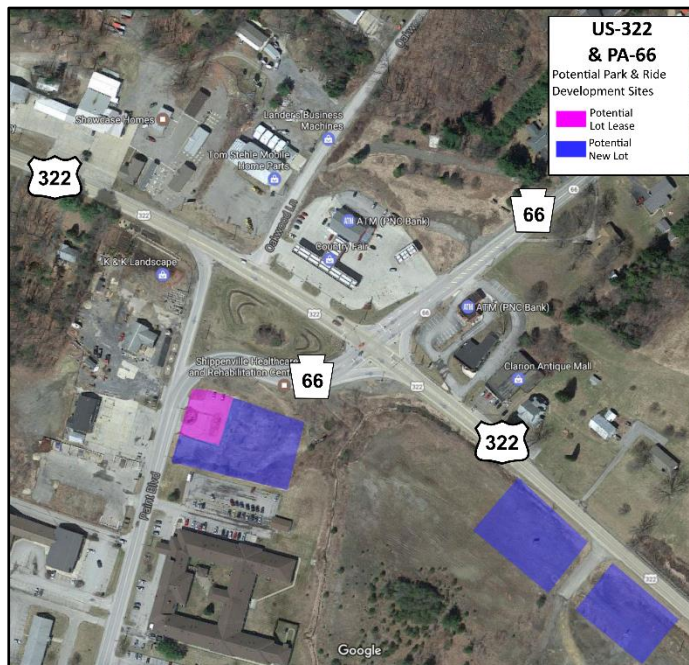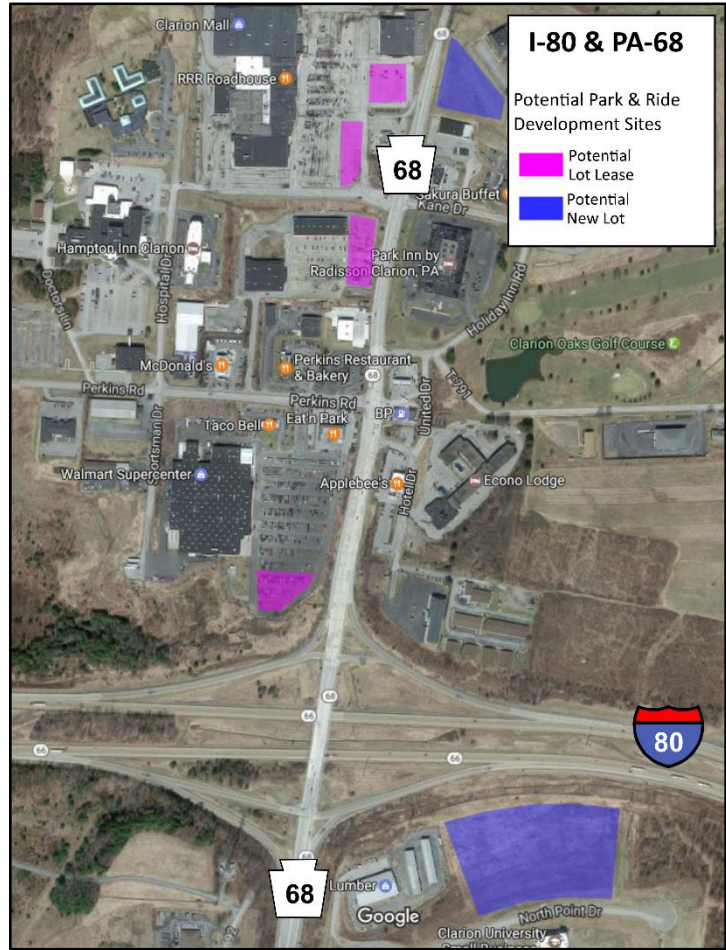
Crawford County Park & Ride Priority Intersections

Crawford County Park & Ride Priority Intersections (cont.)

I-79 & PA-198

Potential Park & Ride Development Sites

- Potential Lot Lease
- Potential New Lot

I-79 & PA-285

Potential Park & Ride Development Sites

- Potential Lot Lease
- Potential New Lot

US-322 &
PA-257
Potential Park & Ride
Development Sites

Potential Lot Lease
Potential New Lot

Warren County Park & Ride Priority Intersections

US-6 &
Rouse Ave.
Potential Park & Ride
Development Sites

Potential
Lot Lease

Potential
New Lot

US-62 & PA-69

Potential Park & Ride
Development Sites

Potential
Lot Lease

Potential
New Lot
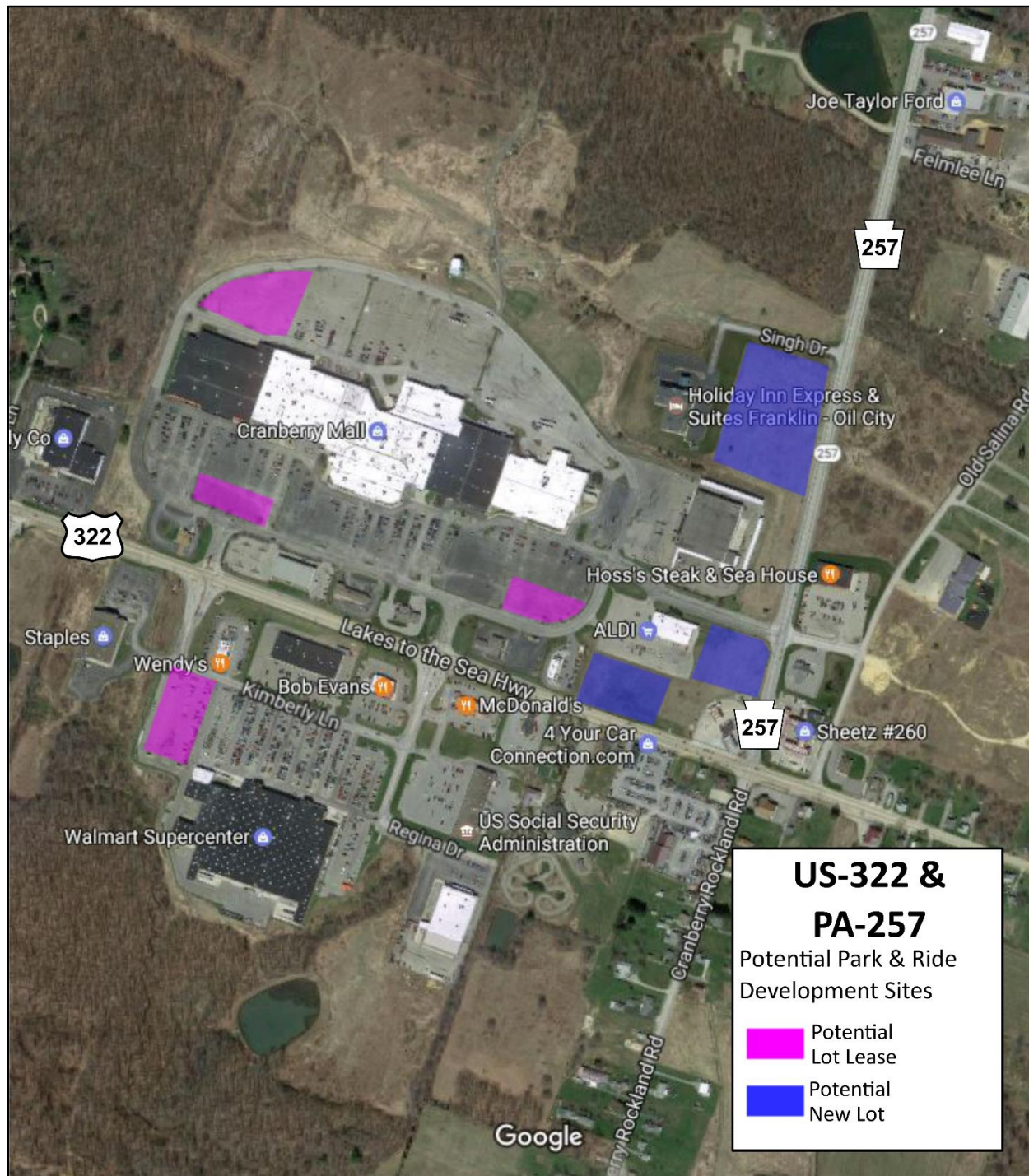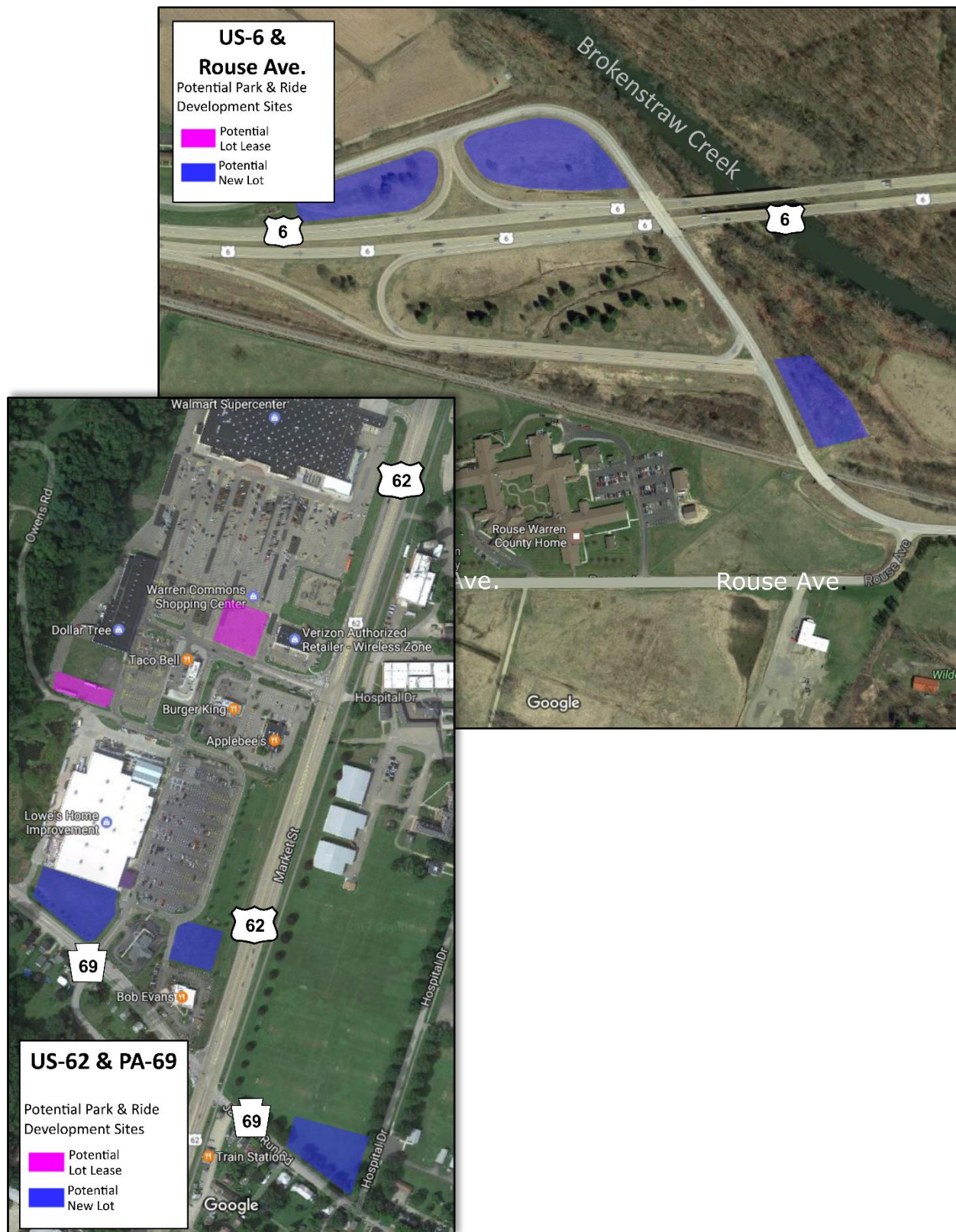
Rideshare Program Assessment

Public rideshare programs exist to promote and facilitate the sharing of transportation resources to improve the lives of commuters and provide benefits to the transportation network and the environment. These programs are typically run by public organizations and funded through a mix of public subsidies and user-generated fees. Public rideshare programs are generally structured in one of two ways:

1) As a part of a regional non-profit transportation organization, such as a Metropolitan or Rural Planning Organization, or a Transportation Management Association (TMA). Examples of this in Pennsylvania are CommuteInfo, DVRPC, and Commuter Services of PA.

2) As part of a public transportation authority. Examples of this in Pennsylvania include CATA Commute and ATA Vanpool Advantage Network.

For a ridesharing program to be successful, it must be structured in a way that promotes financial sustainability and provides the necessary resources to actively promote and encourage the region to participate in ridesharing services. By far, the most critical element to any ridesharing program is actively engaging with major employers and encouraging them to provide resources and accommodations to their employees to rideshare.

Ridesharing in Pennsylvania

Pennsylvania has a number of active ridesharing programs, ranging from well-established programs that have been operating for more than a decade to fledgling programs that are just getting off the ground. The Pennsylvania Public Transportation Association (PPTA) Ridesharing Committee has done extensive work on inventorying available rideshare resources around the state. Their resource listing document is located in Appendix M – Pennsylvania Rideshare Inventory, and a general summary is provided below. In total, the Ridesharing Committee has identified six programs in Pennsylvania.

Legend:
- CommuteInfo
- Vanpool Advantage Network
- CATA Commute (Centre County) and common commuter counties
- Commuter Services of PA and contract counties
- Delaware Valley Regional Planning Commission (DVRPC) Mobility Alternatives Program
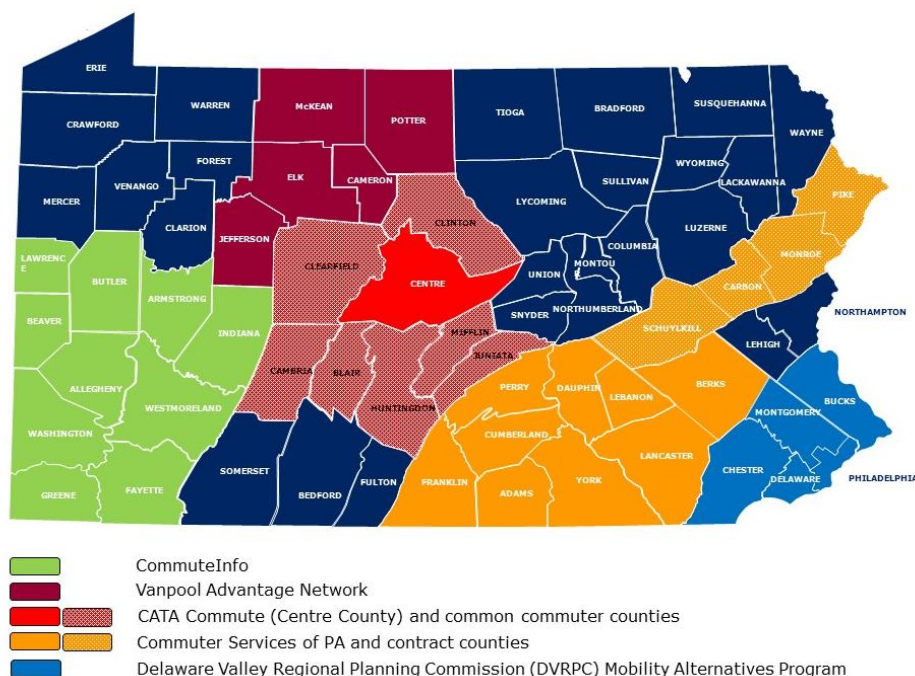
SPC CommuteInfo

The Southwestern Pennsylvania Commission operates the CommuteInfo program as part of the regional metropolitan planning organization (MPO). CommuteInfo has more than 10,000 registered commuters in the program.

Service Area: Allegheny, Armstrong, Beaver, Butler, Fayette, Greene, Indiana, Lawrence, Washington, and Westmoreland Counties

Structure: Component of non-profit transportation organization (MPO)

Staff: 3

Software: RidePro

Services Provided: 269 carpools and 57 vanpools serving over 1,200 commuters

Funding: Congestion Mitigation Air Quality (CMAQ), Unified Planning Work Program, Federal Transit Administration (FTA) Urbanized Area Formula Dollars

Capital Equipment: Leased through Enterprise (vRide)

Vanpool Advantage Network

The Area Transportation Authority of North Central PA (ATA) operates the Vanpool Advantage Network as a component of their public transportation agency that provides fixed route and shared-ride transportation.

Service Area: McKean, Potter, Elk, Cameron, Jefferson, and Clearfield Counties

Structure: Component of transit agency

Staff: 1

Software: Shared with CATA Commute

Services Provided: Three vanpools with 30 participants

Funding: State and local operating funds

Capital Equipment: Purchased by agency

CATA COMMUTE

Centre Area Transportation Authority (CATA) operates the
CATA COMMUTE rideshare program as a component of its
public transportation agency that provides fixed route bus
service. There are currently over 2,800 people in the ridematching software database.

> **Service Area**: Central Pennsylvania commuters who travel into State College and Bellefonte areas of
> Centre County
>
> **Structure**: Component of transit agency
>
> **Staff**: 1
>
> **Software**: "Next Insight" software through 2017 with plan to switch to free 511NY system
>
> **Services Provided**: 72 successful carpools and 36 vanpools serving nearly 700 people
>
> **Funding:** State and local operating funds, vanpool fares
>
> **Capital Equipment**: Purchased and maintained by agency

Commuter Services of PA

The Susquehanna Regional Transportation Partnership operates
Commuter Services of PA as a non-profit partnership of planning
organizations, chambers of commerce, and transit agencies in the greater south central Pennsylvania region with
30,000 registered commuters in the program.

