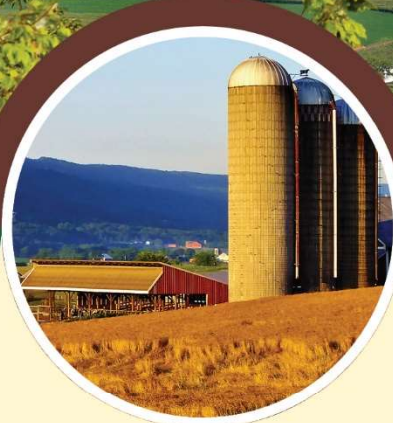




MIFFLIN COUNTY Today Report

October 2024



COUNTY OF MIFFLIN

20 North Wayne Street, Lewistown, PA 17044



TABLE OF CONTENTS

Mifflin county today overview	3
Population trends.....	4
Age	7
Race and Ethnicity.....	10
Housing Trends	11
Housing.....	11
Affordability	13
Income & Employment Trends	15
Income	15
Employment	17
Transportation Trends.....	22
Roadways.....	22
Bridges	28
Highway Safety	29
Active Transportation	36
Public Transportation	38
Aviation	40
Freight Rail.....	42



MIFFLIN COUNTY TODAY OVERVIEW

The Mifflin County Today Report highlights significant trends impacting the County over time. Report elements include population, demographics, housing, jobs, transportation, infrastructure, and freight. The trends and information provided within this report provide a basis for future analysis for the Comprehensive Plan and will be used to validate and support recommendations as the plan is developed. Notable findings are in **bold** under each report element.

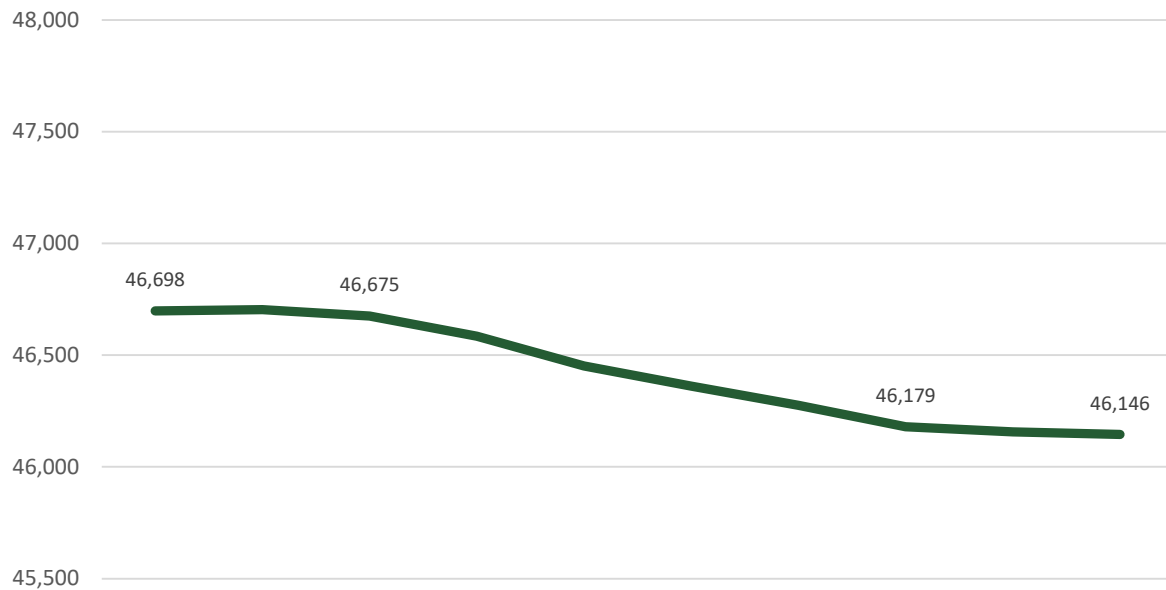
This report is only one piece of identifying issues that the County will address over the next 10 years of the Comprehensive Plan's life. Additional information from public outreach, stakeholder input, Plan Advisory Committee guidance, and subject-matter expert interviews will help to further refine issues and determine recommendations to address those issues.



POPULATION TRENDS

Over the past decade, **Mifflin County has experienced a decline in population.** In 2022, the U.S. Census Bureau recorded roughly 46,146 residents, a 1.19% decrease since 2013. This trend is displayed in Figure 1 below.

Figure 1: Mifflin County Population from 2013 to 2022



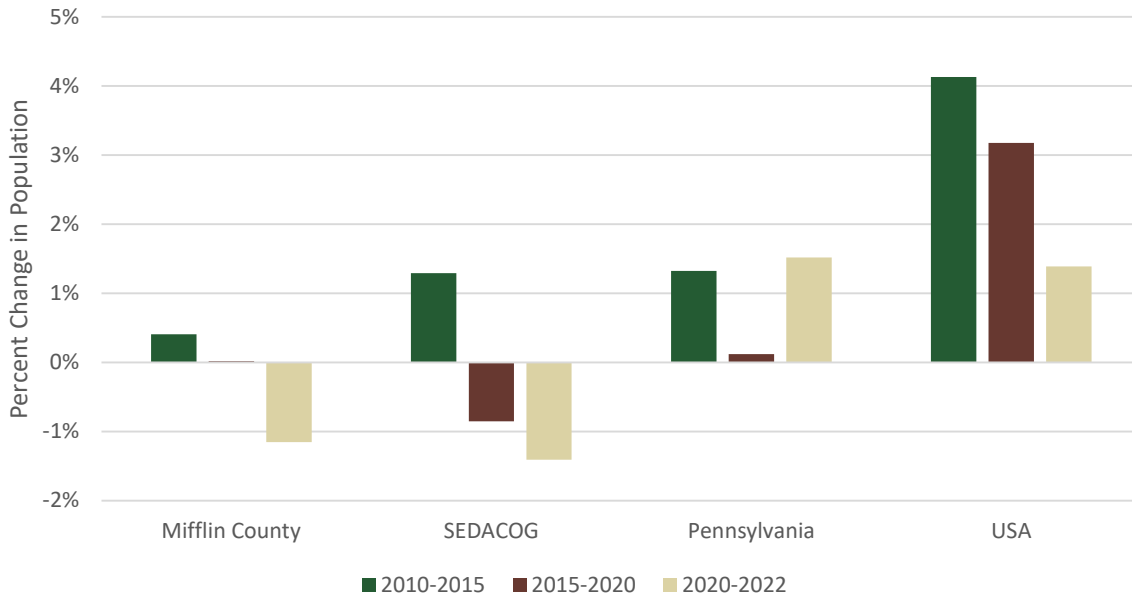
Source: United States Census Bureau ACS 5-Year Estimates, 2022

This decline in population is reflected regionally, with the eleven (11) counties within the Susquehanna Economic Development Association Council of Governments (SEDA-COG) experiencing negative population growth earlier than Mifflin County, as seen in Figure 2.¹ Statewide and nationally, population growth is slowing, but not at the rate of Mifflin County and SEDA-COG.