> **Service Area**: Adams, Berks, Cumberland, Dauphin, Franklin, Lancaster, Lebanon, Perry, and York
> Counties, with services provided to Carbon, Monroe, Pike, and Schuylkill Counties under contract through
> the Northeast Pennsylvania Metropolitan Planning Organization.
>
> **Structure**: Regional non-profit transportation organization
>
> **Staff**: 12
>
> **Software**: EZRide
>
> **Services Provided**: 39 vanpools with over 340 participants. Carpools are not tracked.
>
> **Funding**: Congestion Mitigation Air Quality Funds (CMAQ)
>
> **Capital Equipment**: Lease from Enterprise (vRIDE) and Blue Mountain

Ridesharing Program Elements and Potential Program Costs

Public rideshare programs consist of several core elements that are required for a program to be successful.

Program Support Staff

A public ridesharing program requires dedicated program manager. Many rideshare programs are operated with one staff member, overseeing operations, budgets, and governmental relations. Additional call center staff may be necessary if telephone reservation demand outpaces online reservations in a service area. Additional maintenance staff may be required if the vanpool program expands and a dedicated fleet is acquired.

Potential Cost: $75,000-$100,000 for Program Manager; $50,000-$75,000 for each additional staff member

Marketing and Outreach

Marketing is an important component in any ridesharing network. Commuters need to know about the service in order to register with the database, leading to a more robust network. While marketing budgets are often tight, it is important to include funding for marketing in the startup of a rideshare system. Outreach to local employers and municipalities is a great way to spread information of ridesharing options throughout the region.

Potential Cost: $50,000 in upstart; 5% of annual budget for ongoing marketing

Emergency Ride Home Program

An important part component of any rideshare program is an Emergency Ride Home (ERH) guarantee. This is a program funded option to reimburse taxi fees if an unexpected emergency requires a rideshare user to travel outside of normal service operating ours. ERH benefits are usually limited in number of uses per year by each individual in order to limit excessive use by rideshare participants. A 2007 study of ERH programs by the Journal of Public Transportation found the national average cost per claim to be $36.95. The range of claims was $0-$114.08. With the more rural nature of the Northwest Region, ERH claim costs will probably fall in the higher cost range.

Potential Cost: $50 - $100 per claim; 5 claims per 100 registrants annually

Vanpool vehicle management and maintenance

Vanpool programs can have various structures, each with advantages and disadvantages:

- Third Party / Turnkey – vehicles owned and maintained by a private, third party company, such as Enterprise Rideshare. This option has the advantage of providing more stable costs as insurance, vehicle maintenance and replacement, marketing, and logistics are all factored into a set contact fee. This option has the disadvantage of limiting use of FTA transit formula funds, and decreases a public agency's ability for quality control.
- Publicly Managed - vehicles owned and maintained by a public agency. This option has the advantage of allowing the use of FTA funding for vehicle purchasing and maintenance. Potential cost savings can be met by using existing transit agency maintenance garages and staff. The program can also be coordinated with other human service programs for cross promotion and funding. A disadvantage of this option in the increased insurance costs associated with public use of government vehicles. Additionally, regular vehicle replacement and adjustments to fleet size require more precise budgeting and variable costs.

- Public-Private Partnership - vehicles are owned and maintained by a private company with ridematching functions performed by a public agency. This option has the advantage of lower costs to the public agency, allows for more creative budgeting options through contract agreements, and can allow an agency to report ridership figures to the National Transit Database for use in agency formulas. Disadvantages include less quality control for riders and a necessity to maintain close relationships with private providers to ensure long-term growth of the program.

Additionally, in 2017 PennDOT initiated the Pennsylvania Vanpool Incentive Program subsidizing vanpool user fees for a three-year period up to $800 per month for standard vanpools and $1200 per month for ADA accessible vanpools.

Potential Cost: $80-$150 per month per user

Park & Ride management and maintenance

Park & ride facilities, both dedicated and shared, require ongoing management and maintenance funding. General and routine maintenance consists of tasks such as repair of lighting, site furnishings, information systems, signs, fencing, mowing, trash collection, litter removal, restroom and building maintenance, drainage structure cleaning and maintenance, snow and ice removal, and landscaping.

Dedicated facilities require budgeting for long term maintenance and capital construction costs. Long term maintenance consists of tasks such as sidewalk repair/replacement, pavement repair/replacement, and pavement markings. Individual long term maintenance tasks tend to be less frequent but more costly than individual routine maintenance tasks.

Shared use lot agreements often incur a higher monthly leasing fee in order to incorporate long-term maintenance and management activities into one fee.

Potential Cost: $1,600-$2,000 per space for capital construction; $80-$100 per year per space for management and maintenance of dedicated facilities; $100-$140 per year per space for management and maintenance of shared lot leasing agreements

Ridematching Software

Ridematching can be a cumbersome task, especially when performed manually. The majority of rideshare operators today use a paid software service to manage data collection and the task of ridematching. There are a number of software providers including: EZRide, Next Insight, RidePro, NuRide, RideAmigos, Rideshark, and others. These new programs not only manage the data collections and ridematching functions of a rideshare provider, but many of them also offer rider incentives and transit marketing functions to mitigate some of the more labor intensive aspects of marketing a ridesharing service.

Software costs range wildly depending on functionality, service area, and usage contract negotiation. The possibility also exists of using ridematching software at a neighboring agency is consolidation of ridesharing programs is pursued. (See Data Sharing section below.)

Potential Cost: $0-$100,000

Data sharing

Ongoing data analysis is key to the successful operation of a ridesharing system. After the establishment of a ridesharing database, information can be analyzed further to assist with any future organizational goals including Park & ride development, transit linkage assistance, and workplace incentive program development.

Neighboring rideshare organizations can also be a great resource for ridesharing data, as all systems maintain a database and often riders from their service areas show interest in traveling to and from neighboring rideshare service areas. Agreements can sometimes be made to share data. One recommendation to consider is joining with NY511, the rideshare provider for the state of New York. CATACommutes of State College, PA, is currently in the process of joining NY511's database to assist with any riders commuting between State College and New York State. This agreement may be particularly useful for Northwest PA, as a number of commuters are currently traveling between the northern counties of Warren and Crawford to Chautauqua County and the City of Jamestown in New York.

Neighboring Ashtabula, Ohio, is also a member of a larger rideshare network with shared data. Eastgate Rideshare serves the three Ohio counties bordering the NW region of Pennsylvania, Ashtabula, Trumbull, and Mahoning. Eastgate Rideshare partners with the Akron Metropolitan Area Transportation Study Rideshare and the Northeast Ohio Areawide Coordinating Agency Rideshare (serving greater Cleveland) under the joint rideshare portal called

"Ohio Rideshare," operated by Greenride. Commuter data recognized a sizable share of commuters between Crawford County and Cuyahoga County (Cleveland), suggesting that shared data with Ohio Rideshare may be useful.

Additionally, CommuteInfo of greater Pittsburgh currently manages a network of more than 325 carpools and vanpools with commuters from 29 counties and three states using the RidePro software platform for data collection and ridematching of carpools as well as vRide/Enterprise Rideshare for vanpool vehicle maintenance and management. Commuter data suggests a strong commuter flow between the NW region and greater Pittsburgh, and many potential NW Rideshare commuters may already be registered in this database.

Potential Cost: $0
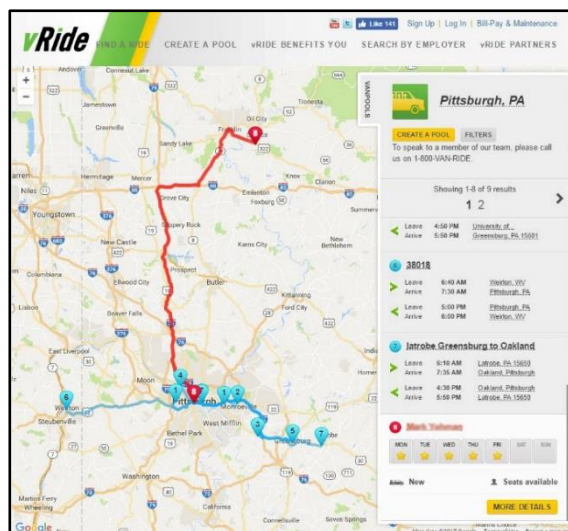
Figure 21: Example of vRide Vanpool Ridematch Software in use by CommuteInfo

Rideshare Programming Revenue and Funding

Rideshare programs can be funded through a variety of sources, including federal, state, and local funding programs as well as private investments and user fees. Some of these potential funding sources include:

- Dedicated grants from the Federal Highway Administration (FHWA) and state Departments of Transportation. Congestion Mitigation & Air Quality (CMAQ) grants from the FHWA are most well suited to these programs, but other grants exist such as Job Access Reverse Commute (JARC) and Rural Transportation Assistance Program (RTAP).
- FTA Section 5311 formula funding for administrative costs if rideshare program is part of a coordinated transportation plan.
- State DOT incentive programs, such as PennDOT's Pennsylvania Vanpool Incentive Program.
- General fund contribution or assessed fees from local municipalities.
- Vanpool user fees
- Park & ride lot user fees
- In-kind donations
- Developer contributions

There is no set funding model or structure for rideshare programs. Depending on the services a program may provide, the allocations from above and additional resources will vary.

Implementation Strategy

Implementing a rideshare program from the ground-up is a daunting task and requires significant effort and buy-in regionally for the program to ultimately be a success. In general, the development of a rideshare program follows a basic development path, as illustrated below in Figure 22.

Figure 22: Rideshare Program Development Path
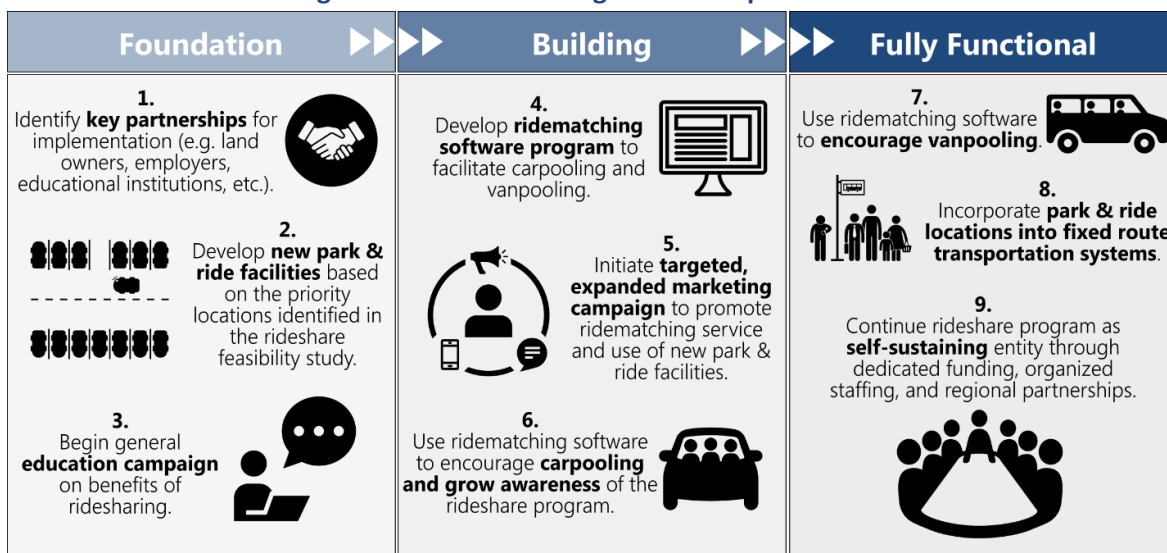
Rideshare programs can be successful with a small staff by forming a network that promotes the concept of rideshare within itself. The result is a pyramid-type network that quickly reaches commuters at their level, as illustrated in Figure 23. In addition to delegated marketing and outreach through a rideshare network, many regions have found this to be true and form regional working groups to discuss ways to encourage and facilitate the practice of ridesharing. For example, SPC's CommuteInfo hosts periodic meetings of regional stakeholders, including business leaders, to discuss ongoing initiatives and successes in regional ridesharing. A similar approach may be appropriate for the Northwest region as well.

Figure 23: Rideshare Network Growth Concept
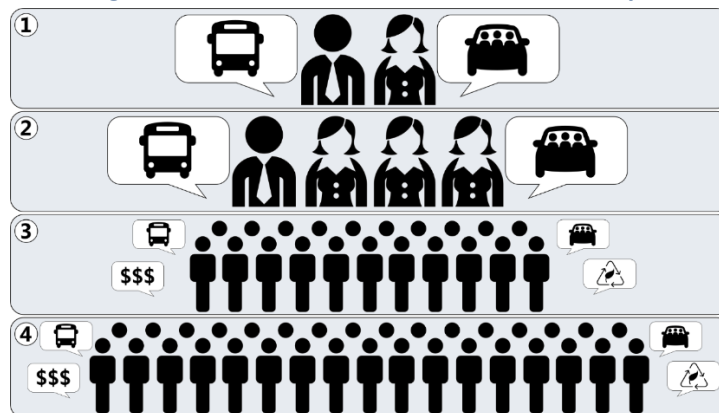
Options for Rideshare Program Implementation in the Northwest Pennsylvania Region

The early steps of building interest in a rideshare program include the expansion of park & rides and raising awareness of the benefits of public transportation. For the Northwest Pennsylvania region, there are two primary options for implementing a rideshare program:

1) **Integrate into an existing, established rideshare program.**
   By far, integrating into an existing, successful rideshare program is the most straightforward path to implementing rideshare in the Northwest region. This tactic would allow the region to piggy-back onto an existing ridesharing software, and use well developed marketing and outreach collateral and procedures that have been developed through a long process of trial and error. Integrating into a nearby program, such as SPC's CommuteInfo, has an added benefit of expanding the ridesharing potential to major metropolitan areas outside of the immediate regional vicinity. Another benefit to joining an established program is a minor need for initial investment. Software programs in place can generally accommodate additional users without increasing the cost of the product.

Advantages:	Lower initial investment cost
	Ability to utilize existing resources and best practices
	Leverage larger rideshare network and database
	Existing, dedicated staff resources
Challenges:	Potential unfamiliarity with regional needs
	Potential lack of flexibility to adjust to regional preferences
	May not incite local "ownership" of the program

2) **Form a new regional rideshare program with neighboring counties.**
   A second and more traditional option for implementing a rideshare program in the Northwest region is to develop and launch a stand-along program for the region. In order to ensure success of the program, the Northwest Region should consider launching the program with counties outside of the RPO area as foundational members. Specifically, Erie county plays a significant role in the commute patterns in the region, and the City of Erie serves as a major destination that has all of the elements needs for a successful rideshare: a lack of free parking, long commute times, and (dependent on industry) set schedules for employees. By incorporating additional neighboring counties into the program, the availability of funding sources also expands and the costs of initiative a program are borne by more parties, thereby reducing the responsibility of any one entity. The development of a stand-alone entity would take considerable time and effort, but would allow the region to design a program around the specific needs of its commuters.

Advantages:	Designed to meet the needs of regional commuters
	Enables the building of strong local partnerships
	Encourages local buy-in
Challenges:	Potentially costly to implement
	Steep learning curve
	May require development of all new processes and materials

Summary and Conclusions

To realize the benefits of a regional rideshare program, the Northwest Commission and its partners must have a keen awareness of the environment in which they will operate. Certain factors must be thoroughly considered prior to implementation, including the program purpose, market assessment, funding opportunities, technological requirements, and program outreach. Through the completion of the Northwest Commission Rideshare Program Feasibility Study, the Northwest Commission has taken the first step in understanding the market for ridesharing in the region and initiated a regional conversation on the merits of, and process for, implementing such a program.

It is evident that the region's rural nature leads to longer commute times and significant cross-county travel – ideal building blocks for a ridesharing program. However, significant employer buy-in will be necessary for any program to be successful. As the regional rideshare program becomes more viable over time, there will be additional opportunities for greater incorporation into the broader multimodal transportation system that combines options for driving, transit use, biking and walking. Ridesharing options like carpooling and vanpooling have the potential to serve a critical role in providing attractive choices to individuals as part of a more sustainable community. The Northwest Commission will continue to apply its resources appropriately to develop a cost-effective rideshare program based on the findings from the Rideshare Program Feasibility Study.

Using the study's implementation strategy as a guide, the region should continue to have discussions about the importance of a rideshare program and begin to lay the foundation for it through education and focus on expanding the park and ride network.

Appendix A – Employer Outreach Summary

	Employer	Industry Sector	Interview Date	Summary of Findings
Table 1 – Employer Outreach Summary				
Clarion County	Clarion University of Pennsylvania	Education	June 16, 2017	No employee rideshare or commuter benefits program in place according to the University Public Safety Department which handles parking. No current interest in developing a program.
	Clarion Healthcare System, Inc.	Health Care	June 16, 2017	No employee rideshare or commuter benefits program in place according to Human Resources. Willing to pass along information to employees if a regional program is developed.
	Walmart Supercenter	Retail	February 24, 2017	Majority of employees live within 30 miles of the store. No rideshare or commuter benefits program in place. Employees have not inquired. Informal carpools set up by employees. Not permitted to participate in an employee survey due to corporate policy.
	Kronospan (previously Clarion Industries)	Manufacturing	March 14, 2017	Majority of employees live within 1/2 hour of the plant. No rideshare or commuter benefits program in place. Employees prefer to drive their own vehicles. A few informal carpools have been set up by employees. Willing to forward a survey link to employees.
	Riverview Intermediate Unit	Education	Three invitations to schedule interview.	
Crawford County	Meadville Medical Center	Health Care and Social Services	Three invitations to schedule interview. E-mailed questions in March.	
	Allegheny College	Education	March 3, 2017	Average employee commute is 30 minutes. No rideshare or commuter benefits program in place. College indicates that a commuter program is not necessary. Not interested in sending out a survey to employees.
	Acutec Precision Aerospace Inc.	Manufacturing	Not interested in participating.	
	Ainsworth Pet Nutrition LLC	Manufacturing	Three invitations to schedule interview.	

Table 1 – Employer Outreach Summary				
	Employer	Industry Sector	Interview Date	Summary of Findings
Forest County	SCI Forest	Public Administration	Not interested in participating. Two invitations to schedule interview.	
	Cornell Abraxas Group OS LLC	Health Care and Social Services	March 6, 2017	Average employee commute is 40 minutes. No commuter program or commuter benefits program in place. Employees have not inquired. Informal carpools set up by employees. Online ride matching may be beneficial for employees. Willing to forward a survey link to employees.
	Industrial Timber & Land Company	Manufacturing	March 2, 2017	Average employee commute is 25 miles. No rideshare or commuter benefits program in place. Difficult for employees to commute due to multiple shifts at multiple locations. Informal carpools set up by employees. Willing to forward a survey link to employees.
	Forest Area School District	Education	March 2, 2017	Majority of support staff lives within 5 minutes of school buildings. Professional staff travel up to 1 hour. No rideshare or commuter benefits program in place. Informal carpools set up by employees. Before and after school staff commitments limit carpool and vanpool opportunities. Willing to forward a survey link to employees.
Venango County	UPMC Northwest	Health Care and Social Services	March 9, 2017 (via e-mail response)	Majority of employees live within 15 minutes of the hospital and some employees travel up to 45 minutes. No rideshare or commuter benefits program in place. UPMC corporate in Pittsburgh has a commuter benefits program.
	Cranberry Mall	Retail	Three invitations to schedule interview.	
	Webco Industries	Manufacturing	Three invitations to schedule interview.	
	Electralloy	Manufacturing	June 16, 2017	Approximately 40% of employees live within a few miles of the plant. No rideshare or commuter benefits programs in place. Some employees have set up informal carpool arrangements. Not certain that commuter benefit programs would be of interest to employees.

Table 1 – Employer Outreach Summary				
	Employer	**Industry Sector**	**Interview Date**	**Summary of Findings**
Warren County	Bluestem (Blair Corp.)	Retail (call center)	Four invitations to schedule interview. E-mailed questions in March.	
	Northwest Bancshares, Inc.	Finance and Insurance	March 15, 2017	Some employees commute up to 1 hour. Offers a commuter expense reimbursement plan; 32 employees living within the RPO participate. ATA facilitates a vanpool travelling to Warren from Kane (McKean County) during the workweek. The vanpool is operated by Northwest Bank employees; 27 employees participate. Online ride matching might be beneficial to employees. Availability of parking in downtown Warren is an issue. Park & ride locations might be helpful. Willing to forward a survey link to employees. Provided a spreadsheet with employee zip codes and Northwest Bank work location.
	Targeted Pet Treats	Manufacturing	March 2, 2017	Majority of employees live within 15 minutes and some commute as long as 40 minutes. The company attracts workers from the Jamestown, NY area. No rideshare or commuter benefits program in place. Informal carpools set up by employees. Willing to administer a paper survey to employees.

Appendix B – Northwest Commission Rideshare Feasibility Questions

Rideshare Program Feasibility Study
Employer Interview Questions

INTRODUCTION

The Northwest Commission is assessing the feasibility of implementing a rideshare program to serve employers and their employees in Clarion, Crawford, Forest, Venango, and Warren counties. As part of this assessment, we are contacting major employers in the five county region to ask questions about employee commuting and the need for a regional rideshare program. Your business/organization was identified as a major regional employer. Information received from interviews will be combined with quantitative data to make recommendations to the Northwest Commission.

QUESTIONS

1. How many people are employed by your business/organization?

2. How many days per week is your business/organization in operation?

3. When do employees report to work/leave work?

4. Where do your employees live in the region? (top 5 communities)

5. Does your business/organization currently have some type of rideshare program?

6. Has your business/organization discussed the development of a rideshare program?

7. If so, what type of rideshare methods have been discussed? Online ride matching, carpooling, vanpooling, public transportation, others.

8. Does your business/organization have a commuter benefit program?

9. Would you be willing to send your employees an e-mail link to complete a brief survey to assess their interest in ridesharing options?

Appendix C – Interview Summaries

Rideshare Program Feasibility Study
Employer Interview Summary

Date:	Tuesday, March 14, 2017
Time:	2:15 PM – 2:30 PM
County:	Clarion
Industry Type:	Manufacturing
Employer:	Kronospan
Contact:	Jared Beggs

Employee and Employer Background

- Kronospan acquired the former Clarion Industries/Clarion Boards in December 2015. The company manufactures wood flooring products.

- The company currently has 270 employees with recent growth occurring between 2012 and 2016. Additional growth is anticipated over the next several years.

- The facility is located in Shippenville on US 322 approximately 2 miles northwest of downtown Clarion.

- Websites: kronospan-worldwide.com/ and clarionindustries.com/

Hours of Operation

- Kronospan operates 24 hours a day, 7 days a week on 12 hour shifts.

- Company administration works either 7:00 AM – 4:00 PM or 8:00 AM – 5:00 PM.

Commuting Patterns

- Employees generally live within ½ hour of the facility with employees travelling primarily from Clarion, Rimersburg, Knox, and Venango County.

Existing Rideshare/Commuting Programs

- Kronospan does not have a commuting program or commuter benefits program. Most people like to drive to work on their own.

- Some employees have set up informal carpooling arrangements.

- The company would be willing to forward a commuter survey link to employees.

Rideshare Program Feasibility Study
Employer Interview Summary

Date: Friday, February 24, 2017

Time: 11:00 AM – 11:15 AM

County: Clarion

Industry Type: Retail

Employer: Walmart Supercenter

Contact: Ben Pfeufer, Store Manager

Employer and Employee Background

- Walmart Supercenter in Clarion employs 350 workers at this retail location.

- The number of employees is fairly consistent.

- Website: www.walmart.com/store/2540?edit_object_id=2540

Hours of Operation

- Walmart is open 7 days per week; 24 hours a day.

- Employee shifts vary throughout the day and start/end almost hourly

Commuting Patterns

- The majority of employees live within 30 miles of the store. Many live close and live in Fisher, Brookville, Cranberry, and Franklin.

- No one travels more than 30 miles to work.

Existing Rideshare/Commuting Programs

- Walmart does not have an existing rideshare or commuter benefits program. Rideshare programs have not been discussed and employees do not ask.

- Some employees carpool on their own by finding people who work their same shift.

- Ridesharing is limited due to the store's location in a relatively rural area.

- The company cannot participate in an employer survey as Walmart has an Intranet only and corporate policies would not allow.

Rideshare Program Feasibility Study
Employer Interview Summary

Date: Friday, March 3, 2017

Time: (Received e-mail with answers - 8:15 AM)

County: Crawford

Industry Type: Education

Employer: Allegheny College

Contact: Christi Pendolino, Human Resources

Employer and Employee Background

- Allegheny College is a private four year private college founded in 1815. It is located on N. Main Street (Rt. 86) in Meadville.

- Allegheny College currently employs approximately 500 faculty and staff members.

- Website: http://sites.allegheny.edu/about/

Hours of Operation

- Weekdays; primarily from 8:00 AM – 5:00 PM

Commuting Patterns

- Faculty and staff travel to Allegheny College from Meadville, Saegertown, Conneaut Lake, Cambridge Springs, and Cochranton.

Existing Rideshare/Commuting Programs

- The College does not currently have a commuter or commuter benefits program and indicates that development of a program is not necessary.

- The college is not interested in sending an electronic survey to faculty and staff to assess the interest in rideshare options.

Rideshare Program Feasibility Study
Employer Interview Summary

Date: Monday, March 6, 2017
Time: 10:00 AM – 10:30 AM
County: Forest
Industry Type: Health Care and Social Services
Employer: Abraxas I
Contact: Brenda Nesbitt, Human Resources Coordinator
                  Jim Town, Facilities Director

Employer and Employee Background

- Abraxas Youth & Family Services (Abraxas) provides treatment services for youth who have experienced difficulty functioning in their homes, schools, and communities.

- Abraxas operates residential, community-based, alternative education, detention, and shelter services across five states. The facility located in Marienville, Forest County is the company's first facility and company headquarters.

- There are currently 206 employees at the Marienville facility. This number is fairly consistent.

- Website: www.abraxasyfs.com/about.html

Hours of Operation

- The company operates 7 days a week on multiple shifts.

- Shifts begin at 7:00 AM, 8:00 AM, 12:00 PM, 3:00 PM, and 11:00 PM.

- Administrative staff begin work at 8:00 AM.

Commuting Patterns

- Employees travel predominantly from the following communities (in order of magnitude):

  Clarion, Warren/Sheffield, Brookville, Marienville, and Venango County (Oil City and Franklin)

Existing Rideshare/Commuting Programs

- Abraxas does not have a commuting program or commuter benefits program. To date there

  have been no discussions about developing a commuter program.

- Some employees have informal carpooling arrangements.

- Employees may potentially be interested in an online ride match program and it would be

  helpful for employees.

- The company would be willing to forward a commuter survey link to employees. SurveyMonkey

  was mentioned as a survey tool.

Northwest Commission
Rideshare Program Feasibility Study
Employer Interview Summary

Date: Thursday, March 2, 2017
Time: 10:00 AM – 10:30 AM
County: Forest
Industry Type: Education
Employer: Forest Area School District
Contact: Amanda Hetrick, Superintendent

Employer and Employee Background

- Forest Area School District is a rural district in Forest County. The district operates two buildings which each educate grades PK to 12:
    - East Forest School located in Marienville and
    - West Forest Elementary/Secondary School (PK to 12) located in Hickory Township (Tionesta).
- District administrative offices are located in the west Forest building.
- The District currently employs 85 faculty and staff members: 49 professionals, 24 support, and remaining administration.
- Approximately two thirds of students/faculty/staff are located at the west school and one third are employed at the east school.
- Website: www.forestareaschools.org/

Hours of Operation

- Weekdays
- Professional staff: 7:45 AM to 3:15 PM
- Support staff are part time employees working each weekday for 5 hours. Support staff comes in and out of school buildings during the day to provide assistance with lunch and before or after school programs.

- Five janitorial staff members clean District buildings from 3:00 PM to 11:00 PM each weeknight.

Commuting Patterns

- Most support staff lives in proximity to the school buildings. The majority of professional staff members commute from Clarion, Warren, and Oil City. A few professional staff members commute from Corry, over one hour away.

Existing Rideshare/Commuting Programs

- The school district does not have a rideshare program and does not offer a commuter benefit program.
- Some employees connect for carpools on their own.
- Limitations to carpooling and vanpooling include before and after school commitments by teachers; i.e. some teachers coach sports, operate school clubs, and have family commitments such as day care pick up/drop off.
- The District is willing to forward a commuter survey along to employees. While the District feels a rideshare program might not be beneficial for District employees, staff members might have some helpful suggestions.

Rideshare Program Feasibility Study
Employer Interview Summary

Date: Thursday, March 2, 2017

Time: 9:00 AM – 9:30 AM

County: Forest

Industry Type: Manufacturing

Employer: Industrial Timber & Land Company (Northwest Hardwoods)

Contact: Steve Baker, General Manager

Employer and Employee Background

- Northwest Hardwoods acquired Industrial Timber & Land Company in 2015.

- There are several locations in the Northwest region with two mills located in Forest County at Endeavor and Marienville.

- There are approximately 160 and 170 workers employed at the two Forest County facilities.
    - 65 employees are assigned to the Endeavor lumber mill
    - 70 employees at the Marienville mill
    - There are 10 forestry employees who report to specific job sites
- Website: http://northwesthardwoods.com/

Hours of Operation

- The facilities operate 5 days a week, 24 hours a day on 3 shifts starting Sunday evening and ending Friday evening.
    - 11:00 PM – 7:00 AM
    - 7:00 AM – 3:00 PM
    - 3:00 PM – 11:00 PM

Commuting Patterns

- Employees live in all directions from the mills and commute an average of 20 miles to 25 miles in one direction. Some employees live to the northeast towards Ridgway.
- With the area being rural, there are limited options to get to/from the mills.

Existing Rideshare/Commuting Programs

- The company does not have a commuter or a commuter benefit program and notes would be difficult with the types of shifts operated.
- Some employees carpool more out of necessity than conservation. For example, some employees do not have a driver's license and rely on other employees for transportation to/from work.
- Other employees have informal carpool arrangements where they will identify someone on their same schedule and try to match rides.
- Because employees are coming in from all different directions for work, something like a park and ride facility wouldn't work.
- Employees are of all ages.
- The company would be willing to send a commuter survey link to employees.

Northwest Commission
Rideshare Program Feasibility Study
Employer Interview Summary

Date: Thursday, March 9, 2017
Time: 5:00 PM (via e-mail)
County: Venango
Industry Type: Health Care and Social Services
Employer: UPMC Northwest
Contact: Nancy Beichner, Executive Assistant to the President

<u>Note</u>: Offered to contact corporate offices in Pittsburgh if additional information is required. Sent e-mail request on 3/10/17.

Employer and Employee Background

- UPMC Northwest hospital is located in Seneca, Venango County

- 640 people are employed

- Website: www.upmc.com/locations/hospitals/northwest/Pages/default.aspx

Hours of Operation

- 24 hours a day; 7 days a week

- Approximately 350 or 53% are on the hospital campus between 5:00 AM and 6:00 PM

- Approximately half of those employees would be leaving between 2:00 PM and 4:00 PM with the remaining leaving around 5:00 PM and 6:00 PM

- About 150 staff members are present between the hours of 6:00 PM and 5:00 AM

- A small percentage of night shift employees arrive to work between 10:00 PM and 12:00 AM

Commuting Patterns

- Employees travel to the hospital from: Oil City, Franklin, Seneca, Titusville, Emlenton & Kennerdell (tied 5th)

Existing Rideshare/Commuting Programs

- The company hospital does not have a rideshare program and does not believe it has been discussed. Corporate offices in Pittsburgh have a commuter benefits program but it has not been discussed at UPMC Northwest.

Rideshare Program Feasibility Study
Employer Interview Summary

Date:	Wednesday, March 15, 2017
Time:	10:00 AM – 10:30 AM
County:	Warren
Industry Type:	Services
Employer:	Northwest Bank
Contact:	Barb DeMontier, Director or Recruiting

Employer and Employee Background

- Northwest Bank employs 2,577 throughout all its locations in Pennsylvania, New York, Ohio, and Maryland. A total of 97 employees are seasonal.

- A total of 764 employees live in the NW RPO counties.

- The bank is headquartered in Warren, where the majority of its back office operations are located. A call center is located in Erie.

- Several employees travel from the Jamestown, NY area which was not common until a few years ago.

- Website: https://www.northwestsavingsbank.com/

Hours of Operation

- Corporate offices are open Monday through Friday 8:00 AM to 5:00 PM.

- Branch locations are open Monday through Friday with half day Saturday hours.

Commuting Patterns

- Barb DeMontier provided a spreadsheet (attached) showing the following information for employees who live within the five county RPO: county, community, zip code of residence and Northwest Bank work location.   The majority of employees live and work in offices in Warren.

- Many employees travel 40 to 45 minutes to work.

- Parking is an issue in downtown Warren. There are not enough parking options.

- o There is a garage downtown which leases spaces for $30 per month. This cost is high for some employees. Several of the parking garage spaces are not available due to construction issues with the garage.
- o Short term parking arrangements can be made, but options are limited.
- o Two hour meters are located on streets. Employees are discouraged from parking at metered locations as spaces are needed for storefront patrons.

- Establishing park and ride locations at locations coming into downtown Warren may be helpful.

Existing Rideshare/Commuting Programs

- Northwest Bank has a Commuter's Expense Reimbursement Plan which provides for the company to pay for commuter vehicle expenses, transit passes, and parking passes through Section 132(f) of the federal Internal Revenue Code. A total of 64 employees bank wide participate, 32 within the RPO. Plan document is attached.
- An online ride matching might be beneficial for employees. Because there are so many employees who work in downtown Warren, some might not know each other. Therefore, online ride matching might help break the ice.
- Twenty-seven Northwest Bank employees commute from Kane (McKean County) to Warren, an approximately 45 minute commute, via a vanpool. The vanpool has been in operation for about three years, is offered through Area Transit Authority (ATA), and Northwest Bank employees operate the vanpool. Two members of the vanpool are not Northwest Bank employees. http://vanpooladvantage.net/index.php/about-vanpool-advantage-network.
- Northwest Bank would be willing to forward a commuter survey link to employees.

Attachments:

Northwest Bank_county lived_031417

Rideshare Program Feasibility Study
Employer Interview Summary

Date: Thursday, March 2, 2017
Time: 3:00 PM – 3:15 PM
County: Warren
Industry Type: Manufacturing
Employer: Targeted Pet Treats
Contact: Steven Steiner

Employer and Employee Background

- Targeted Pet Treats is a manufacturing firm located in Warren.

- The company has been in operation for 15 years and produces injection molded food products for pets and provides value added product packaging and marketing services for pet care clients.

- Targeted Pet Treats is a home grown business founded by Warren native Rhonda Haverlack who has a background plastics injection molding.

- Currently at 330 employees; 140 employees one year ago; and expected to employ 500 in approximately 4 months.

- To find available workers to meet production demand, one year ago the company started using Kelly Services in Jamestown, NY and QuickStaff in Warren to hire temporary employees. Temporary employees are on a probationary period and are hired full time at the end of the probationary period dependent on performance.

- The company raised wages from $7.25 to $11.00 per hour. This helped to attract employees from the Jamestown or Corry areas.

- Employees are of all ages from high school students working shifts after school to retirees. The average age is about 40.

- Many employees started with the company directly from high school.

- Website: www.targetedpettreats.com

Hours of Operation

- The company operates 7 days a week on four shifts:
    - Weekday 1st 5:30am – 3:30pm Monday -Thursday
    - Weekday 2nd 3:30pm-1:30am Monday -Thursday
    - Weekday 3rd 7:30pm-5:30am Monday -Thursday
    - Weekend 1st 5:30am-5:30pm Friday, Saturday, Sunday

Commuting Patterns

- Employees travel to Targeted Pet Treats for work from all directions. The top 5 communities where employees live include the Warren county communities of Warren, Youngsville, Sheffield and Pine Grove Township, and Jamestown, NY.
- Some employees travel from as far as Corry (approximately 30 miles, 40 min) and Jamestown, NY (approximately 22 miles; 30 minutes).

Existing Rideshare/Commuting Programs

- The company does not have a commuting program, commuter benefits program, and there have been no discussions about developing a program.
- Some employees find ways to connect and carpool on their own.
- The company would be willing to administer a paper survey to employees during a shift meeting.

Note: Steve Steiner e-mailed answers to questions in advance of telephone interview.