¹ SEDA-COG consists of Clinton, Columbia, Juniata, Mifflin, Montour, Northumberland, Snyder, Union, and Centre, Lycoming, and Perry counties.



Figure 3: Population Growth for Mifflin County, SEDA-COG, Statewide and Nationally from 2010 to 2022

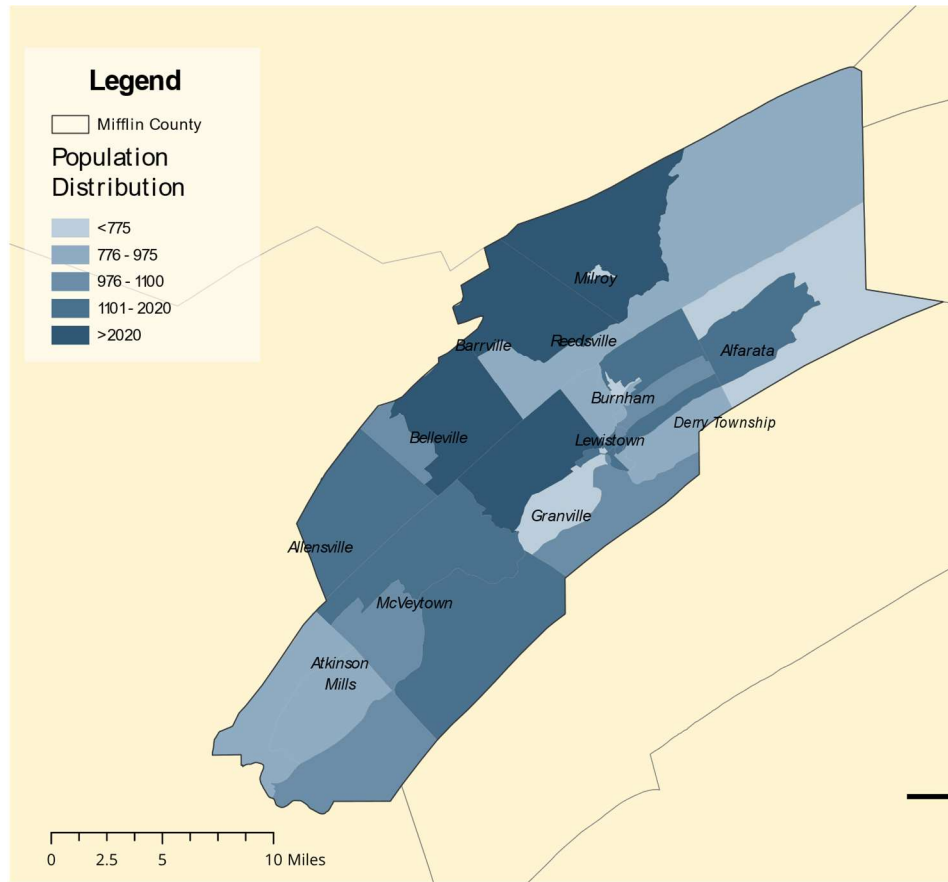


Source: United States Census Bureau ACS 5-Year Estimates, 2010, 2020, and 2022

Mifflin County is a rural county, with many of the resident population distributed somewhat evenly throughout the Census Block Groups. There are concentrations of population within the western portion of the county, surrounding Milroy, Barrville, and Belleville, as seen in Figure 3. The northeastern part of the county has the lowest concentration of residents, likely due to state parks, state forests, and state game lands located in this area.



Figure 4: Population Distribution in Mifflin County by Census Block Groups

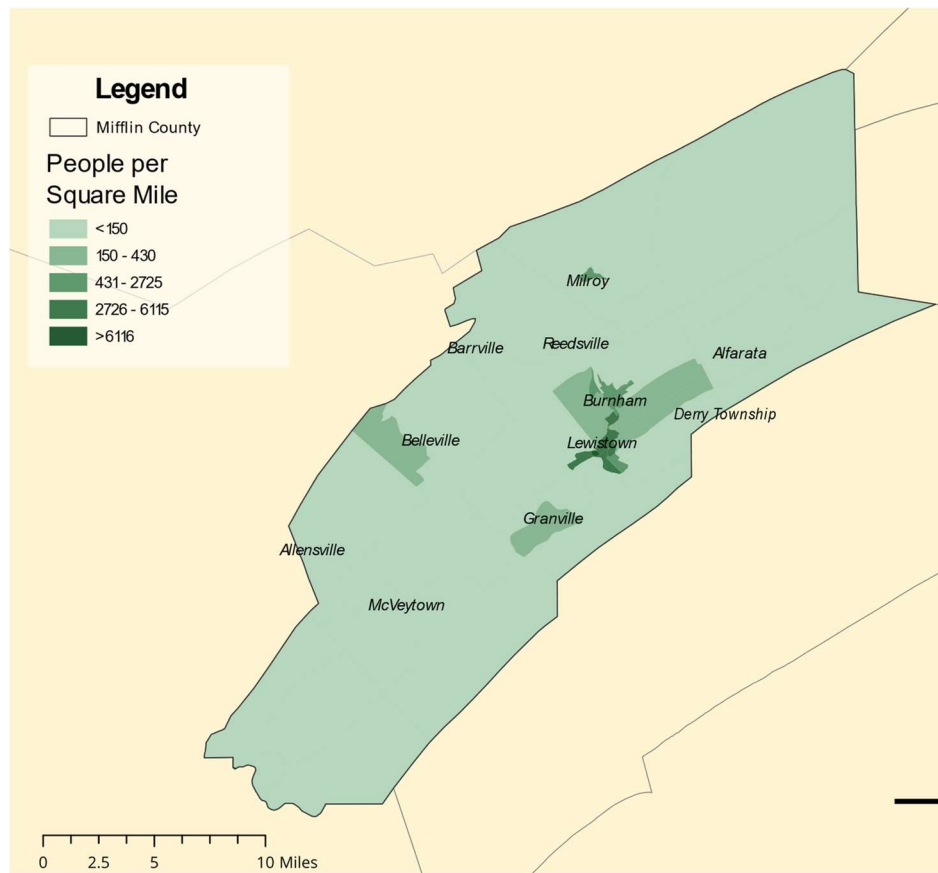


Source: United States Census Bureau, 2020

When taking the population density (number of residents per square mile) into account, the population of Mifflin County looks much different. As demonstrated in Figure 4, much of the population density occurs near Lewistown and Burnham, with some population density also seen near village centers of Belleville and Milroy, and Granville Township.