Appendix D – Northwest Bank Commuter's Expense Reimbursement Plan

NORTHWEST SAVINGS BANK
COMMUTER'S EXPENSE REIMBURSEMENT PLAN
SUMMARY PLAN DESCRIPTION

PLAN PURPOSE

The Northwest Savings Bank Commuter's Expense Reimbursement Plan is a benefit program to help Participants reduce the cost of commuting to and from work, as defined herein. Section 132(f) of the Internal Revenue Code permits Northwest Savings Bank to pay for commuter vehicle expense, transit passes, qualified parking expenses, and effective January 1, 2009, bicycle commuting expenses on a tax-favored (pretax) basis.

This Summary describes the basic features of the Commuter's Expense Reimbursement Plan, how it operates, and how to get the maximum advantage from it. The Summary does not describe every detail of the Plan. If there is a conflict between the Plan Documents and this Summary, then the Plan Documents will control.

WHO IS ELIGIBLE TO ENROLL IN THE PLAN

If you are regularly scheduled to work at least an average of 37 hours per week, then you are eligible to enroll in this Plan.

HOW TO ENROLL

After you become eligible, you must determine the amount of each pay check you will redirect into two special spending accounts: Commuters Spending Account and Parking Spending Account. Your decision must be made during the month preceding the Period of Coverage for which it will be in effect. A Period of Coverage means a calendar month during which your Election Form/Salary Reduction Agreement is in effect and irrevocable. Northwest Savings Bank will provide you with a written election form that will enable you to identify the benefits in which you wish to participate and the portion of your compensation reduction that may be applied to provide each benefit.

If for some reason, as a newly eligible employee, you fail to complete an election form, then you will be deemed to have elected cash compensation to the extent permissible.

If you should terminate your employment and stop your elections under this Plan, you may, if rehired, begin to participate in the Plan again after re-satisfying the eligibility requirements.

If, for any reason, you become unable to make the required contributions for the Plan, your benefits will cease at that time. You will not be able to resume pretax payment of commuter expenses until the next Period of Coverage.

WHEN YOU ARE ELIGIBLE TO ENROLL

As an eligible employee, you may enroll in the Plan effective on the first day of the month following 30 consecutive days of employment as an eligible employee.

SCHEDULE OF FLEXIBLE BENEFITS

Eligible Commuter, Bicycle Commuter, Transit, and Parking Expenses may be paid for through the Commuter's Expense Reimbursement Plan with pretax income. Details relative to the cost per pay for each benefit and the minimum and maximum amounts you may contribute to the Spending Accounts are provided by Northwest Savings Bank on the enrollment form.

The two separate "spending accounts" available to you are:
- Commuter's Spending Account - Transportation cost associated with a commuter highway vehicle for travel between your residence and place of employment, any transit pass, or bicycle commuter expense can be pre-taxed.
- Parking Spending Account - Qualified Parking Expenses can be pre-taxed.

Benefits under a Commuter's Expense Reimbursement Plan have rules governing benefits and plan administration. These rules are explained in more detail in the plan document which has been prepared solely for the purpose of these benefits. A copy of all this information is available from Julie McTavish at Northwest Savings Bank.

OPTIONAL BENEFITS

Briefly, the Optional Benefits from which you may choose are as follows:

Commuter's Spending Account and Parking Spending Accounts:

There are some expenses you know you'll have to pay for in the coming year; for instance, transit passes, tokens, farecards, voucher or similar item entitling transportation; commuter highway vehicle expenses; bicycle commuter expenses; or parking expenses. Normally you'd pay for expenses like these with after-tax income. And, because taxes reduce the value of your dollar, you'd have to earn considerably more than $100 to pay for $100 of expenses.

If you are eligible to participate, the Northwest Savings Bank Commuter's Expense Reimbursement Plan allows you to contribute pretax income to create two separate special accounts in order to reimburse yourself on a pretax basis for payment of certain commuter, bicycle commuter, mass transit, or parking expenses. It's like getting a discount on these bills since you don't have to earn as much money to pay for them. The money you contribute to spending accounts by automatic payroll deduction is not subject to federal or Social Security

taxes but, depending on your residence, may be subject to state and local income taxes.

How Commuter Spending Accounts Work

You may establish a spending account to reimburse predictable expenses incurred for out-of-pocket commuter and transit expenses. Once you have determined your annual predictable expenses for the period of time covered by the Plan, that amount may be paid for with pretax pay, deposited on a per pay basis to the spending account you have elected. The minimum amount you may defer is $20.00 per month, ($5.00 per month for bicycle commuter expenses beginning January 1, 2009). The maximum pretax deferral allowed is $120.00 per month for 2009, for the Commuter and Transit Spending Account, and beginning January 1, 2009, a maximum of $20.00 per month for the Bicycle Commuter Spending Account.

To receive reimbursement, you must complete a claim form and submit it along with your paid bills to the Benefits Supervisor of Northwest Savings Bank or the designated claims administration representative. Once the claims administrator receives the claims all claims will be processed for reimbursement on a weekly basis. Upon submission of a claim to your Commuter's Spending Account, you will be reimbursed the full amount of your eligible expenses up to your elected Commuter's Spending Account pretax deferral amount.

Expenses you may include are "Transit Passes" which means any pass, token, farecard, voucher or any other item that entitles you to use mass transit for the purpose of traveling to and from work. "Commuter Highway Vehicle" Expenses may also be included but limited to highway vehicles with seating capacity for at least 6 adults (not including the driver) and at least 80 percent of the vehicle mileage must be for purposes of transporting employees in connection with travel between their residences and place of employment. And, expenses for trips during which the number of employees transported for such purposes is at least half of the adult seating capacity for such vehicle (not including the driver).

Beginning January 1, 2009, employees who regularly use a bicycle to commute to work and who receive no other transportation fringe benefit that month (e.g. transit pass or parking) may be reimbursed up to $20.00 each qualified bicycle commuting month for eligible Bicycle Commuter expenses. Eligible Bicycle Commuter expenses include the cost of the purchase, improvement, repair and/or storage of a bicycle that is used regularly for commuting to work.

How Parking Spending Accounts Work

You may establish a spending account to reimburse predictable expenses incurred for qualified parking expenses. Once you have determined your annual predictable expenses for the period of time covered by the Plan, a portion of that amount may be paid for with pretax pay, deposited on a per pay basis to the spending account you have elected. The minimum amount

you may defer is $20.00 per month. The maximum pretax deferral allowed is $220.00 per month ($230.00 per month beginning January 1, 2009) for the Parking Spending Account.

To receive reimbursement, you must complete a claim form and submit it along with your paid bills to the Benefits Supervisor of Northwest Savings Bank or the designated claims administration representative. Once the claims administrator receives the claims all claims will be processed for reimbursement on a weekly basis. Upon submission of a claim to your Parking Spending Account, you will be reimbursed the full amount of your eligible expenses up to your elected Parking Spending Account pretax deferral amount.

Expenses you may include are Parking Expenses which means parking provided to an employee on or near the business premises of the employer or on or near a location from which the employee commutes to work by mass transit, commuter highway vehicle, or by carpool. Such term shall not include any parking on or near property used by the employee for residential purposes.

CARRY-OVER OF UNUSED BENEFITS AND POSSIBLE FORFEITURE

If any balance remains in the your Account for a Period of Coverage after all reimbursements have been made, and you continue to participate in the Plan following the Period of Coverage or Plan Year, such balance shall be carried forward to reimburse you for expenses incurred in a subsequent Period of Coverage.

If you have any funds left in your Account at the time you terminate employment or stop being eligible for any other reason, any amounts not applied for eligible expenses incurred or paid prior to termination will be forfeited. Also, any Account benefit payments that are unclaimed (for example, uncashed checks) by the close of the Plan Year shall be forfeited. All amounts described as forfeited shall be forfeited to the Employer.

ABOUT TAXES

' Social Security taxes are not deducted from the amount you pay in contributions on a pretax basis. This could result in a small reduction in the Social Security benefit you receive at retirement. This is because Social Security benefits are based on what you earned while you were working, up to the Taxable Wage Base (TWB). The TWB is adjusted annually. If your compensation is above the TWB, your Social Security benefit is not likely to be affected. If you are below the TWB, the benefit would be reduced. The tax advantages you gain through the Commuter's Expense Reimbursement Plan may offset any possible reduction in Social Security benefits.

FUTURE OF THE COMMUTER'S EXPENSE REIMBURSEMENT PLAN

The Commuter's Expense Reimbursement Plan is based on Northwest Savings Bank's understanding of the current provisions of the Internal Revenue Code Section 132(f) "Qualified Transportation Fringe". Northwest Savings Bank reserves the right to amend or discontinue the Plan if regulations or changes in the tax law make it advisable to do so. If the Plan is amended or terminated, it will not affect any benefit to which you were entitled before the date of the amendment or termination.

Name of Plans

Northwest Savings Bank Commuter's Expense Reimbursement Plan.

Participants

The plans provide benefits for all employees of Northwest Savings Bank who meet the eligibility requirements described herein.

Plan Administrator

Northwest Savings Bank
108 Liberty Street
Warren, PA   16365
814-728-7661

Employer Identification Number (EIN)

25-0368460

Type of Plans

Commuter's Spending Account
Parking Spending Account

Agent for Service of Legal Process

Northwest Savings Bank
108 Liberty Street
Warren, PA   16365
814-728-7661

Plan

January 1 through December 31.

Plan Definition and Funding

This is a Section 132(f) benefit plan classified as a "Qualified Transportation Fringe" plan by the Internal Revenue Code. The Plan is funded by employee contributions.

Not a Contract of Employment

No provision of the Plan is to be considered a contract of employment between you and Northwest Savings Bank or a Participating Employer. Northwest Savings Bank's rights with regard to disciplinary action and termination of any Employee, if necessary, are in no manner changed by any provision of the Plan.

Appendix E – Home-to-Work Travel Pairings by County Subdivision

(Travel Distances over 10 miles highlighted in Blue) Work	Live	Count	Avg. Travel Distance (mi)
Meadville city (Crawford, PA)	Meadville city (Crawford, PA)	1,804	0
Warren city (Warren, PA)	Warren city (Warren, PA)	1,720	0
Meadville city (Crawford, PA)	West Mead township (Crawford, PA)	870	3.3
Oil City city (Venango, PA)	Oil City city (Venango, PA)	851	0
Vernon township (Crawford, PA)	Meadville city (Crawford, PA)	691	4.2
Franklin city (Venango, PA)	Franklin city (Venango, PA)	685	0
Meadville city (Crawford, PA)	Vernon township (Crawford, PA)	659	4.2
Titusville city (Crawford, PA)	Titusville city (Crawford, PA)	652	0
Cranberry township (Venango, PA)	Cranberry township (Venango, PA)	560	0
Warren city (Warren, PA)	Conewango township (Warren, PA)	550	6.3
Vernon township (Crawford, PA)	Vernon township (Crawford, PA)	536	0
Cranberry township (Venango, PA)	Oil City city (Venango, PA)	483	7.8
Conewango township (Warren, PA)	Warren city (Warren, PA)	462	4.3
Franklin city (Venango, PA)	Oil City city (Venango, PA)	425	8.4
Warren city (Warren, PA)	Pleasant township (Warren, PA)	405	5.8
Franklin city (Venango, PA)	Sugarcreek borough (Venango, PA)	402	4.2
Warren city (Warren, PA)	Glade township (Warren, PA)	380	5
Warren city (Warren, PA)	Pine Grove township (Warren, PA)	343	7.7
Vernon township (Crawford, PA)	West Mead township (Crawford, PA)	342	8
Sugarcreek borough (Venango, PA)	Sugarcreek borough (Venango, PA)	315	0
Franklin city (Venango, PA)	Cranberry township (Venango, PA)	312	6.1
Oil City city (Venango, PA)	Cranberry township (Venango, PA)	302	7.9
Meadville city (Crawford, PA)	Woodcock township (Crawford, PA)	296	7.3
Meadville city (Crawford, PA)	Hayfield township (Crawford, PA)	290	8.5
Sugarcreek borough (Venango, PA)	Franklin city (Venango, PA)	262	4.2
Titusville city (Crawford, PA)	Oil Creek township (Crawford, PA)	261	3.3
Sugarcreek borough (Venango, PA)	Oil City city (Venango, PA)	240	12.6
Cranberry township (Venango, PA)	Franklin city (Venango, PA)	240	6.1
Conewango township (Warren, PA)	Conewango township (Warren, PA)	233	0
Clarion borough (Clarion, PA)	Clarion borough (Clarion, PA)	232	0
Meadville city (Crawford, PA)	Sadsbury township (Crawford, PA)	215	11.4
Warren city (Warren, PA)	Mead township (Warren, PA)	214	7
Warren city (Warren, PA)	Sheffield township (Warren, PA)	211	16
West Mead township (Crawford, PA)	Meadville city (Crawford, PA)	185	3.3
Warren city (Warren, PA)	Brokenstraw township (Warren, PA)	184	11.8
Sugarcreek borough (Venango, PA)	Cranberry township (Venango, PA)	180	10.2

(Travel Distances over 10 miles highlighted in Blue) **Work**	**Live**	**Count**	**Avg. Travel Distance (mi)**
Oil City city (Venango, PA)	Cornplanter township (Venango, PA)	179	7.3
Titusville city (Crawford, PA)	Cherrytree township (Venango, PA)	179	6.1
Warren city (Warren, PA)	Youngsville borough (Warren, PA)	178	10.4
Vernon township (Crawford, PA)	Sadsbury township (Crawford, PA)	176	8.9
Vernon township (Crawford, PA)	Hayfield township (Crawford, PA)	174	7
Cranberry township (Venango, PA)	Sugarcreek borough (Venango, PA)	164	11.7
Meadville city (Crawford, PA)	Randolph township (Crawford, PA)	163	12.3
Meadville city (Crawford, PA)	Richmond township (Crawford, PA)	158	13.5
Meadville city (Crawford, PA)	Summit township (Crawford, PA)	158	10.1
Franklin city (Venango, PA)	Sandycreek township (Venango, PA)	157	5.2
West Mead township (Crawford, PA)	West Mead township (Crawford, PA)	149	0
Warren city (Warren, PA)	Farmington township (Warren, PA)	148	10.4
Vernon township (Crawford, PA)	Woodcock township (Crawford, PA)	147	11
Clarion township (Clarion, PA)	Clarion township (Clarion, PA)	138	0
Meadville city (Crawford, PA)	East Mead township (Crawford, PA)	135	5.4
Conewango township (Warren, PA)	Pine Grove township (Warren, PA)	129	10.5
Vernon township (Crawford, PA)	Summit township (Crawford, PA)	129	7.2
Hayfield township (Crawford, PA)	Hayfield township (Crawford, PA)	129	0
Clarion borough (Clarion, PA)	Clarion township (Clarion, PA)	128	6.9
Meadville city (Crawford, PA)	Wayne township (Crawford, PA)	127	14.5
Oil City city (Venango, PA)	Franklin city (Venango, PA)	126	8.4
Meadville city (Crawford, PA)	Millcreek township (Erie, PA)	123	34.2
Meadville city (Crawford, PA)	Erie city (Erie, PA)	122	39.8
Vernon township (Crawford, PA)	Erie city (Erie, PA)	121	39.4
Vernon township (Crawford, PA)	Millcreek township (Erie, PA)	121	33.9
Sadsbury township (Crawford, PA)	Sadsbury township (Crawford, PA)	116	0
Cranberry township (Venango, PA)	Cornplanter township (Venango, PA)	114	15.6
Oil City city (Venango, PA)	Sugarcreek borough (Venango, PA)	113	12.6
Jenks township (Forest, PA)	Jenks township (Forest, PA)	108	0
Franklin city (Venango, PA)	Frenchcreek township (Venango, PA)	106	7.6
Warren city (Warren, PA)	Jamestown city (Chautauqua, NY)	105	19.8
West Mead township (Crawford, PA)	Vernon township (Crawford, PA)	104	8
Titusville city (Crawford, PA)	Pleasantville borough (Venango, PA)	104	5.7
Meadville city (Crawford, PA)	Cochranton borough (Crawford, PA)	103	11.7
Hayfield township (Crawford, PA)	Woodcock township (Crawford, PA)	102	9.4
Conewango township (Warren, PA)	Glade township (Warren, PA)	102	9.1

Source: U.S. Census Bureau, LEHD Origin Destination Employment Statistics, 2014

Appendix F – Daily Commuters from Clarion County, PA

Lives in	Total Workers	Works in Venango Co.	Works in Forest Co.	Works in Clarion Co.	Works in Crawford Co.	Works in Warren Co.
Clarion borough (Clarion, PA)	366	42	11	294	12	7
Clarion township (Clarion, PA)	337	38	12	266	18	3
Farmington township (Clarion, PA)	208	66	50	74	9	9
Washington township (Clarion, PA)	195	66	23	93	5	8
Paint township (Clarion, PA)	174	51	6	96	8	13
Limestone township (Clarion, PA)	136	17	5	98	6	10
Elk township (Clarion, PA)	132	46	3	72	8	3
Beaver township (Clarion, PA)	126	56	7	51	9	3
Monroe township (Clarion, PA)	121	14	2	90	6	9
Ashland township (Clarion, PA)	105	37	7	54	4	3
Redbank township (Clarion, PA)	102	13	1	84	3	1
Knox township (Clarion, PA)	100	32	11	52	3	2
Knox borough (Clarion, PA)	81	38	2	35	5	1
Porter township (Clarion, PA)	77	14	2	54	6	1
Salem township (Clarion, PA)	71	27	5	29	10	0
New Bethlehem borough (Clarion, PA)	66	8	0	52	6	0
Toby township (Clarion, PA)	52	12	2	35	3	0
Strattanville borough (Clarion, PA)	51	5	0	43	3	0
Highland township (Clarion, PA)	49	13	6	19	3	8
Madison township (Clarion, PA)	47	9	0	19	9	10
Perry township (Clarion, PA)	41	16	0	20	4	1
Hawthorn borough (Clarion, PA)	39	5	0	33	1	0
Millcreek township (Clarion, PA)	39	2	0	25	0	12
Shippenville borough (Clarion, PA)	39	10	1	24	3	1
Rimersburg borough (Clarion, PA)	34	5	2	21	4	2
Sligo borough (Clarion, PA)	33	11	0	18	4	0
East Brady borough (Clarion, PA)	30	7	3	18	1	1
Licking township (Clarion, PA)	29	9	1	17	2	0
Piney township (Clarion, PA)	24	6	0	18	0	0
Richland township (Clarion, PA)	23	9	0	8	4	2
St. Petersburg borough (Clarion, PA)	18	6	2	6	1	3
Foxburg borough (Clarion, PA)	15	2	0	5	2	6
Callensburg borough (Clarion, PA)	10	3	0	6	1	0
Brady township (Clarion, PA)	5	0	0	4	1	0