Figure 5: Population Density in Mifflin County by Census Block Groups



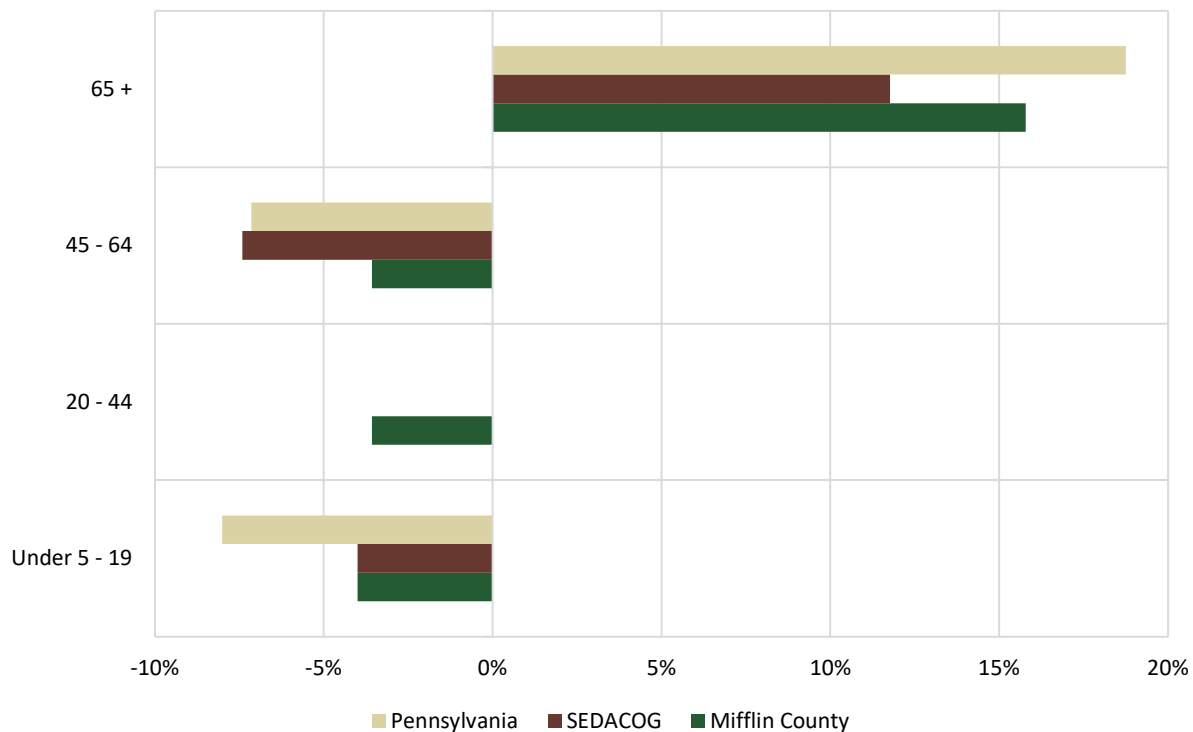
Source: United States Census Bureau, 2020

Age

Consistent with statewide and national trends, the population of Mifflin County is aging. Figure 5 shows this trend over the past decade, from 2013 to 2022, which is the most recent data available through the United States Census Bureau.



Figure 6: Percent Change in Age Cohorts from 2013 to 2022



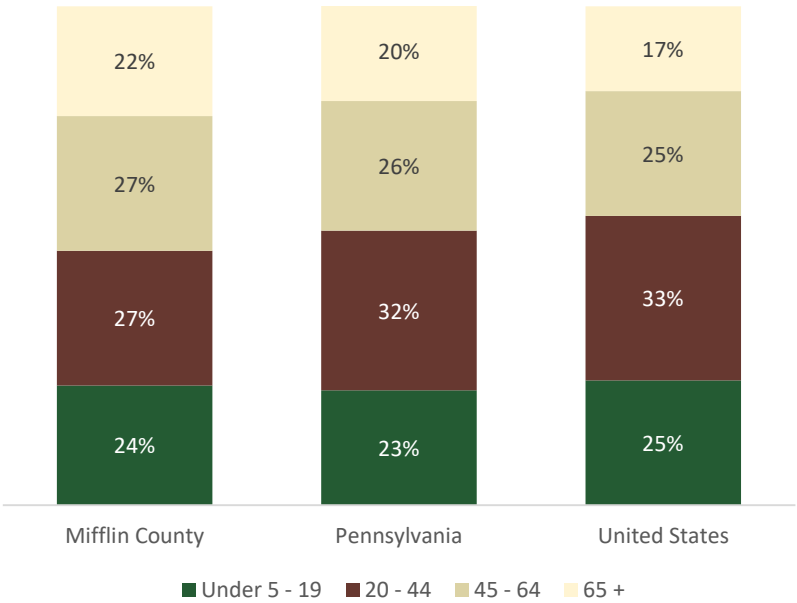
Source: United States Census Bureau ACS 5-Year Estimates, 2022

As reflected in **Figure 5**, **Mifflin County has had a 16% increase in the percentage of residents who are 65 years or older. That is more than the increase seen by SEDA-COG, which experienced a 12% increase over the past decade, but less than the Commonwealth of Pennsylvania, which had nearly a nineteen percent increase.** Similarly, all regions experienced a decline in age cohorts of 45 to 64 years, 20 to 44 years, and Under 5 to 19 years. The Commonwealth of Pennsylvania did not experience any change of the 20 to 44 age cohort over the last decade.

Mifflin County has a similar, although slightly larger, share of the population which is 65 and older when compared to the Commonwealth of Pennsylvania – 22% compared to 20%, as seen in Figure 6. Nationally, this age cohort accounts for 5% less of the overall population than Mifflin County at 17%. The overall population that is younger than 44 years is also the



Figure 7: Age Distribution in Mifflin County, Pennsylvania, Nationally in 2022



smallest for Mifflin County, with 51% of the population made up of age cohorts 20-44 and under 5-19. For Pennsylvania, these cohorts account for 55%, and 58%. **The median age in Mifflin County, 43.3 years, is also greater than the state and nation, as seen in Table 1 below.**

Table 1: Median Age by Region in 2022

Mifflin	Pennsylvania	U.S.A.
43.3	40.9	38.5

Source: United States Census Bureau ACS 5-Year Estimates, 2022

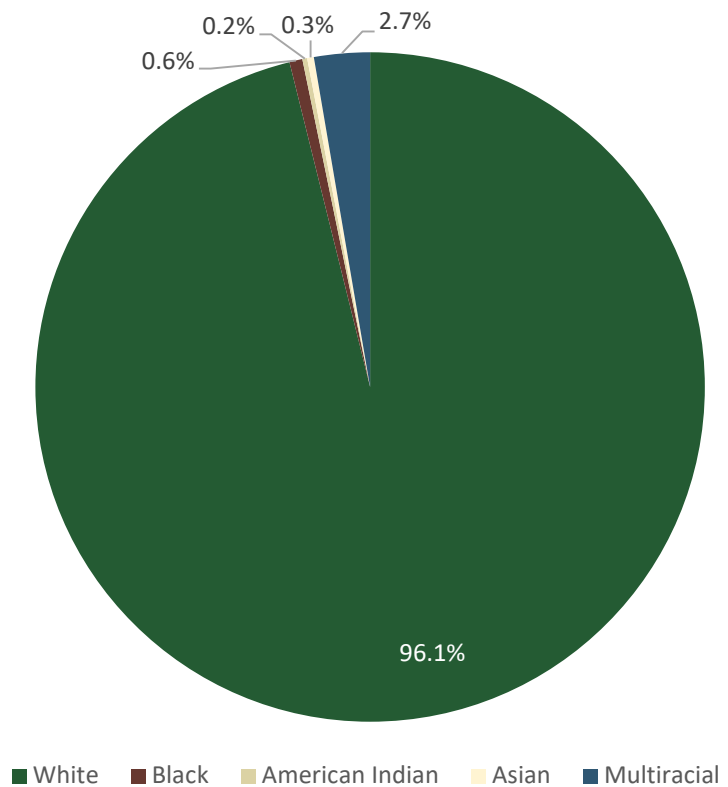


Race and Ethnicity

2022 American Community Survey (ACS) Data from the United States Census Bureau shows that Mifflin County is not particularly racially diverse, although it is becoming more diverse over time. In 2022, 96% of the population of Mifflin County self-identified as white, as seen in Figure 7.

A decade prior, people who identified as white accounted for 98% of the population in the county. People who identify as multiracial account for the largest percentage of the population that is not white in Mifflin County, representing nearly 3% of the local population. This is an increase from 2013, when less than 1% of the population identified as multiracial.

Figure 8: Racial Composition of Mifflin County in 2022



Source: United States Census Bureau ACS 5-Year Estimates, 2022

Similarly, **the percent of the population that is Hispanic or Latino has increased from 1.2 % in 2013 to about 2% in 2022.** In 2010, less than 1% of the population were foreign born, compared to 1% of the population in 2015, five years later.

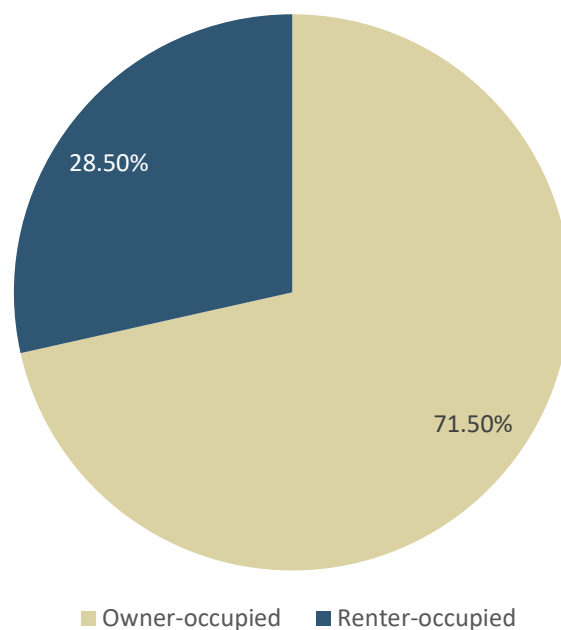


HOUSING TRENDS

Housing

The 2022 United States Census Bureau ACS estimates reflect that there are 18,612 households in Mifflin County as of 2022. **Roughly 11.7% of these households are vacant, or about 2,000 units, according to the U.S. Census Bureau. This is higher than the vacancy rate for the average across Pennsylvania and the United States – 9.3% and 9.7%, respectively.** It should be noted that the rate of vacancy has decreased in Mifflin County from 13% in 2010.

Figure 9: Mifflin County Housing Occupancy Status, 2022



Nearly one third of the occupied housing units in Mifflin County are renter-occupied, 28.5% in 2022, Figure 8. This has increased from 26.4% a decade earlier, in 2013.

Data from the U.S. Census Bureau shows that the mix of housing types in

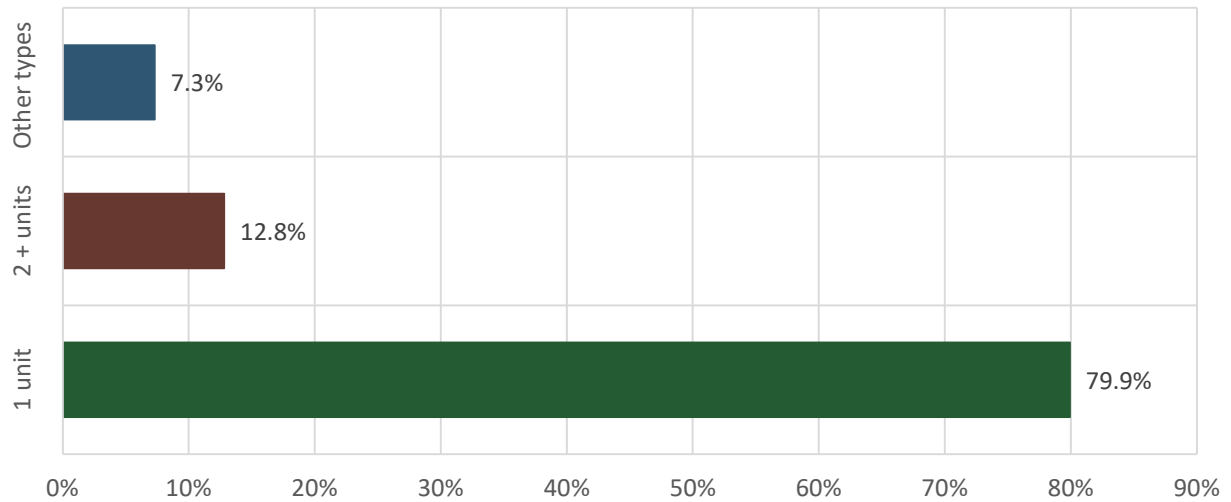
Source: United States Census Bureau ACS 5-Year Estimates, 2022

Mifflin County is changing. While detached single-family homes remain the dominant housing type, their share of the total housing units in the County has declined slightly, shrinking from 72.3% in 2013 to 71.5%. One-unit attached housing has decreased slightly from 9.3% in 2013 to 8.4% in 2022. The total share of one-unit housing types, including both attached and detached, account for 79.9% of the housing share, as seen in Figure 9 below. **In contrast, the share of other denser housing types is increasing. In 2013, housing**



with more than one unit accounted for 10% of the housing stock in Mifflin County versus 12.8% in 2022.

Figure 10: Units in Mifflin County Housing Structures in 2022



Source: U.S. Census Bureau ACS 5-Year Estimates, 2022



Affordability

Housing costs are lower in the County, especially for renters, than many of the local and national averages. **The median home value in Mifflin County in 2022 was \$126,400. This is noticeably lower than the average home price in Pennsylvania, \$266,800,** and the national average home value, \$320,900. It should also be noted that out of all median housing values for counties in SEDA-COG (Centre, Clinton, Columbia, Juniata, Lycoming, Mifflin, Montour, Northumberland, Perry, Snyder, and Union Counties) Mifflin County's median house value is the lowest for the entire region, followed by Clinton County, which has a median home value of \$177,700; all home values in SEDA-COG can be found in Table 2 below. The median rent in Mifflin County in 2022, \$763, is also lower than the median rent for the state of Pennsylvania, \$1,116, and the national median, \$1,300.