Source: U.S. Census Bureau, LEHD Origin Destination Employment Statistics, 2014

Appendix G – Daily Commuters from Crawford County, PA

Lives in	Total Workers	Works in Venango Co.	Works in Forest Co.	Works in Clarion Co.	Works in Crawford Co.	Works in Warren Co.
Meadville city (Crawford, PA)	3043	83	1	13	2919	27
West Mead township (Crawford, PA)	1540	42	3	5	1473	17
Vernon township (Crawford, PA)	1523	44	2	8	1458	11
Titusville city (Crawford, PA)	975	169	4	7	769	26
Hayfield township (Crawford, PA)	767	14	4	7	735	7
Woodcock township (Crawford, PA)	688	9	0	5	671	3
Sadsbury township (Crawford, PA)	613	19	2	4	581	7
Summit township (Crawford, PA)	428	11	0	2	409	6
Oil Creek township (Crawford, PA)	412	93	2	2	313	2
Randolph township (Crawford, PA)	368	18	1	1	346	2
Richmond township (Crawford, PA)	313	6	0	2	301	4
Wayne township (Crawford, PA)	310	31	0	0	269	10
East Mead township (Crawford, PA)	301	16	0	3	280	2
Cambridge Springs borough (Crawford, PA)	272	9	0	6	252	5
Cochranton borough (Crawford, PA)	257	27	0	0	228	2
Greenwood township (Crawford, PA)	233	23	1	1	205	3
Cussewago township (Crawford, PA)	231	7	2	1	220	1
East Fallowfield township (Crawford, PA)	231	11	2	2	215	1
Cambridge township (Crawford, PA)	229	6	1	2	217	3
Saegertown borough (Crawford, PA)	210	7	0	0	203	0
Union township (Crawford, PA)	203	24	0	1	175	3
Conneaut township (Crawford, PA)	199	8	0	1	188	2
East Fairfield township (Crawford, PA)	199	29	0	0	170	0
Troy township (Crawford, PA)	197	16	0	1	177	3
Fairfield township (Crawford, PA)	195	17	0	1	175	2
Rockdale township (Crawford, PA)	164	8	1	3	148	4
Conneaut Lake borough (Crawford, PA)	146	6	0	0	137	3
Venango township (Crawford, PA)	134	6	1	1	122	4
Spring township (Crawford, PA)	131	3	0	2	124	2
North Shenango township (Crawford, PA)	126	13	1	3	102	7
South Shenango township (Crawford, PA)	117	9	0	3	100	5
Summerhill township (Crawford, PA)	117	1	1	0	111	4
Hydetown borough (Crawford, PA)	116	37	0	0	76	3
Linesville borough (Crawford, PA)	116	2	1	4	108	1
Athens township (Crawford, PA)	115	6	0	0	109	0

Steuben township (Crawford, PA)	115	11	0	1	100	3
Bloomfield township (Crawford, PA)	96	7	1	0	81	7
Conneautville borough (Crawford, PA)	94	5	1	1	85	2
Beaver township (Crawford, PA)	92	2	0	0	87	3
Rome township (Crawford, PA)	91	19	0	2	59	11
Sparta township (Crawford, PA)	85	6	0	0	69	10
Blooming Valley borough (Crawford, PA)	75	2	0	0	72	1
West Fallowfield township (Crawford, PA)	75	3	1	0	71	0
Pine township (Crawford, PA)	50	3	0	0	45	2
Springboro borough (Crawford, PA)	47	2	0	0	44	1
Townville borough (Crawford, PA)	47	3	0	0	43	1
West Shenango township (Crawford, PA)	36	3	0	0	32	1
Woodcock borough (Crawford, PA)	35	1	0	0	34	0
Venango borough (Crawford, PA)	24	2	0	0	22	0
Spartansburg borough (Crawford, PA)	17	3	0	0	11	3
Centerville borough (Crawford, PA)	7	2	0	0	5	0

Source: U.S. Census Bureau, LEHD Origin Destination Employment Statistics, 2014

Appendix H – Daily Commuters from Forest County, PA

Lives in	Total Workers	Works in Venango Co.	Works in Forest Co.	Works in Clarion Co.	Works in Crawford Co.	Works in Warren Co.
Jenks township (Forest, PA)	169	14	108	18	17	12
Tionesta township (Forest, PA)	57	24	14	4	13	2
Green township (Forest, PA)	47	16	14	4	12	1
Hickory township (Forest, PA)	43	20	5	1	11	6
Harmony township (Forest, PA)	37	12	5	5	12	3
Barnett township (Forest, PA)	33	4	25	4	0	0
Tionesta borough (Forest, PA)	31	18	3	2	8	0
Kingsley township (Forest, PA)	25	10	0	1	9	5
Howe township (Forest, PA)	18	1	11	1	4	1

Source: U.S. Census Bureau, LEHD Origin Destination Employment Statistics, 2014

Appendix I – Daily Commuters from Venango County, PA

Lives in	Total Workers	Works in Venango Co.	Works in Forest Co.	Works in Clarion Co.	Works in Crawford Co.	Works in Warren Co.
Oil City city (Venango, PA)	2279	1999	13	47	174	46
Cranberry township (Venango, PA)	1499	1354	7	26	90	22
Franklin city (Venango, PA)	1447	1313	4	18	74	38
Sugarcreek borough (Venango, PA)	1137	994	4	17	98	24
Cornplanter township (Venango, PA)	507	431	6	13	50	7
Sandycreek township (Venango, PA)	403	337	0	4	55	7
Oakland township (Venango, PA)	350	241	3	5	86	15
Cherrytree township (Venango, PA)	319	107	0	3	205	4
Frenchcreek township (Venango, PA)	304	251	1	4	40	8
Pinegrove township (Venango, PA)	279	237	3	10	27	2
Jackson township (Venango, PA)	244	188	1	1	53	1
Plum township (Venango, PA)	200	137	3	0	59	1
Canal township (Venango, PA)	192	164	0	2	25	1
Pleasantville borough (Venango, PA)	173	51	1	4	116	1
Polk borough (Venango, PA)	156	120	1	1	18	16
Oil Creek township (Venango, PA)	146	51	3	3	87	2
Rockland township (Venango, PA)	142	107	2	17	7	9
President township (Venango, PA)	127	117	1	1	8	0
Rouseville borough (Venango, PA)	126	100	2	3	11	10
Cooperstown borough (Venango, PA)	105	79	0	0	25	1
Irwin township (Venango, PA)	88	69	0	2	9	8
Scrubgrass township (Venango, PA)	87	78	1	5	2	1
Richland township (Venango, PA)	80	63	1	10	6	0
Clinton township (Venango, PA)	60	53	0	0	6	1
Emlenton borough (Venango, PA)	60	53	1	3	2	1
Allegheny township (Venango, PA)	58	20	1	0	37	0
Clintonville borough (Venango, PA)	38	32	0	2	3	1
Mineral township (Venango, PA)	32	25	0	1	5	1
Victory township (Venango, PA)	32	22	0	4	5	1
Utica borough (Venango, PA)	31	22	0	2	7	0
Barkeyville borough (Venango, PA)	25	14	0	1	1	9

Source: U.S. Census Bureau, LEHD Origin Destination Employment Statistics, 2014

Appendix J – Daily Commuters from Warren County, PA

Lives in	Total Workers	Works in Venango Co.	Works in Forest Co.	Works in Clarion Co.	Works in Crawford Co.	Works in Warren Co.
Warren city (Warren, PA)	2353	58	13	20	59	2203
Conewango township (Warren, PA)	831	21	0	2	11	797
Pleasant township (Warren, PA)	559	21	7	8	15	508
Pine Grove township (Warren, PA)	534	14	1	5	13	501
Sheffield township (Warren, PA)	313	20	10	2	19	262
Mead township (Warren, PA)	309	11	2	2	24	270
Brokenstraw township (Warren, PA)	297	16	2	9	16	254
Youngsville borough (Warren, PA)	278	14	2	2	17	243
Farmington township (Warren, PA)	242	11	0	3	7	221
Pittsfield township (Warren, PA)	181	21	5	2	42	111
Columbus township (Warren, PA)	161	17	0	0	20	124
Glade township (Warren, PA)	148	13	4	1	15	115
Sugar Grove township (Warren, PA)	120	9	1	0	12	98
Elk township (Warren, PA)	117	4	1	0	5	107
Freehold township (Warren, PA)	115	10	0	1	18	86
Tidioute borough (Warren, PA)	98	9	2	2	29	56
Clarendon borough (Warren, PA)	94	4	1	0	5	84
Eldred township (Warren, PA)	85	8	0	5	19	53
Limestone township (Warren, PA)	83	2	1	2	1	77
Southwest township (Warren, PA)	60	8	1	0	19	32
Spring Creek township (Warren, PA)	59	11	0	1	22	25
Watson township (Warren, PA)	58	4	1	2	2	49
Triumph township (Warren, PA)	47	9	0	1	16	21
Sugar Grove borough (Warren, PA)	45	2	0	0	3	40
Deerfield township (Warren, PA)	43	4	0	0	15	24
Cherry Grove township (Warren, PA)	27	3	6	0	0	18
Bear Lake borough (Warren, PA)	11	1	0	0	2	8

Source: U.S. Census Bureau, LEHD Origin Destination Employment Statistics, 2014

Appendix K – Daily Commuters Between Micropolitan Areas in NW Region

Work	Live	Total Commuters
Franklin/Oil City	Franklin/Oil City	7313
Meadville	Meadville	6922
Warren	Warren	4073
Corry	Corry	2212
Clarion	Clarion	2181
Titusville	Titusville	1243
Edinboro	Edinboro	891
Franklin/Oil City	Meadville	319
Franklin/Oil City	Clarion	291
Meadville	Franklin/Oil City	188
Titusville	Franklin/Oil City	188
Franklin/Oil City	Titusville	185
Franklin/Oil City	Warren	180
Titusville	Meadville	127
Meadville	Edinboro	114
Marienville	Marienville	108
Clarion	Franklin/Oil City	86
Warren	Franklin/Oil City	84
Tionesta	Tionesta	78
Meadville	Clarion	59
Warren	Meadville	59
Meadville	Warren	50
Marienville	Clarion	45
Warren	Corry	41
Meadville	Corry	39
Warren	Clarion	38
Meadville	Titusville	37
Franklin/Oil City	Edinboro	30

Work	Live	Total Commuters
Titusville	Warren	30
Franklin/Oil City	Marienville	28
Titusville	Corry	28
Clarion	Meadville	26
Warren	Titusville	24
Clarion	Marienville	23
Titusville	Clarion	21
Warren	Edinboro	21
Clarion	Warren	17
Franklin/Oil City	Corry	17
Titusville	Edinboro	17
Marienville	Franklin/Oil City	16
Warren	Marienville	16
Marienville	Warren	13
Franklin/Oil City	Tionesta	11
Marienville	Tionesta	10
Clarion	Titusville	9
Marienville	Meadville	7
Meadville	Marienville	7
Clarion	Edinboro	5
Marienville	Titusville	5
Titusville	Marienville	4
Warren	Tionesta	4
Marienville	Edinboro	3
Clarion	Corry	2
Titusville	Tionesta	2
Clarion	Tionesta	1
Marienville	Corry	1
Meadville	Tionesta	1

Source: U.S. Census Bureau, LEHD Origin Destination Employment Statistics, 2014

Appendix L – Micropolitan Areas in Northwest Region

Micropolitan Area Name	County Subdivisions included in Micropolitan Area	Micropolitan Area Name	County Subdivisions included in Micropolitan Area
Ashtabula	Ashtabula township (Ashtabula, OH)	Johnsonburg/Ridgway	Johnsonburg borough (Elk, PA)
Ashtabula	Plymouth township (Ashtabula, OH)	Johnsonburg/Ridgway	Ridgway borough (Elk, PA)
Ashtabula	Saybrook township (Ashtabula, OH)	Johnsonburg/Ridgway	Ridgway township (Elk, PA)
Bradford	Bradford city (McKean, PA)	Kane	Kane borough (McKean, PA)
Bradford	Bradford township (McKean, PA)	Kane	Wetmore township (McKean, PA)
Bradford	Foster township (McKean, PA)	Kittanning	Applewold borough (Armstrong, PA)
Brookville	Brookville borough (Jefferson, PA)	Kittanning	East Franklin township (Armstrong, PA)
Brookville	Knox township (Jefferson, PA)	Kittanning	Ford City borough (Armstrong, PA)
Brookville	Pine Creek township (Jefferson, PA)	Kittanning	Ford Cliff borough (Armstrong, PA)
Brookville	Rose township (Jefferson, PA)	Kittanning	Kittanning borough (Armstrong, PA)
Butler	Butler city (Butler, PA)	Kittanning	Manor township (Armstrong, PA)
Butler	Butler township (Butler, PA)	Kittanning	Manorville borough (Armstrong, PA)
Butler	Center township (Butler, PA)	Kittanning	North Buffalo township (Armstrong, PA)
Butler	East Butler borough (Butler, PA)	Kittanning	Rayburn township (Armstrong, PA)
Butler	Oakland township (Butler, PA)	Kittanning	West Kittanning borough (Armstrong, PA)
Butler	Summit township (Butler, PA)	Marienville	Jenks township (Forest, PA)
Clarion	Clarion borough (Clarion, PA)	Meadville	East Mead township (Crawford, PA)
Clarion	Clarion township (Clarion, PA)	Meadville	Hayfield township (Crawford, PA)
Clarion	Elk township (Clarion, PA)	Meadville	Meadville city (Crawford, PA)
Clarion	Highland township (Clarion, PA)	Meadville	Saegertown borough (Crawford, PA)
Clarion	Monroe township (Clarion, PA)	Meadville	Union township (Crawford, PA)
Clarion	Paint township (Clarion, PA)	Meadville	Vernon township (Crawford, PA)
Clarion	Shippenville borough (Clarion, PA)	Meadville	West Mead township (Crawford, PA)
Clarion	Strattanville borough (Clarion, PA)	Meadville	Woodcock township (Crawford, PA)
Corry	Columbus township (Warren, PA)	Mercer	Coolspring township (Mercer, PA)
Corry	Concord township (Erie, PA)	Mercer	East Lackawannock township (Mercer, PA)
Corry	Corry city (Erie, PA)	Mercer	Findley township (Mercer, PA)
Corry	Spring Creek township (Warren, PA)	Mercer	Mercer borough (Mercer, PA)
Corry	Wayne township (Erie, PA)	Shenango Valley	Clark borough (Mercer, PA)
Dunkirk	Dunkirk city (Chautauqua, NY)	Shenango Valley	Farrell city (Mercer, PA)
Dunkirk	Dunkirk town (Chautauqua, NY)	Shenango Valley	Hermitage city (Mercer, PA)
Dunkirk	Pomfret town (Chautauqua, NY)	Shenango Valley	Jefferson township (Mercer, PA)
Edinboro	Edinboro borough (Erie, PA)	Shenango Valley	Lackawannock township (Mercer, PA)
Edinboro	Washington township (Erie, PA)	Shenango Valley	Pymatuning township (Mercer, PA)
Erie	Erie city (Erie, PA)	Shenango Valley	Sharon city (Mercer, PA)
Erie	Harborcreek township (Erie, PA)	Shenango Valley	Sharpsville borough (Mercer, PA)

Micropolitan Area Name	County Subdivisions included in Micropolitan Area	Micropolitan Area Name	County Subdivisions included in Micropolitan Area
Erie	Lawrence Park township (Erie, PA)	Shenango Valley	Shenango township (Mercer, PA)
Erie	Millcreek township (Erie, PA)	Shenango Valley	South Pymatuning township (Mercer, PA)
Erie	Summit township (Erie, PA)	Shenango Valley	West Middlesex borough (Mercer, PA)
Erie	Wesleyville borough (Erie, PA)	Shenango Valley	Wheatland borough (Mercer, PA)
Franklin/Oil City	Cornplanter township (Venango, PA)	Slippery Rock	Slippery Rock borough (Butler, PA)
Franklin/Oil City	Cranberry township (Venango, PA)	Slippery Rock	Slippery Rock township (Butler, PA)
Franklin/Oil City	Franklin city (Venango, PA)	Tionesta	Tionesta borough (Forest, PA)
Franklin/Oil City	Oil City city (Venango, PA)	Tionesta	Tionesta township (Forest, PA)
Franklin/Oil City	Rouseville borough (Venango, PA)	Titusville	Cherrytree township (Venango, PA)
Franklin/Oil City	Sandycreek township (Venango, PA)	Titusville	Hydetown borough (Crawford, PA)
Franklin/Oil City	Sugarcreek borough (Venango, PA)	Titusville	Oil Creek township (Crawford, PA)
Grove City	Grove City borough (Mercer, PA)	Titusville	Oil Creek township (Venango, PA)
Grove City	Liberty township (Mercer, PA)	Titusville	Pleasantville borough (Venango, PA)
Grove City	Pine township (Mercer, PA)	Titusville	Southwest township (Warren, PA)
Jamestown	Busti town (Chautauqua, NY)	Titusville	Titusville city (Crawford, PA)
Jamestown	Carroll town (Chautauqua, NY)	Warren	Conewango township (Warren, PA)
Jamestown	Ellicott town (Chautauqua, NY)	Warren	Glade township (Warren, PA)
Jamestown	Jamestown city (Chautauqua, NY)	Warren	Mead township (Warren, PA)
Jamestown	Kiantone town (Chautauqua, NY)	Warren	Pleasant township (Warren, PA)
		Warren	Warren city (Warren, PA)

Source: U.S. Census Bureau, LEHD Origin Destination Employment Statistics, 2014

Appendix M – Pennsylvania Rideshare Inventory

Rideshare Committee
Commute Options
Programs Listing

Contents

This document is a listing of all known commute options programs operating in Pennsylvania. It is designed to provide a general overview of each program, and contact information. This listing will be updated as needed as new programs are established or other changes occur. Please check with the PPTA Rideshare Committee Chair for the most current version.

April 2017

Common Commute Option Terminology and Definitions

Carpool: A carpool is two or more people sharing a commute in a privately owned vehicle.

Commuter Choice Benefit: A federal Internal Revenue Service defined benefit which allows employers to offer transportation benefits to their employees. Eligible transportation options include fixed route public transit and vanpool.

Emergency/Guaranteed Ride Home: An Emergency Ride Home/Guaranteed Ride Home service provides a free, reduced fare, or reimbursed ride home in case of unexpected personal emergencies for those in rideshare arrangements.

Fixed Route Public Transit: Traditional bus, light rail, rail, or incline services provided on a repetitive, fixed schedule along a specific route, with vehicles stopping to pick-up and deliver passengers to specific locations.

HOV Lane: High occupancy vehicle lane which is usually restricted for use by fixed route transit, carpool, and vanpool vehicles.

Mode Shift: A commuter change from using one type of transportation to another.

Park-n-ride Facility: A designated area where automobile drivers park their vehicles or commuters can be dropped off and then board public transit vehicles, or meet their carpool or vanpool group to travel to their destinations.

Ridematch: A process in which commuters travel patterns are reviewed and matched up with other commuters, with the goal of finding partners for ridesharing. This process is most often performed through software which evaluates the commuters' travel times, start and end locations, and other preferences.

Rideshare: Transportation in which more than one person shares the use of the vehicle (includes transit, vanpool, and carpool).

Shared Ride: Shared-Ride/Demand Response/Paratransit service offers the community pre-arranged, curb-to-curb transportation services throughout Pennsylvania. Some systems pick up passengers along a given route, while other systems offer on-demand, call-up, curb-to-curb service from any origin to any destination in a service area. Shared-ride transportation is open to anyone and can be provided at a discounted (subsidized) fare to persons with disabilities and to seniors age 65 or older.

Shuttle: A service, driven by a paid driver, which travels back and forth over a particular route, especially a short route or one connecting two other transport systems.

SOV: Single occupancy vehicle.

Vanpool Driver: A *volunteer* within a vanpool group who agrees to share the driving responsibilities for the group.

Vanpool Group: A group of people who share a commute in a vanpool vehicle.

Vanpool Vehicle: A vehicle having seating capacity of 7 to 15 passengers and classified as a van by vehicle manufacturers.

Vanpool: The Federal Transit Administration defines vanpool as: *"A transit mode comprised of vans, small buses and other vehicles operating as a ride sharing arrangement, providing transportation to a group of individuals traveling directly between their homes and a regular destination within the same geographical area. The vehicles shall have a minimum seating capacity of seven persons, including the volunteer driver."*

Additional terms and definitions are available in the attached appendix authored by the Association for Commuter Transportation: *Understanding Commuter Transportation Terms.*

Area Transportation Authority of North Central Pennsylvania's Vanpool Advantage Network

Address: 44 Transportation Center, Johnsonburg, PA 15845
Phone: 1-866-282-4968
Website: http://www.vanpooladvantage.net/

Contact: Richard (Rick) Viglione
Phone: 814-965-1246
Email: rviglione@RideATA.com

Program Structure: Component of Public Transportation Authority
Service Area: Regional – Serving McKean, Potter, Elk, Cameron, Jefferson and Clearfield Counties
Program Staff: (1)

Ridematching Software: "Rideshare" ... Provided / Shared by CATA
Registered Commuters in Ridematching Software: -

Carpools: 0
Carpool Participants: 0
Vanpools: 3
Vanpool Participants: 30
Vanpool Vehicle Provider: (Self) Area Transportation Authority (ATA)
Vanpool Vehicle Size: 12 passenger
Vanpool Average Cost Per Rider: $ -
Vanpool Average One Way Trip Distance: 30 miles
Vanpool Subsidy: -
Emergency Ride Home/Guaranteed Ride Home: Yes (Enterprise Car Rental) NOTE: Inconsistent service at best.

Marketing Efforts: In-house marketing department .... Outreach, web, face-to-face meetings

Special Areas of Focus: None

Vanpooladvantage.net

Centre Area Transportation Authority CATA COMMUTE
Address: 2081 W. Whitehall Road, State College, PA 16801 Phone: (814) 238-2282
Website: http://catabus.com/ServiceSchedules/CATACOMMUTE/index.html
Contact: Terri Quici
Phone: 814-238-2282 x 5134
Email: rideshare@catabus.com

Program Structure: Program of the transit operator (Centre Area Transportation Authority)

Program Service Area: Central Pennsylvania (Commuters who travel into or out of the State College and Bellefonte areas)

Program Staff: 1

Funding Sources: -State and local operating funds, vanpool fares

Ridematching Software: Next Insight through 2017. 511NY Rideshare will power **CATA**COMMUTE's ridematching services in the near future.

Registered Commuters in Ridematching Software: 2,800+

Carpools: 72
Carpool Participants: 198
Vanpools: 36 (as of 3/1/17)
Vanpool Participants: 490
Vanpool Vehicle Provider: Purchased vehicles – maintained by CATA
Vanpool Vehicle Size: 12, 13, 15
Vanpool Average Cost Per Rider: $75 - $140
Vanpool Average One Way Trip Distance: 35 miles

Vanpool Subsidy: CATA contracts with WEX through a state contract to provide fleet gas cards to the groups, which allows for billing ease as well as the ability for CATA to get the sales tax removed from the gas purchases and volume discounts.

Emergency Ride Home: Yes after meeting qualifier of being registered in RideShare and joined to a carpool or vanpool, CATA provides up to four (4) free emergency rides home per calendar year, up to 50 miles. Contracts with a local taxi company. $15 registration fee per year.

Marketing Efforts: Placemats, newspapers, radio, and Community Nights @ local minor league baseball games

Special Areas of Focus: Ridematching, Vanpool Program, Community Outreach

Other Notes:
 CATACOMMUTE (specifically the Vanpool Program) received the Governor's Award of Excellence in 2009, and Safety Excellence Awards from Lancer Insurance in 2013 and 2016.

Commuter Services of PA *(a program of the Susquehanna Regional Transportation Partnership)*
Address: 2951 Whiteford Road, Suite 201, York PA 17402
Phone: 1-866-579-RIDE (7433) or 1-717-718-0015
Website: www.pacommuterservices.org

Contact: Matt Boyer, Executive Director
Phone: 1-866-579-RIDE (7433) or 1-717-718-0015
Email: matt.boyer@pacommuterservices.org

Program Structure: Program established through a regional partnership of eight planning organizations, eight chambers of commerce, and six transit agencies overseen by an independent board of directors. Commuter Services utilizes outreach staff to contact employers for the purpose of educating employees on the many benefits (health, environmental & financial) that may be obtained through participation in the Rideshare and Emergency Ride Home (ERH) programs. Employees are then introduced to carpool matching opportunities, vanpool formation groups, available transit service and walking, bicycling and teleworking options where appropriate.

Program Service Area: Adams, Berks, Carbon, Cumberland, Dauphin, Franklin, Lancaster, Lebanon, Monroe, Perry, Pike, Schuylkill and York counties.* Additional vanpool formation services provided to the counties of Columbia, Montour, Northumberland, Snyder and Union. Commuters traveling into any of these thirteen counties from other neighboring counties also eligible to enroll in the Rideshare and ERH programs. The Rideshare and ERH programs currently contain commuters from 51 of 67 Pennsylvania counties.

Program Staff: 12
Funding Source: Congestion Mitigation Air Quality Funds—Federal Highway Administration, U.S. Dept. of Transportation

Ridematching Software: EZRide (in cooperation with Florida State University)
Registered Commuters in Rideshare and ERH program: 30,000

Carpools: n/a
Carpool Participants: n/a
Vanpools: 39
Vanpool Participants: 340+
Vanpool Vehicle Provider(s): Enterprise/vRide & Blue Mountain
Vanpool Vehicle Size: 7-15 passenger
Vanpool Average Cost Per Rider: $200
Vanpool Average One Way Trip Distance: 45miles
Vanpool Subsidy: Job Access Reverse Commute Grant (limitations exist)

Emergency Ride Home/Guaranteed Ride Home: Yes, open to anyone registered in the rideshare program who utilizes an alternative mode of transportation (carpool, vanpool, transit, biking or walking) at least two times per week. Program provides up to $100 reimbursement, with a limit of six times per calendar year for eligible emergency rides home from work.

Marketing Efforts: Outreach to 450+ employer partners, community organizations, local municipal offices and public libraries. Placement of high visibility signage along roadways and via billboard/advertising agencies and radio and television advertisements. Publication of semi-annual Program Updates and year end Annual Report.   Commuter Services conducts several marketing promotions each year, including but not limited to, Earth Day, Bike Month, Dump the Pump and Try Transit. Also, Commuter Services places a major emphasis on the promotion of the Best Workplaces for Commuters designation for local employers.

Special Areas of Focus: Wide variety of Transportation Demand Management (TDM) solutions including examples such as multi-modal opportunities, bicycle & pedestrian travel, teleworking, transit system connectivity.

Commuter Interaction: In addition to our toll free telephone number, 1-866-579-RIDE, our program offers an easy to use and mobile friendly website available at www.pacommuterservices.org.   Commuters can Live Chat with office support staff to ask questions about regional travel and/or obtain   information about any alternative mode of transportation. Website contains interactive bike rack map and park-n-ride lot map to help commuters identify safe and secure travel locations.

* *Commuter Services is currently providing services in Carbon, Monroe, Pike, & Schuylkill counties under contract through the Northeast Pennsylvania Metropolitan Planning Association.*

Delaware Valley Regional Planning Commission (DVRPC)

Address: 190 N. Independence Mall West, 8th Floor, Philadelphia, PA 19106
Phone: 215-592-1800
Website: www.dvrpc.org

Contact: Stacy Bartels
Phone: 215-238-2861
Email: sbartels@dvrpc.org

Program Name: Share-A-Ride (part of a larger effort – the Mobility Alternatives Program)
Program Structure: Program of the regional metropolitan planning organization (MPO)
Program Service Area: Bucks, Chester, Delaware, Montgomery and Philadelphia in Pennsylvania (four NJ counties in DVRPC service area are served by NJDOT's program)
Program Staff: 2.5 (65% of time spent on RideECO program – from different budget).

Ridematching Software: RidePro
Registered Commuters in Ridematching Software: 2,200

Carpools: n/a*
Carpool Participants: n/a
Vanpools: 4 (through this program)
Vanpool Participants: n/a
Vanpool Vehicle Provider: Enterprise Vanpool (formerly vRide) - vanpools are leased by employers or employees directly through Enterprise (TMAs may assist with pool set up)
Vanpool Vehicle Size: 8-12 passenger
Vanpool Average Cost Per Rider: n/a
Vanpool Average One Way Trip Distance: n/a
Vanpool Subsidy: None

Emergency Ride Home/Guaranteed Ride Home: Yes, not limited to registered carpool and vanpool participants – can also include regular transit riders (anyone who makes an alternate commute at least 3x/week). Approved participants pay for their emergency ride, then submit for re-imbursement up to $50/use and 2x/calendar year.

Marketing Efforts: Ads on bus backs, business publications, limited radio sponsorships (mostly Pandora, targeted by zip code), on-line ads on relevant websites. Also have limited PennDOT signs on major roadways throughout region (-10).

Special Areas of Focus: DVRPC oversees TMA TDM work in its service area – Five TMAs and two related organizations administer the Mobility Alternatives Program (MAP), which includes Share-A-Ride ridematching, for DVRPC. DVRPC provides coordinated marketing materials and other related services.

Other Notes:
- Would like to evaluate success of current program structure and possibly investigate changing how program is operated and how funds might be best/better used. Include a "climate change/green" message to materials when appropriate.
- 2013 Research showed employers are still most interested in savings and cost-cutting. Employees are not as interested in sharing commutes unless gas prices rise above $5/gallon, if an employer

charges for parking or employees must pay for spots in a garage or lot, and/or there are parking limitations at the worksite.

- Similar research among partner agencies showed they are more successful in helping to promote transit and last-mile connector options, than promoting vanpooling.
- Uber services for first-last mile connections and uberPOOL services for on-demand vanpool services, the latter which is now allowed to be paid with a transit benefit (stored value card only), will likely become a larger piece of this effort and enhance access to our multi-modal network.

Southwestern Pennsylvania Commission's CommuteInfo Program

Address: Two Chatham Center, Suite 500, 112 Washington Place, Pittsburgh, PA 15219
Phone: 1-888-819-6110
Website: www.CommuteInfo.org

Contact: Lisa Kay Schweyer
Phone: 412-391-5590 x375
Email: Lkschweyer@spcregion.org

Program Structure: Program of the metropolitan planning organization.
Service Area: Allegheny, Armstrong, Beaver, Butler, Fayette, Greene, Indiana, Lawrence, Washington, and Westmoreland counties. Commuters who live, work, or go to school in these counties are eligible for program services (currently includes commuters from 29 counties and 3 states).
Program Staff: 3
Funding Sources: Congestion Mitigation Air Quality, Unified Planning Work Program, Federal Transit Administration Urbanized Area Formula Dollars

Ridematching Software: RidePro
Registered Commuters in Ridematching Software: 10,000 +

Carpools: 269
Carpool Participants: 578
Vanpools: 57
Vanpool Participants: 646
Vanpool Vehicle Provider: vRide/Enterprise
Vanpool Vehicle Size: 10, 12, 13, 15
Vanpool Average Cost Per Rider: $90 - 120
Vanpool Average One Way Trip Distance: 34 miles
Emergency Ride Home/Guaranteed Ride Home: Yes, limited to registered carpool, vanpool, bikepool participants and some transit riders with a trip limit of 4 or a dollar limit of $100 worth of rides per calendar year.

Marketing Efforts: Employer outreach, corridor based outreach, installation of highway signs, newspaper advertisements, television advertisements, and geotargeted digital advertisements.

Special Areas of Focus: Resource for regional Green Workplace Challenge participants (points can be earned for employee mode switch), celebrate May as "CommuteInfo Commute Options Awareness Month," worked with a local developer to create a secured, covered bike parking facility in downtown Pittsburgh.

commuteinfo.org®
a better way to work
1·888·819·6110

actweb.org

Understanding Commuter Transportation Terms

Category	Subcategory	Description	Marketing or Matching Process	Driver Motivation	Rider Motivation	Public Benefits	Insurance Provided By	Car Ownership	Equity
Carpool	Family Pool	Family members, usually spouses, drive together to work and return home together. Family pool trips are often combined with other errands before and after work, (e.g., grocery shopping, dropping kids off).	No matching software or other marketing is utilized. Spouses or partners must have common routes and work schedules in order to 'pool'.	• HOV lane access • Financial/gas savings • Spending time with significant other	• HOV lane access • Financial/gas savings • Spending time with significant other	• VMT/congestion reduction • Energy conservation • Parking demand reduction • Air quality improvement	Car owners; no special insurance needed	Personal auto	N/A

	Employer-based Carpool	Employers or transportation management organizations (TMOs) encourage employees to carpool. Poolers either meet at a common spot near their home, such as a park & ride lot, or the volunteer driver picks up the riders at their homes. Poolers will sometimes share the costs of the trip or take turns driving.	Employers, TMOs, or another entity will encourage employees at a worksite or an employment center to carpool together. Employers may use ridematching software to identify employees with common commute times are origin points. The employer, TMO, or agency may offer preferred parking, prizes/giveaways, or other small incentives.	• HOV lane access
				• Shared cost
				• Employer/TMO-provided incentives:
				  • Preferred parking
				  • Prizes/giveaways
				  • Financial incentives
					• HOV lane access
					• Financial/gas savings
					• Employer/TMA-provided incentives:
					  • Preferred parking
					  • Prizes/giveaways
					  • Financial incentives
						• VMT/congestion reduction
						• Energy conservation
						• Parking demand reduction
						• Air quality improvement
							Car owners; no special insurance needed	Personal auto	Some employers will partner with public agencies to provide special programs for low-income workers, including guaranteed ride home programs.

	Slugging (Casual Carpooling)	People looking for a ride to work will gather at a common park & ride location. Drivers pick people up from these groups based on their common work-area destinations. The same is true for the trip home: riders gather at a common location and pool together back to their park & ride location.	Slugging/casual carpooling is very organic and only occurs in areas with a well-managed HOV lane system and sufficient population density.	HOV lane access	• HOV lane access • Financial/gas savings	• VMT/congestion reduction • Energy conservation • Parking demand reduction • Air quality improvement	Car owners; no special insurance needed	Personal auto	No equity protections. Slugging is generally utilized by commuters travelling more than 20 miles to and from work.

	Ride-matched Carpool	Local/regional public agencies provide ridematching services linking commuters who have common routes to and from work as well as common schedules. Poolers will sometimes share the costs of the trip or take turns driving.	Riders and drivers are recruited in a variety of ways, including mass media (radio/print/highway signage), surveys, or targeted means such as employer-based marketing (see above). Ridematching software is usually used to identify drivers and riders who share a common route and work schedule. Ridematching is generally paired with a guaranteed ride home program.	• HOV lane access
				• Shared cost
				• Other incentives:
				  • Preferred Parking
				  • Prizes/giveaways
				  • Small financial incentives (not exceeding cost of commute)
					• HOV lane access
					• Financial/gas savings
					• Prizes/giveaways
					• One-time financial incentive
						• VMT/congestion reduction
						• Energy conservation
						• Parking demand reduction
						• Air quality improvement
							Car owners; no special insurance needed	Personal auto	Some programs geared toward low-income workers; most programs offer guaranteed ride home program.