Table 2: Median Home Value / Monthly Rent in SEDA-COG, 2022

	Home Value	Monthly Rent
Centre	\$289,800.00	\$1,806.00
Clinton	\$177,000.00	\$840.00
Columbia	\$190,700.00	\$862.00
Juniata	\$190,600.00	\$715.00
Lycoming	\$182,500.00	\$1,423.00
Mifflin	\$126,400.00	\$763.00
Montour	\$237,900.00	\$998.00
Northumberland	\$190,000.00	\$751.00
Perry	\$210,600.00	\$1,534.00
Snyder	\$204,500.00	\$849.00
Union	\$227,900.00	\$899.00

Source: United States Census Bureau, ACS 5-Year Estimates

In 2022, the median monthly cost to an owner with a mortgage in the County was approximately \$1,165, which is greater than the median monthly rent, \$763. The median cost for real estate taxes was \$2,011. However, despite the lower monthly costs, data from the



U.S. Census Bureau (2020) shows that a large percentage of renters and homeowners are housing cost burdened.

A resident is considered burdened if they spend over 30% of their monthly income on housing, which makes it more challenging to afford other necessities like food, transportation, and childcare. **In Mifflin County, 39.1% of homeowners are considered housing cost-burdened, while 39.3% of renters spend over 30% of their income on rent.** This may indicate a need for higher-paying jobs within the Mifflin County economic region or better resources for accessing existing jobs.



INCOME & EMPLOYMENT TRENDS

Income

Mifflin County has a below average level of income, and relatively high levels of poverty. In 2022, the median income in Mifflin County was \$58,012; see Table 3 below. This is significantly lower than the median income in the state of \$73,170 and the national median income of \$75,149. This is well above the Federal Poverty Level (FPL) for 2022, which was determined by the U.S. Census to be \$23,556 for a family of two adults and one child. However, 18.5% or roughly 3,443 households are living at or below the FPL in Mifflin County. That's higher than the number of households living below the FPL statewide in 2022, 16.5%.

Table 3: Median and Mean Incomes Across Mifflin County, Pennsylvania, and the Nation for 2022

2022 Household Income		
	Median	Mean
Mifflin	\$58,012	\$70,553
Pennsylvania	\$73,170	\$100,837
United States	\$75,149	\$105,833

Source: U.S. Census Bureau, 2022

The required annual income shown in Table 4 below is calculated through the MIT Living Wage Calculator, which takes the cost of basic needs in a location for different family sizes to estimate the hourly rate that an individual in a household must earn to support themselves and/or their family working full-time. A living wage is a pay rate that would allow a household to afford all its basic needs, such as housing, food, transportation, healthcare, and childcare. Living wage calculations usually exceed the poverty wage because it has a broader view of household expenses, such as the need for emergency savings. As seen in Table 4, **the required annual salary often exceeds the median Mifflin County household**



income (\$58,012) and mean Mifflin County household income (\$70,553). This indicates a strong claim for more better paying jobs in the economic region.

Table 4: Mifflin County Required Annual Income Before Taxes, 2024

2024 Required Annual Income		
1 Adult	0 Children	\$39,934
	1 Child	\$72,444
	2 Children	\$91,409
	3 Children	\$120,127
2 Adults (1 Working)	0 Children	\$57,028
	1 Child	\$69,410
	2 Children	\$79,194
	3 Children	\$82,385
2 Adults (Both Working)	0 Children	\$57,028
	1 Child	\$81,824
	2 Children	\$102,875
	3 Children	\$118,315

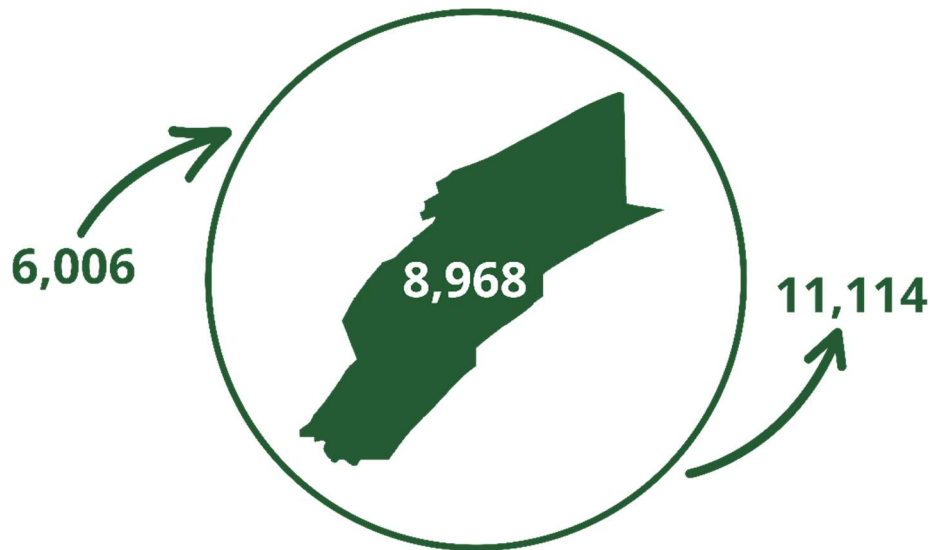
Source: MIT Living Wage Calculator, 2024



Employment

According to the U.S. Census Bureau Longitudinal Employer Household Dynamics (LEHD) data, Mifflin County has 21,100 people in the labor force. Of those, only about 3.4% are unemployed which is consistent with the unemployment rate for the state. **Mifflin County has more net workers than jobs, which indicates that more residents commute outside the county for work, Figure 10.**

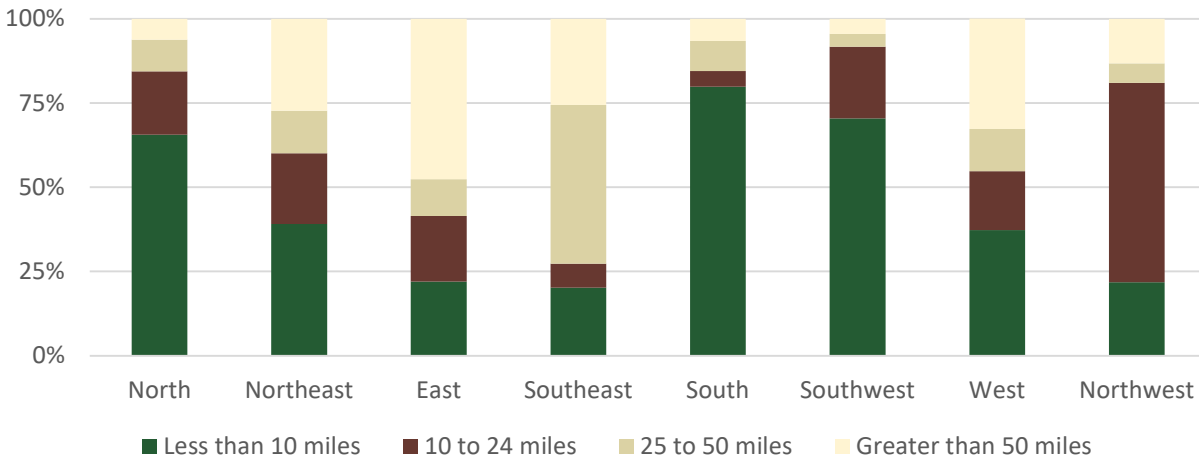
Figure 11: Mifflin County Commuter Patterns





The most common places that Mifflin County residents are commuting to are State College to the north, Harrisburg to the south and Altoona to the west; see Figure 11 below for more information on the direction and distance that local workers are commuting.