	Real-time Carpool	Drivers will use a phone- or tablet-based app to locate commuters in real time who are looking for a ride along a common route. In some cases, micro-payments are used for cost-sharing (but not profit). In other cases, drivers are incentivized through coupons or prizes. At no point does the driver profit from this activity and the incentive is cost-sharing, not profit.	Some regional governments have programs that contract with real-time carpool providers such as CarMa, NuRide, and Zimride. They offer a variety of incentives and promotions for both drivers and riders. The incentives do not exceed the cost of the commute.	• HOV lane access • Shared cost • Real-time flexibility • Prizes/giveaways	• HOV lane access • Shared cost • Real-time flexibility • Prizes/giveaways	• VMT/congestion reduction • Energy conservation • Parking demand reduction • Air quality improvement	Car owners; no special insurance needed. In most states true carpooling is exempt from commercial insurance requirements so long as financial transactions are shared costs versus profit.	Personal auto	Little evidence to suggest equity issues are being addressed through real-time carpool as drivers (and passengers) have the option to reject offering or accepting rides. However, there is certainly space for real-time ridesharing to be used as a job access tool.

ACT
Association for Commuter Transportation

Category	Subcategory	Description	Marketing or Matching Process	Driver Motivation	Rider Motivation	Public Benefits	Insurance Provided By	Car Ownership	Equity
Ridesharing	Any form of traditional carpooling or vanpooling.	Ridesharing is a catch-all term most commonly applied to workplace-oriented carpooling or vanpooling but may also include household pooling. The drive services/car service industry (TNCs, taxis, etc.) does NOT offer traditional ridesharing.	See 'carpool' and 'vanpool' categories.	See 'carpool' and 'vanpool' categories.	See 'carpool' and 'vanpool' categories.	See 'carpool' and 'vanpool' categories.	See 'carpool' and 'vanpool' categories.	See 'carpool' and 'vanpool' categories.	See 'carpool' and 'vanpool' categories.
Vanpool	Vanpool	Groups of 7-15 people are provided a minivan or 9-15 passenger vehicle to commute to and from work. The provider might a public agency, a private entity, or a private entity working on behalf of a public agency. The vanpool provider takes care of vehicle maintenance, insurance, and other capital issues. The driver of the vehicle is a volunteer and part of the commuting group.	Vanpool providers utilize a variety of marketing techniques, including working with employers & TMOs, social media, print and radio ads, and other mechanisms to link people with common routes and work schedules.	Drivers are volunteer and in some cases may get to ride for free. Other small perks include limited use of the vehicle on nights and weekends. The driver is required to take and follow certain safety procedures. Drivers share some of the same benefits as riders.	• HOV lane access • Financial/gas savings	• VMT/congestion reduction • Safest mode of public transportation • Energy conservation • Parking demand reduction • Air quality improvement	Insurance is provided by the vanpool provider.	Vehicle is owned and maintained by the provider.	Vanpool providers that use federal funds to partially capitalize a fleet must adhere to civil rights legislation that requires them to offer and promote services to all populations including low-income and handicapped individuals.
	Real-time Vanpool	A real-time vanpool opens empty seats to riders who may occasionally want to vanpool. The service is generally smartphone- or tablet-based.	Marketing is done via social media and websites, as well as through employers.	Vanpool providers that use federal funds to partially capitalize a fleet must adhere to civil rights laws requiring them to offer and promote services to all populations including low-income and handicapped individuals.	• HOV lane access • Financial/gas savings • Flexibility	• VMT/congestion reduction • Safest mode of public transportation • Energy conservation • Parking demand reduction • Air quality improvement	Insurance is provided by the vanpool provider.	Vehicle is owned and maintained by the provider.	Vanpool providers that use federal funds to partially capitalize a fleet must adhere to civil rights legislation that requires them to offer and promote services to all populations including low-income and handicapped individuals.
Transportation Network Company (TNC)	TNC	Transportation network companies (like Uber and Lyft) provide an online platform that allows entrepreneurial drivers to find passengers who are seeking one-way rides. The companies use an app-based platform and riders pay the driver using a virtual wallet. Trip fares are generally cheaper than taxis, but the driver profits from the transaction. Drivers are not volunteers, rather they are 'hired' to provide transportation service.	TNCs have used guerilla marketing techniques, often using social media to target millennials and those who live in urban cores. Marketing campaigns for drivers have revolved around the opportunity to make money. For riders, they claim better reliability and lower trip cost compared to taxis.	Profit is the primary motive of drivers. As such, it is not only possible, but likely, that TNC drivers are generating trips rather than reducing trips.	• Where there is critical mass, it very easy and quick to get a ride. • Rides usually cost less than taxis. • Provides an additional (and more flexible) mobility option	Little research has been done on the impact of TNCs. While more research is needed, the research that has been done indicates the following: • Trips are being generated, increasing VMT and pulling people off transit and bike/ped • Increased economic activity – riders are using TNCs to get to places • Riders are using TNCs when intoxicated • Insurance and safety issues remain a concern	Laws vary on provision of insurance; litigation is ongoing in a handful of cases. Some states are moving to require both the driver and the TNC to provide levels of insurance.	Varies: in some cases it's a personal auto, in other cases it's a for-hire sedan or limo.	Concerns have been expressed that some drivers refuse to provide rides in disadvantaged areas. Additionally, use of the service requires ownership of a smartphone or tablet, which may exclude many low-income households. Additionally, vehicles are not required to be handicap-accessible. However, opportunities exist for these services to be used to provide job access.

Category	Subcategory	Description	Marketing or Matching Process	Driver Motivation	Rider Motivation	Public Benefits	Insurance Provided By	Car Ownership	Equity
	TNC with 'carpool' option	Similar to a TNC, except the marketing and pricing is geared toward commuters. Prices are lowered to incentivize riders.	Marketing is geared toward commuters. Prices are lowered in order to make them competitive with other options such as transit.	Profit is the primary motive of drivers. As such, it is not only possible, but likely, that TNC drivers are generating trips rather than reducing trips.	• Where there is critical mass, it very easy and quick to get a ride. • Rides usually cost less than taxis. • Provides an additional (and more flexible) mobility option.	Little research has been done on the impact of TNCs. While more research is needed, the research that has been done indicates the following: • Trips are being generated, increasing VMT and pulling people off transit and bike/ped • Increased economic activity – riders are using TNCs to get to places • Riders are using TNCs when intoxicated • Insurance and safety issues remain a concern	Laws vary on provision of insurance; litigation is ongoing in a handful of cases. Some states are moving to require both the driver and the TNC to provide levels of insurance.	Varies: in some cases it's a personal auto, in other cases it's a for-hire sedan or limo.	Concerns have been expressed that some drivers refuse to provide rides in disadvantaged areas. Additionally, use of the service requires ownership of a smartphone or tablet, which may exclude many low-income households. Additionally, vehicles are not required to be handicap-accessible. However, opportunities exist for these services to be used to provide job access.
Shuttle	Employer-based Shuttles	Employers purchase and operate shuttles, often as a part of first- and/or last-mile service. Drivers are generally hired (or contracted) and the service is often provided in coordination with a TMO or local transit agency.	Shuttles are typically marketed through employers and transit agencies.	Provides a job	First/last-mile connections	Increases transit ridership	Generally subject to Federal Transit Administration rules and safety guidelines. Insurance provided through a number of mechanisms.	Varies: in some cases service is contracted and vehicle is owned by the contractor. In other cases the employer or transportation management organization owns the vehicle.	Required to serve all communities and be ADA compliant.
	Airport Shuttles	These services provide door-to-door transportation to and from airports. Service is generally operated by private for-hire companies with paid drivers, but may also be run by a public sector agency, hotels, or other commercial entities. In all cases, drivers are hired or contracted.	Airport shuttle services use traditional commercial marketing techniques.	Provides a job	Reduces need for rental vehicle	Reduction in rental car use reduces parking needs and VMT.	Subject to FMCSA rules as well as local and state ordinances. Shuttle providers must maintain very high levels of insurance coverage.	Shuttle provider generally owns the shuttle. In some cases the services is contracted.	Required to serve all communities and be ADA compliant.
Taxi	Taxi	For-hire taxi drivers are required to follow taxi cab commission rules related to insurance, hours, and often where and when to provide service.	None	Provides a job	Easy and generally quick access to a ride.	Offers a mobility option for those without vehicle access or suitable public transit.	Subject to taxi-cab commission rules. Rules vary, but insurance standards are very high.	Varies: in some cases, the driver is the owner, in other cases a company owns all of the vehicles.	Required to serve all communities and be ADA compliant.
	Sedan/Limo Service	For-hire black car and limo services usually cater to high-end and executive riders. Limos and sedans often have their own state or local rules to follow.	These services often market via yellow pages, word of mouth, and working with hotels and companies.	Provides a job	1st class on-demand car service.	Offers a mobility option that adds to traveler choices.	Subject to taxi-cab commission rules. Rules vary, but insurance standards are very high.	Generally owned by limo or sedan company.	Required to serve all communities and be ADA compliant.

Enlarged Section of the Category, Subcategory, Description, and Marketing or Matching Process

Category	Subcategory	Description	Marketing or Matching Process
Carpool	Family Pool	Family members, usually spouses, drive together to work and return home together. Family pool trips are often combined with other errands before and after work (e.g., grocery shopping, dropping kids off).	No matching software or other marketing is utilized. Spouses or partners must have common routes and work schedules in order to 'pool'.
	Employer-based Carpool	Employers or transportation management organizations (TMOs) encourage employees to carpool. Poolers either meet at a common spot near their home, such as a park & ride lot, or the volunteer driver picks up the riders at their homes. Poolers will sometimes share the costs of the trip or take turns driving.	Employers, TMOs, or another entity will encourage employees at a worksite or an employment center to carpool together. Employers may use ridematching software to identify employees with common commute times are origin points. The employer, TMO, or agency may offer preferred parking, prizes/giveaways, or other small incentives.
	Slugging (Casual Carpooling)	People looking for a ride to work will gather at a common park & ride location. Drivers pick people up from these groups based on their common work-area destinations. The same is true for the trip home: riders gather at a common location and pool together back to their park & ride location.	Slugging/casual carpooling is very organic and only occurs in areas with a well-managed HOV lane system and sufficient population density.
	Ride-matched Carpool	Local/regional public agencies provide ridematching services linking commuters who have common routes to and from work as well as common schedules. Poolers will sometimes share the costs of the trip or take turns driving.	Riders and drivers are recruited in a variety of ways, including mass media (radio/print/highway signage), surveys, or targeted means such as employer-based marketing (see above). Ridematching software is usually used to identify drivers and riders who share a common route and work schedule. Ridematching is generally paired with a guaranteed ride home program.
	Real-time Carpool	Drivers will use a phone- or tablet-based app to locate commuters in real time who are looking for a ride along a common route. In some cases, micro-payments are used for cost-sharing (but not profit). In other cases, drivers are incentivized through coupons or prizes. At no point does the driver profit from this activity and the incentive is cost-sharing, not profit.	Some regional governments have programs that contract with real-time carpool providers such as CarMa, NuRide, and Zimride. They offer a variety of incentives and promotions for both drivers and riders. The incentives do not exceed the cost of the commute.

Category	Subcategory	Description	Marketing or Matching Process
Ridesharing	Any form of traditional carpooling or vanpooling.	Ridesharing is a catch-all term most commonly applied to workplace-oriented carpooling or vanpooling but may also include household pooling. The drive services/car service industry (TNCs, taxis, etc.) does NOT offer traditional ridesharing.	See 'carpool' and 'vanpool' categories.
Vanpool	Vanpool	Groups of 7-15 people are provided a mini-van or 9-15 passenger vehicle to commute to and from work. The provider might a public agency, a private entity, or a private entity working on behalf of a public agency. The vanpool provider takes care of vehicle maintenance, insurance, and other capital issues. The driver of the vehicle is a volunteer and part of the commuting group.	Vanpool providers utilize a variety of marketing techniques, including working with employers & TMOs, social media, print and radio ads, and other mechanisms to link people with common routes and work schedules.
	Real-time Vanpool	A real-time vanpool opens empty seats to riders who may occasionally want to vanpool. The service is generally smartphone- or tablet-based.	Marketing is done via social media and websites, as well as through employers.
Transportation Network Company (TNC)	TNC	Transportation network companies (like Uber and Lyft) provide an online platform that allows entrepreneurial drivers to find passengers who are seeking one-way rides. The companies use an app-based platform and riders pay the driver using a virtual wallet. Trip fares are generally cheaper than taxis, but the driver profits from the transaction. Drivers are not volunteers, rather they are 'hired' to provide transportation service.	TNCs have used guerilla marketing techniques, often using social media to target millennials and those who live in urban cores. Marketing campaigns for drivers have revolved around the opportunity to make money. For riders, they claim better reliability and lower trip cost compared to taxis.

Category	Subcategory	Description	Marketing or Matching Process
	TNC with 'carpool' option	Similar to a TNC, except the marketing and pricing is geared toward commuters. Prices are lowered to incentivize riders.	Marketing is geared toward commuters. Prices are lowered in order to make them competitive with other options such as transit.
Shuttle	Employer-based Shuttles	Employers purchase and operate shuttles, often as a part of first- and/or last-mile service. Drivers are generally hired (or contracted) and the service is often provided in coordination with a TMO or local transit agency.	Shuttles are typically marketed through employers and transit agencies.
	Airport Shuttles	These services provide door-to-door transportation to and from airports. Service is generally operated by private for-hire companies with paid drivers, but may also be run by a public sector agency, hotels, or other commercial entities. In all cases, drivers are hired or contracted.	Airport shuttle services use traditional commercial marketing techniques.
Taxi	Taxi	For-hire taxi drivers are required to follow taxi cab commission rules related to insurance, hours, and often where and when to provide service.	None
	Sedan/Limo Service	For-hire black car and limo services usually cater to high-end and executive riders. Limos and sedans often have their own state or local rules to follow.	These services often market via yellow pages, word of mouth, and working with hotels and companies.

Appendix B: PPTA Vendors Supporting Ridesharing Efforts
(listed alphabetically by company name)

Member	First Name	Last Name	Contact Title	Street	City	State	ZIP	Phone
Bucks County TMA	Steve	Noll	Deputy Director	3331 Street Road	Bensalem	PA	19020	(215) 244-9082
Commuter Services of Pennsylvania	Matthew	Boyer	Executive Director	2951 Whiteford Road, Suite 201	York	PA	17402	(717) 718-0015
Delaware Valley Regional Planning Commission	Stacy	Bartels	Manager, Office of Marketing & Commuter Services	190 N. Independence Mall West, 8th Floor	Philadelphia	PA	19106	(215) 238-2861
Greene County Human Services Program	Karen	Bennett	Administrator	Ft. Jackson Bldg. 3rd Floor	Waynesburg	PA	15370	(724) 852-5276
GVF Transportation Management Association	Rob	Henry		1012 W. 8th Avenue, Suite A	King of Prussia	PA	19406	(610) 354-8899
Oakland Transportation Management Association	Mavis	Rainey	Executive Director	235 Atwood Street	Pittsburgh	PA	15213	(412) 687-4505
Philadelphia Corporation for Aging	Denis	O'Connor	Transportation/Facilities Manager	642 N. Broad Street	Philadelphia	PA	19130	(215) 282-6620
TMA of Chester County	Tim	Phillips	Executive Director	7 Great Valley Parkway, Suite 144	Malvern	PA	19355	(610) 993-0911
Southwestern Pennsylvania Commission	Thomas	Klevan	Transportation Planner	Two Chatham Center, Suite 500	Pittsburgh	PA	15219	(412) 391-5590
ABT Products & Services, LTD	Lisa	Horchos	President	280 Broadway	Huntington Station	NY	11746	(631) 421-1500
ACCESS Transportation	Karen	Hoesch	Executive Director	Cost Center #7010/Veoli	Pittsburgh	PA	15222	(412) 562-5351

Services				Transportation				
Alan Tye & Associates, LC	Guy	Wallace	Area Director	9669-D Main Street	Fairfax	VA	22031	(800) 347-3440
Altro USA Compass Flooring	Paul	Poziemski	Transit Sales Executive	12648 Clark Street	Santa Fe Springs	CA	90670	(800) 382-0333
American Seating Company	Karen	Dhanie	National Sales Manager	401 American Seating Ctr, NW	Grand Rapids	MI	49504	(407) 346-4171
AngelTrax	Sunny	Jones	Trade Show Coordinator	9540 Highway 84 West	Newton	AL	36352	(334) 692-4600
Apollo Video Technology	Brendan	Boyle	NE Market Account Manager	24000 35th Avenue SE	Bothell	WA	98021	(267) 893-0809
Arthur J. Gallagher	Tom	McIntosh		2 Summit Park Drive, Suite 235	Independence	OH	44131	(216) 566-9799
Avail Technologies, Inc.	Dorsey	Houtz	Business Development	2026 Sandy Drive	State College	PA	16803	(814) 234-3394
BAE Systems	John	Rodman	Marketing Communications	1098 Clark Street	Endicott	NY	13760	(607) 240-9882
Barker Brothers, Inc.	William	Barker	President	11670 State Route 85	Kittanning	PA	16201	(724) 548-8536
Braun Corporation	Kevin	Shidler	Assistant Sales Manager	681 W. 11th Street	Winamac	IN	46996	(800) 946-7513
Bus Stuf Inc.	Jim	Gallagher	VP	2707 Apple Valley Circle	Orefield	PA	18069	(610) 704-5009
BYD Motors Inc			Vice President of Sales, Canada	1800 S. Figueroa Street	Los Angeles	CA	90015	(213) 748-3980
Camira	David	Marchitello		4 Crystal Court	Irwin	PA	15462	(724) 640-8826
CBIZ Benefits & Insurance Services, Inc	Mark	Matthews	Sr VP Risk Management Consulting	1 Pasquerilla Plaza, Suite 125	Johnstown	PA	15907	(814) 532-8302
CDM Smith	Matthew	Sickles		503 Martindale Street, Suite 500	Pittsburgh	PA	15212	(412) 201-5500
Clever Devices	Amy	Miller	VP Marketing	300 Crossways Park Drive	Woodbury	NY	11797	(516) 433-6100
CMI Enterprises	Joey	Alvarez	National Sales Rep., Bus Division	13145 NW, 45th Avenue	Opa Locka	FL	33054	(305) 685-9651
CoachCrafters, Inc.	Johnna	McQuinn	VP of Sales & Marketing	27530 CR 561	Tavares	FL	32771	(352) 552-4290
Compass Natural Gas Partners, LP	William	Muller	Marketing & Media Relations Analyst	1215 Manor Drive, Suite 302	Mechanicsburg	PA	17055	(717) 963-7442