Figure 12 Mifflin County Travel Time to Work



Source: U.S. Census Bureau Longitudinal Employer Household Dynamics (LEHD) 2021

The tables on the following pages indicate that Mifflin County residents work mostly in the fields of Manufacturing, Health Care and Social Assistance, Retail Trade and Educational Services with over 58% of all jobs held in those occupations; see Table 5 below. Table 6 shows the jobs that are available within the county. Some differences of note are that there are more jobs in accommodations and food service along with transportation and warehousing and construction available in the county than held by residents. This indicates that those commuting into the county for work are most likely working in those fields. In contrast, those commuting outside of the county for work are primarily traveling to jobs in manufacturing, construction, and health care industries.



Table 5: Mifflin County Jobs held by Residents, 2021

Jobs for Mifflin County Residents, 2021		
Occupation	Jobs	Percent of Workforce
Manufacturing	4343	21.6%
Health Care and Social Assistance	3454	17.2%
Retail Trade	2339	11.6%
Educational Services	1515	7.5%
Accommodation and Food Services	1404	7.0%
Construction	1242	6.2%
Public Administration	957	4.8%
Transportation and Warehousing	933	4.6%
Administration & Support, Waste Management and Remediation	605	3.0%
Finance and Insurance	588	2.9%
Wholesale Trade	571	2.8%
Other Services (excluding Public Administration)	547	2.7%
Professional, Scientific, and Technical Services	527	2.6%
Agriculture, Forestry, Fishing and Hunting	270	1.3%
Management of Companies and Enterprises	252	1.3%
Information	170	0.8%
Real Estate and Rental and Leasing	127	0.6%
Arts, Entertainment, and Recreation	109	0.5%
Utilities	90	0.4%
Mining, Quarrying, and Oil and Gas Extraction	39	0.2%

Source: United States Census Bureau, 2021



Table 6: Mifflin County Jobs located in the County, 2021

Jobs Located in Mifflin County, 2021		
Occupation	Jobs	Percent of Workforce
Manufacturing	3698	24.7%
Health Care and Social Assistance	3027	20.2%
Retail Trade	2026	13.5%
Accommodation and Food Services	1180	7.9%
Educational Services	1129	7.5%
Construction	720	4.8%
Transportation and Warehousing	532	3.6%
Public Administration	466	3.1%
Finance and Insurance	458	3.1%
Wholesale Trade	421	2.8%
Other Services (excluding Public Administration)	347	2.3%
Administration & Support, Waste Management and Remediation	296	2.0%
Agriculture, Forestry, Fishing and Hunting	218	1.5%
Professional, Scientific, and Technical Services	153	1.0%
Information	102	0.7%
Utilities	76	0.5%
Real Estate and Rental and Leasing	53	0.4%
Management of Companies and Enterprises	41	0.3%
Arts, Entertainment, and Recreation	31	0.2%

Source: United States Census Bureau, 2021

*Table 7: Top 10 Employers*

The Top 10 Employers in Mifflin County are listed in Table 7 and include health care and manufacturing related industries.

Top 10 Employers by Employment
Geisinger-Lewistown Hospital
Mifflin County School District
Standard Steel LLC
Philips Ultrasound LLC
Trinity Plastics Inc
Geisinger Clinic
Wal-Mart Associates Inc
First Quality Retail Services
Overhead Door Corp
Valley View Haven



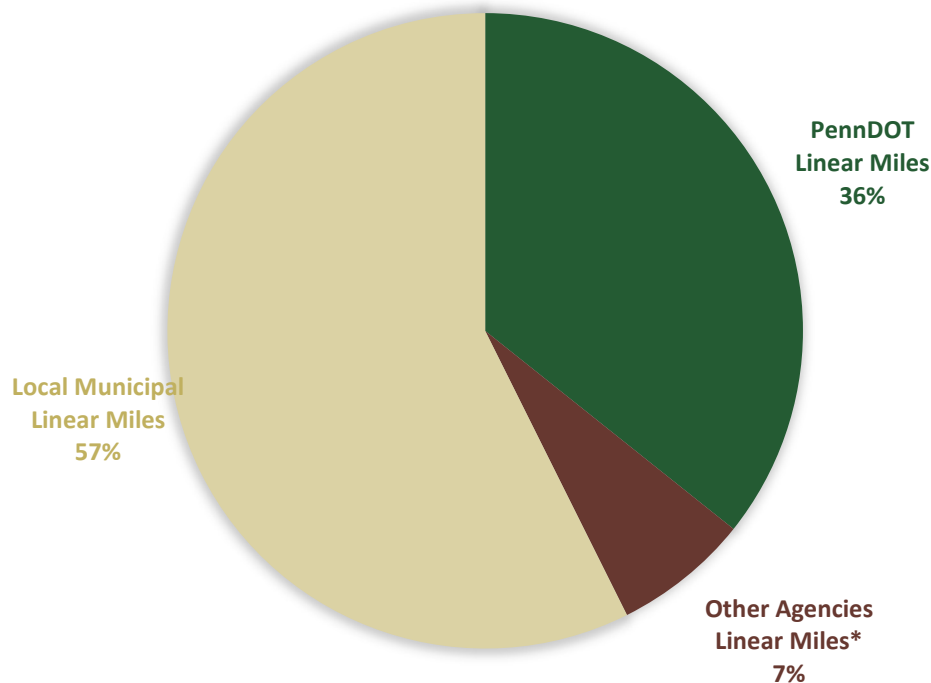
TRANSPORTATION TRENDS

Roadways

Mifflin County contains 667 miles of roadway. Over 35% of these miles are owned and maintained by PennDOT, while about 57% are owned by local governments. Of these only 156 linear miles of the region's roadways are on the Federal-Aid System. Mifflin County is not directly served by an Interstate, Figure 12 and 13.

In 2022 the total daily vehicle miles traveled (DVMT) reached 1,086,866.