Company	First	Last	Title	Address	City	State	Zip	Phone
Creative Bus Sales	Laycee	Blount	Travel & Tradeshow Specialist	14740 Ramona Avenue	Chino	CA	91719	(909) 465-5528
Cummins Power Systems LLC	Dave	Herman	General Manager-Bus Business	1907 Park 100 Drive	Glen Burnie	MD	21061	(410) 762-1427
Daecher Consulting Group, Inc.	Matt	Daecher	President	2010 Market Street	Camp Hill	PA	17011	(717) 975-9190
Dering Consulting Group	Paul	Caulfield		2157 Market Street	Camp Hill	PA	17011	(717) 234-0567
Direct Media Inc.	Tom	Dutcher	Operations Manager-PA	72 Sharp Street Unit C-12	Hingham	MA	02043	(302) 994-5707
Easton Coach Company	Charles	Palmeri	Vice Presdident/General Manager	1200 Conroy Place	Easton	PA	18040	(610) 253-4055
Ecolane	Jason	Ellis	Vice President of Professional Service	940 West Valley Road, Suite 1400	Wayne	PA	19087	(610) 312-0033
Eden Transit, LLC	Janet	Edens	President	4201 Tacony Street	Philadelphia	PA	19124	(215) 625-0314
Enghouse Transportation	Debra	Hendricks		80 Tiverton Court, Suite 800	Markham	ON	L3R0G4	(905) 946-3200
ETA Transit Systems	Nicole	Castonguay	CEO	7700 Congress Avenue, Suite 3212	Boca Raton	FL	33487	(719) 453-0251
First Transit	Timothy	Mullen	District Manager	4780 Library Road	Bethel Park	PA	15201	(412) 833-3300
Fred Beans Parts, Inc.	George	Wright	Fleet Sales Manager	131 Doyle Street	Doylestown	PA	18901	(267) 716-0230
Freedman Seating Company	Jack	Sullivan	Eastern Regional Sales Manager	914 Fallen Stone Court	Bel Air	MD	21014	(410) 838-6116
Gannett Fleming Inc.	Nate	Pigot	Marketing Specialist	PO Box 67100	Harrisburg	PA	17106	(717) 763-7211
Gillig LLC	Jerry	Sheehan	Regional Sales Manager	21 N. Marshall Street	York	PA	17402	(510) 329-0320
GTS, Inc.	Mark	Gambaccini		4183 Walter Road	Bethlehem	PA	18020	(610) 694-9763
Hanover Displays	Michael	Gnerre	Regional Sales Manager	1601 Tonne Road	Elk Grove Village	IL	60007	(201) 815-6849
HDR Engineering, Inc.	Jeff	Hans	Transportation Program Manager	11 Stanwix Street	Pittsburgh	PA	15222	(412) 497-6093
Hugh Mose Consulting	Hugh A.	Mose	Transportation Consultant	621 E. McCormick Avenue	State College	PA	16801	(814) 234-1246
InterMotive Vehicle Controls	Todd	Long	National Sales Manager	13395 New Airport Road	Auburn	CA	95602	(530) 823-1048
Johnson, Mirmiran &	Michael	Miller	Senior Associate	200 St. Charles	York	PA	17402	(717) 741-6277

Thompson, Inc.				Way, Suie 200				
Larson Design Group	Damon	Rhodes	Director of Business Development	1000 Commerce Park Drive, Suite 201	Williamsport	PA	17701	(724) 591-8562
Lazzerini Corporation	Franco	Paganuzzi	Sales Director	1011 Herman Street	Elkhart	IN	46516	(252) 373-9590
Lift-U	John	Fusco	Chief Marketing Officer	PO Box 398	Escalon	CA	95320	(209) 838-2400
Luminator TwinVision	Paul	Chilkotowsky		900 Klein Road	Plano	TX	75074	(972) 516-3062
McCormick Taylor				2001 Market Street, 10th Floor	Philadelphia	PA	19103	(215) 592-4200
McMahon Associates	Natasha	Manbeck	Project Manager	840 Springdale Drive	Exton	PA	19341	(610) 594-9995
Michael Baker International	Esther	Betancourt		4431 N. Front Street, 2nd Floor	Harrisburg	PA	17110	(717) 221-2007
Mobile Climate Control	Jwan	Sagman	Marketing, Graphic Designer	7540 Jane Street	Vaughan	ON	L4K 0A6	(905) 482-2750
MobileView	Sonny	Gordon	Sales Manager	4001 Fairview Drive SE	Salem	OR	97302	(616) 403-8354
MorRyde	Austin	Conrad	Marketing	1966 Sterling Avenue	Elkhart	IN	46516	(574) 293-1581
Motor Coach Industries	Lou	Quaglia	NE Business Development Manager	200 East Oakton Street	Des Plaines	IL	60018	(847) 285-2100
MV Transportation Inc.	Matthew	Veach	Sr. VP Business Development	5910 N. Central Expy	Dallas	TX	75206	(630) 534-4879
Natsco Transit Solutions, Inc.	Mark	Dubeau	VP of Sales & Business Development	10024 Hillside Terrace	smithtown	NY	11787	(631) 921-7582
New Flyer	Carmine	Fiore	Regional Sales Manager	711 Kernaghan Avenue	Winipeg	MB	R2C 3T4	(204) 224-6655
Nova Bus	John	Manzi	Eastern Region Sales Manager	260 Banker Road	Plattsburgh	NY	12901	(518) 572-0434
Peifer's Fire Protection	Todd	Peifer	President	PO Box 216	Berrysburg	PA	17005	(717) 362-1000
Penn Detroit Diesel Allison Inc.	Ronald	Brandt		13974 Kutztown Road	Fleetwood	PA	19522	(610) 944-0451
Proterra, Inc.	Michael	Hennessey	Regional Sales Director	1 Whitelee Court	Greenville	SC	29601	(864) 214-2675
Q'Straint/Sure-Lok	Alicia	Watson	Tradeshow & Events Coordinator	5553 Ravenswood Bldg #110	Ft. Lauderdale	FL	33312	(800) 987-9987

Company	First	Last	Title	Address	City	State	Zip	Phone
Redmon Group Inc	Veronica	Redmon	Principal	211 N. Union Street, Suite 350	Alexandria	VA	22314	(703) 838-5461
Remix	Tiffany	Chu	Cofounder	155 9th Street	San Francisco	CA	94103	(908) 240-1489
Ride Right	Tara	Steele	General Manager		Shippenville	PA	16254	
Rideshare by Enterprise	Robert	Fultz	Account Executive	2625 Market Street	Harrisburg	PA	17110	(717) 572-2127
RKL LLP	Mark	Zettlemoyer	Partner	1330 Broadcasting Road	Wyomissing	PA	19610	(610) 376-1595
Rohrer Bus Sales, Inc.	Skip	Rohrer	President	PO Box 100	Duncannon	PA	17020	(717) 957-3811
Safety Vision	Jamie	Hawkins	Marketing Coordinator	6100 Sam Houston Pkwy N	Houston	TX	77041	(713) 929-1044
Seifert Transit Graphics	Robert	Dunn	Dir Strategic Development	6133 Judd Road	Oriskany	NY	13424	(315) 736-2744
Seon	Linda	Pembleton	Sales Admin. Assistant	Unit 111, 3B Burbridge Street	Coquitlam	BC	V3K7B2	(877) 630-7366
Shepard Bros., Inc	David	Delforte		20 Eastern Blvd	Canandaigua	NY	14424	(585) 455-7715
Sowinski Sullivan Architects	Michael	Hartley	Vice President/Principle Engineer	4075 Linglestown Road, #239	Harrisburg	PA	17112	(267) 239-0369
Summers Nagy Law Offices	Jill	Nagy	Attorney	200 Spring Ridge Drive	Wyomissing	PA	19610	(610) 939-8966
Syncromatics	Steve	White	Business Development Manager	5455 Wilshire Boulevard	Los Angeles	CA	90036	(213) 973-1539
The RCA Rubber Company	Jeff	Prentice	Flooring Sales	1833 East Market Street	Akron	OH	44305	(800) 321-2340
TJC Strategic Advisors LLC	Timothy	Carson	Principal	Penn National Insurance Plaza	Harrisburg	PA	17101	(215) 694-6495
Transit Marketing Group	Raymond	Sienkiewich	Contract Administrator	6658 Gunpark Drive, Suite 102	Boulder	CO	80301	(303) 530-1491
TransIT Solutions (TSI)	Troy	Whitesel		114 W. Grandview Avenue	Zelienople	PA	16063	(724) 473-0336
Trapeze Group	Victoria	Fulton	Marketing Program Manager	8360 E. Via De Ventura	Scottsdale	AZ	85258	(905) 629-8727
Trillium CNG	Jennifer	de Tapia		2150 S. 1300 E, Suite 450	Salt Lake City	UT	84106	(801) 243-2240
U-COMP Group & Business Programs	Debbie	Gross	Member Service	414 North Second Street	Harrisburg	PA	17101	(800) 922-8063

Company	First	Last	Title	Address	City	State	Zip	Phone
Ultimate CNG, LLC	Brian	Fimian	COO	3185 Wheatland Farms Drive	Oakton	VA	22124	(571) 236-9600
Urban Solar	Nadine	Hodgson	Administrative Assistant	1880 SW Merlo Drive	Beaverton	OR	97003	(503) 356-5516
USSC Group	Ray	Melleady		150 Gordon Drive	Exton	PA	19341	(610) 265-3610
UTC Aerospace System/Kidde Technologies	Dan	Kemper	Eastern Regional Sales Manager, Kidde	4200 Airport Drive NW	Wilson	NC	27896	(651) 260-2306
Vapor Bus/Ricon International	Jodie	McLay	East Coast Sales Manager	1135 Aviation Place	San Fernando	CA	91340	(267) 614-5701
Voith Turbo Inc.	Erika	Winemiller	Regional Marketing Coordinator	25 Winship Road	York	PA	17406	(717) 767-3200
White Associates	Michael	White	Transit Consultant	43 Hull Street	Cohasset	MA	02025	(617) 694-3194
Whitman, Requardt & Associates	Ed	Roethlein	Senior Project Architect	901 S. Caroline Street	Baltimore	MD	21231	(443) 224-1883

Appendix C: PPTA Members Providing Fixed Route Service

Member	First Name	Last Name	General Manager	Street	City	State	ZIP	Phone
SEPTA	Jeffrey	Knueppel	CEO	1234 Market Street	Philadelphia	PA	19107	*(215) 580-7070*
Port Authority of Allegheny County	Ellen	McLean	General Manager	345 Sixth Avenue	Pittsburgh	PA	15222	(412) 566-5500
Altoona Metro Transit	Eric	Wolf	General Manager	3301 Fifth Avenue	Altoona	PA	16602	(814) 944-4074
Beaver County Transit Authority	Mary Jo	Morandini	Executive Director	200 West Washington Street	Rochester	PA	15074	(724) 728-4255
Cambria County Transit Authority	Rose	Lucey-Noll	General Manager	502 Maple Avenue	Johnstown	PA	15901	(814) 535-5526
Capital Area Transit			Executive Director	901 North Cameron Street	Harrisburg	PA	17101	(717) 233-5657
Central Pennsylvania Transportation Authority	Richard	Farr	General Manager	415 Zarfoss Drive	York	PA	17404	7178465562
Centre Area Transportation Authority	Louwana	Oliva	Executive Director	2081 West Whitehall Road	State College	PA	16801	(814) 238-2282
County of Lackawanna Transit System	Robert	Fiume	Executive Director	800 North South Road	Scranton	PA	18504	570-346-2061
County of Lebanon Transit Authority	Teri	Giurintano	Executive Director	200 Willow Street	Lebanon	PA	17046	(717) 274-3664
Erie Metropolitan Transit Authority	Mike	Tann	Director	127 East 14th Street	Erie	PA	16503	(814) 459-4287
Fayette Area Coordinated Transportation	Lori	Groover-Smith	Director	Fayette County Office Of Human & Community Services	Lemont Furnace	PA	15456	(724) 628-7532
Hazleton Public Transit	Ralph	Sharp	Executive Director	126 West Mine Street	Hazleton	PA	18201	(570) 459-5414
Lehigh/Northampton	Owen	O'Neil	Executive Director	1060 Lehigh	Allentown	PA	18103	(610) 435-4052

Transportation Authority				Street				
Luzerne County Transportation Authority	Norm	Gavlick	Executive Director	315 Northampton Street	Kingston	PA	18704	(570) 288-9356
Mid Mon Valley Transit Authority	Donna	Weckoski	Borough Manager	1300 McKean Avenue	Charleroi	PA	15022	(724) 489-0880
Pottstown Area Rapid Transit	Mark	Flanders	General Manager	100 East High Street	Pottstown	PA	18464	(610) 970-6515
River Valley Transit	William	Nichols	Executive Director	1500 West Third Street	Williamsport	PA	17701	(570) 326-2500
Shenango Valley Shuttle Service	Kim	DiCintio	Executive Director	Mercer County Regional Council of Governments	Hermitage	PA	16148	(724) 981-1561
South Central Transit Authority	David	Kilmer	Executive Director	45 Erick Road	Lancaster	PA	17601	717-397-5613
Westmoreland County Transit Authority	Alan	Blahovec	CEO	41 Bell Way	Greensburg	PA	15601	(724) 832-2705
Area Transportation Authority	Michael	Imbrogno	Executive Director	44 Transportation Center	Johnsonburg	PA	15845	(814) 965-2111
Butler Transit Authority	John	Paul	Executive Director	130 Hollywood Drive, Suite 101	Butler	PA	16001	(724) 283-0445
Crawford Area Transportation Authority	Timothy	Geibel	Executive Director	214 Pine Street	Meadville	PA	16335	814-336-5600
DuFast	Kristen	Vida	Executive Director	178 Spider Lake Road	DuBois	PA	15801	(814) 371-3940
Indiana County Transportation Authority	John	Kanyan	Executive Director	1657 Saltsburg Avenue	Indiana	PA	15701	7244652140
Lower Anthracite Transportation System/Mount Carmel	Victor	Girardi	Executive Director	137 West Fourth Street	Mount Carmel	PA	17851	(570) 339-3956
Monroe County Transit Authority	Margaret	Howarth	General Manager	PO Box 339	Scotrun	PA	18355	(570) 839-6282
New Castle Area Transit	David	Richards	Executive Director	311 Mahoning	New Castle	PA	16102	(724) 654-3130

Authority				Avenue				
Schuylkill Transportation System	David	Bekisz	General Manager	PO Box 67	St. Clair	PA	17970	(570) 429-2701
Town & Country Transit	Patti Lynn	Baker	Excecutive Director	220 North Avenue	Kittanning	PA	16201	7245488698
Warren County Transit Authority	Wendy	Winkels	Director of Operations	42 Clark Street	Warren	PA	16365	(814) 723-1874
Alliance for Nonprofit Resources Inc.	Amber	Davis	Transportation Program Manager	212-214 South Main Street	Butler	PA	16001	(724) 282-7452
Blair Senior Services	Dennis	Wisor	Executive Director	1320 12th Avenue	Altoona	PA	16601	(800) 245-3282
Bucks County Transport Inc.	Vincent	Volpe	Director of Transportation	PO Box 510	Holicong	PA	18928	(215) 794-5554
Centre County Office of Transportation	David	Lomison	Administrative Officer/Transportation Supervisor	Willow Bank Building	Bellefonte	PA	16823	(814) 355-6976
Clarion County Transportation	Mary	Lutz	Executive Director	214 South 7th Avenue	Clarion	PA	16214	(814) 226-1080
Community Transit of Delaware County	Tom	Giancristoforo		206 Eddystone Avenue	Eddystone	PA	19022	(610) 490-3977
Endless Mountains Transportation Authority			Director	27824 Route 220	Athens	PA	18810	(800) 242-3484
Forest County Transportation	Raelene	Hickox	Executive Director	126 Cherry Street	Marienville	PA	16239	(814) 927-8266
Freedom Transit	Sheila	Gombita	Executive Development Director	50 E. Chestnut Street	Washington	PA	15301	724-229-2502
Fulton County Family Partnership	Julia	Dovey	Transportation Director	22438 Great Cove Road	McConnellsburg	PA	17233	(717) 485-6767
Greene County Transportation	Richard	Blaker	Administrative Officer	190 Jefferson Road	Waynesburg	PA	15320	(724) 852-5387
Huntingdon/Bedford/Fulton AAA	Mike	Whysong	Director Transportation Programs	240 Wood Street	Bedford	PA	15522	(814) 623-8148
Lawrence County Community Action Partnership/Allied Coordinated	Angela	Schon	Director of Transportation	PO Box 189	New Castle	PA	16103	(724) 658-7258

Mifflin/Juniata Call A Ride Service	Cindy	Sunderland	Director	249 West Third Street	Lewistown	PA	17044	(717) 242-2277
Pike County Human Development & Transportation	Robert	Ruiz	President	506 Broad Street	Milford	PA	18337	(570) 296-3434
Rover Community Transportation-Chester	Gary	Krapf	Transportation Manager	1002 South Chestnut Street	Downingtown	PA	19335	(610) 594-2664
STEP, Inc.	Dan	Merk	Executive Director	Lycoming, Clinton, Counties Commission for Community Action Inc.	Williamsport	PA	17701	(570) 326-0587
Suburban Transit Network	Susan	Kopystecki	Transportation Program Director	980 Harvest Drive	Blue Bell	PA	19422	(215) 542-7433
Trehab Susquehanna County Transportation	Ronalyn	Lewis	Transportation Director	10 Public Avenue	Montrose	PA	18801	(570) 278-8678
Wayne County Transportation System	Carl	Albright		323 10th Street	Honesdale	PA	18431	(570) 253-4262