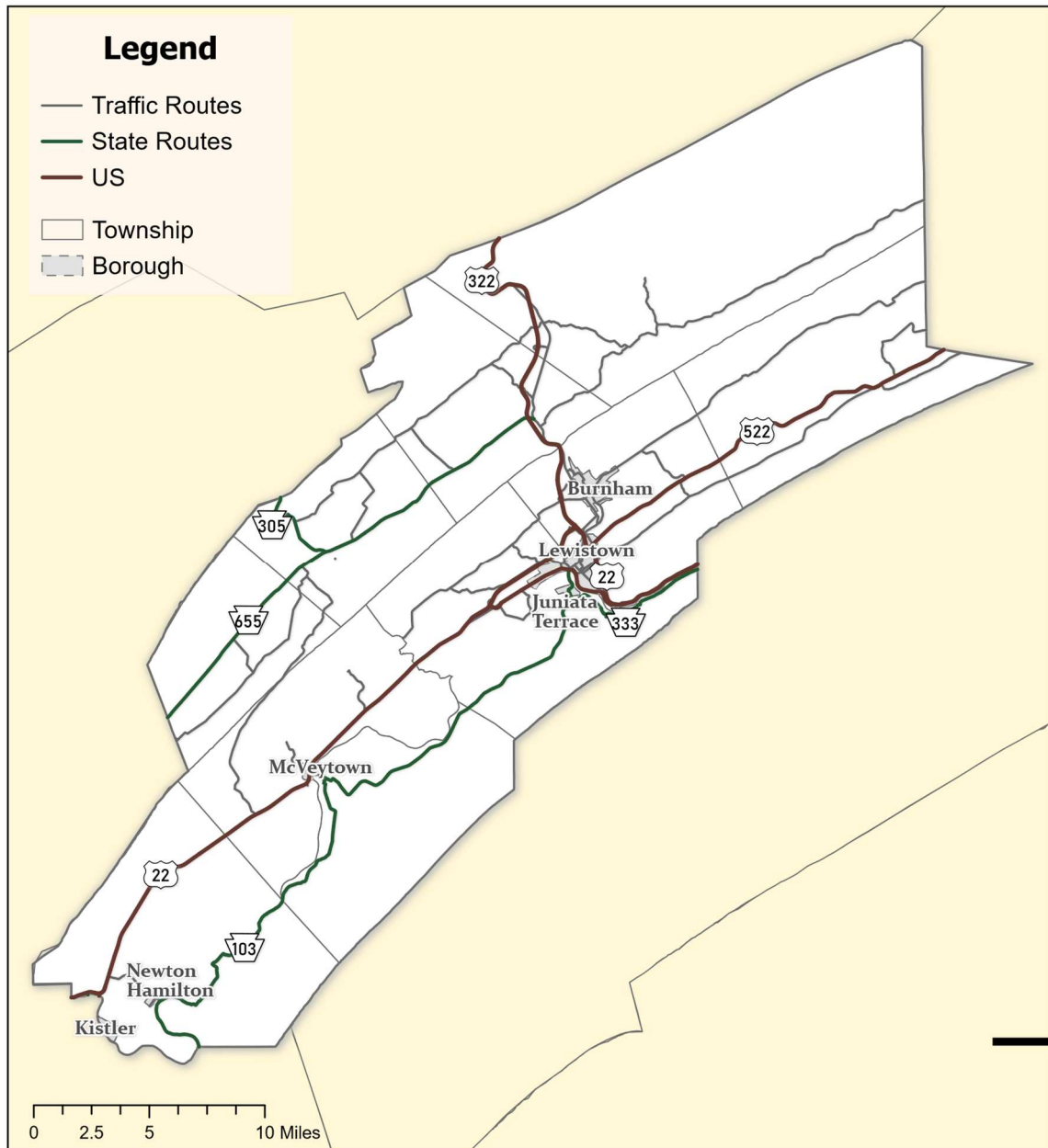
Figure 12: Roadway Linear Miles by Ownership, 2022



Source: PennDOT, 2022



Figure 13: Mifflin County Major Roadways



TRAFFIC VOLUMES

US 322 experiences a significantly high Average Annual Daily Traffic (AADT) of nearly 30,000 vehicles, making it the route with the heaviest traffic volume in Mifflin County. Conversely, Front Mountain Rd east of Allensville records the lowest AADT in the

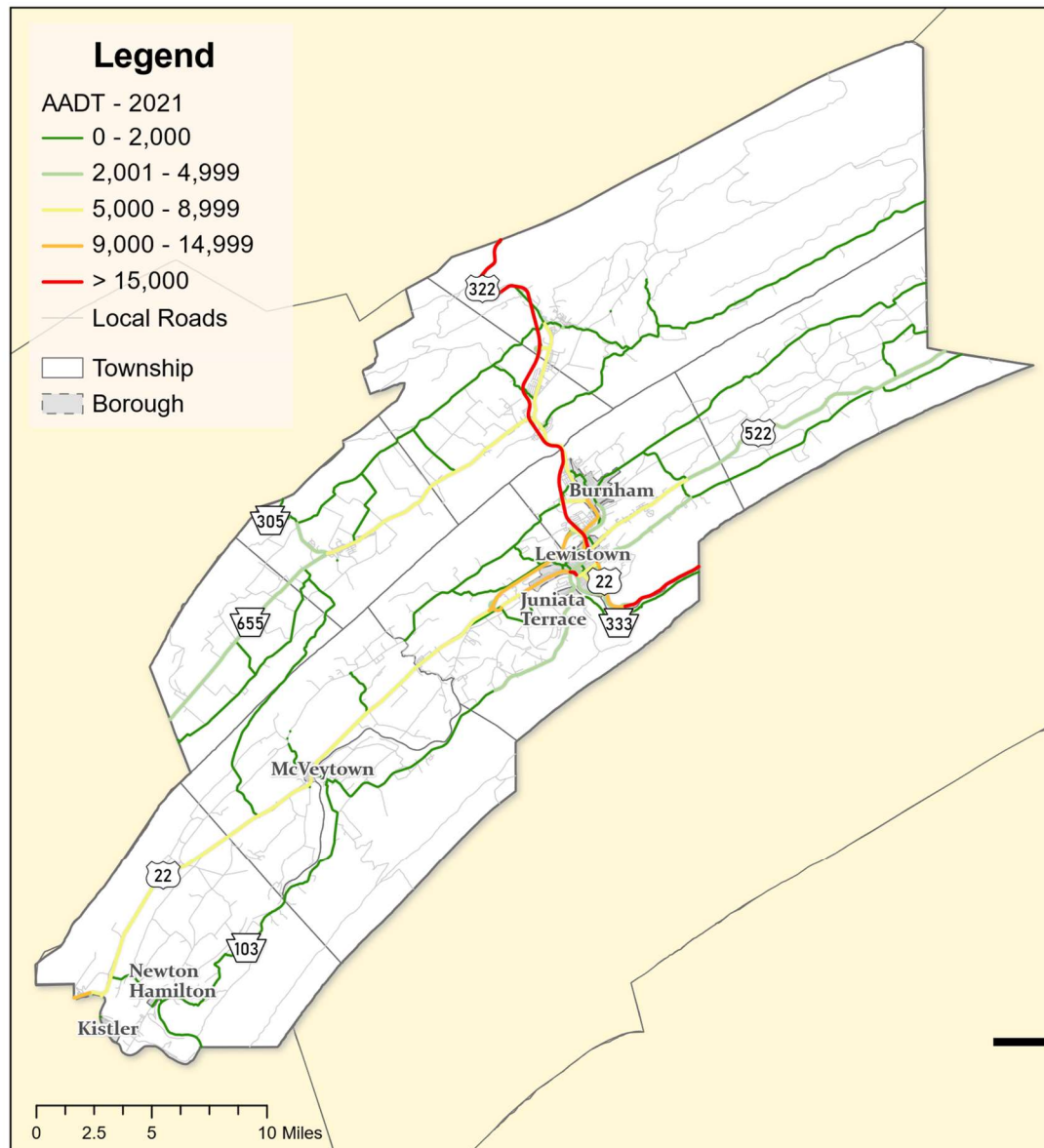


county at 120. Other segments with the most AADT are centered around Lewistown and Burnham.

While equipped to handle lower levels of traffic, the county's additional roadways, such as PA 655 (a minor arterial) and PA 103 (a major collector), are strategically designed to facilitate both mobility and provide accessibility to residential and commercial establishments. These routes also afford motorists connections to major highways, including US 322, US 22, and US 522.



Figure 14: AADT, 2022



Source: PennDOT, 2022

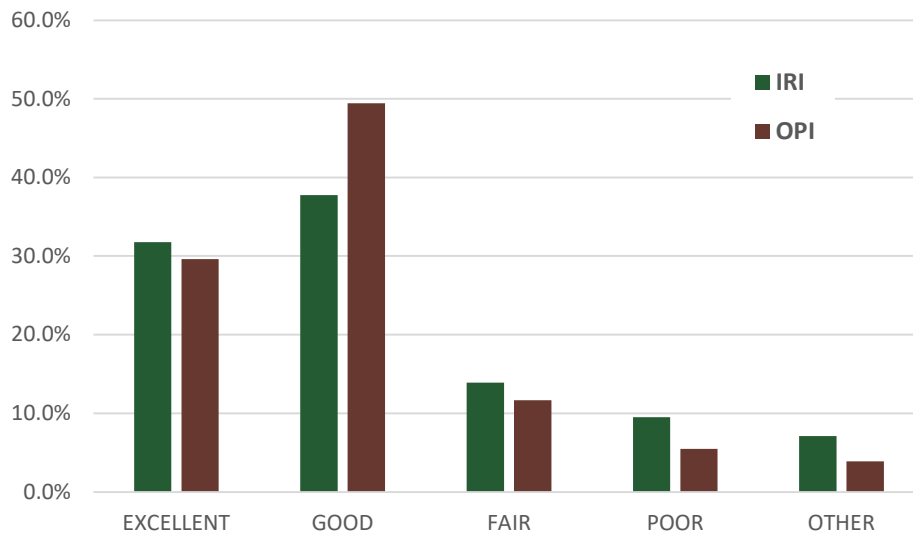
ROADWAY CONDITIONS

As of 2022, state-owned pavement conditions are generally good, with **almost 70 percent of pavement miles** rated as "excellent" or "good" based on the International Roughness Index (IRI).



- The county has a high percentage of roadways with a "poor" IRI, approximately 9.5 percent, equating to around 30 miles.
- When evaluating the road, almost 80 percent of state-owned pavements are in excellent or good condition using the Overall Pavement Index (OPI) rating.

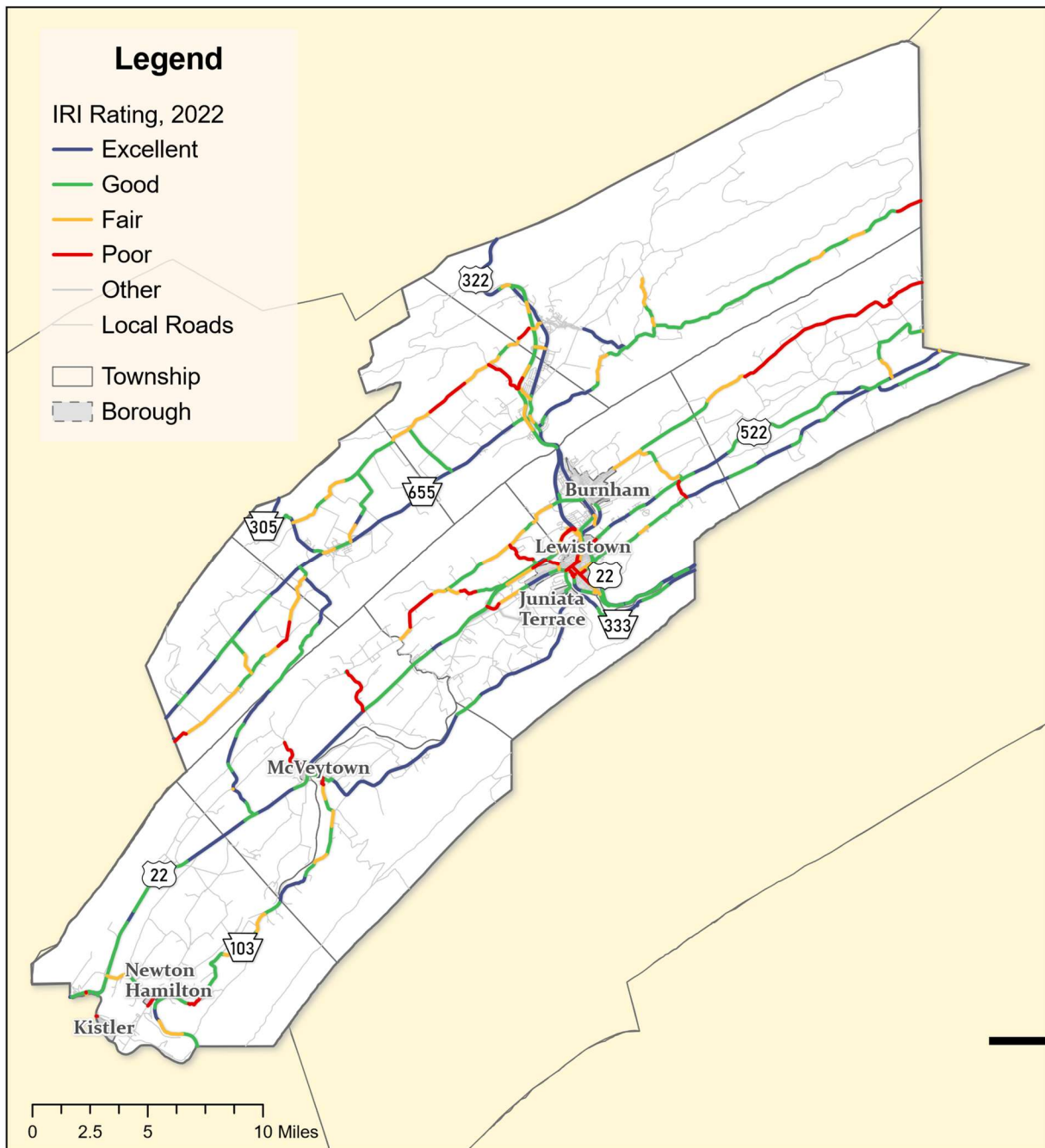
Figure15: Pavement Condition, 2022



Source: PennDOT Pavement Condition, 2022



Figure 16: IRI Rating, 2022



Source: PennDOT Pavement Condition, 2022

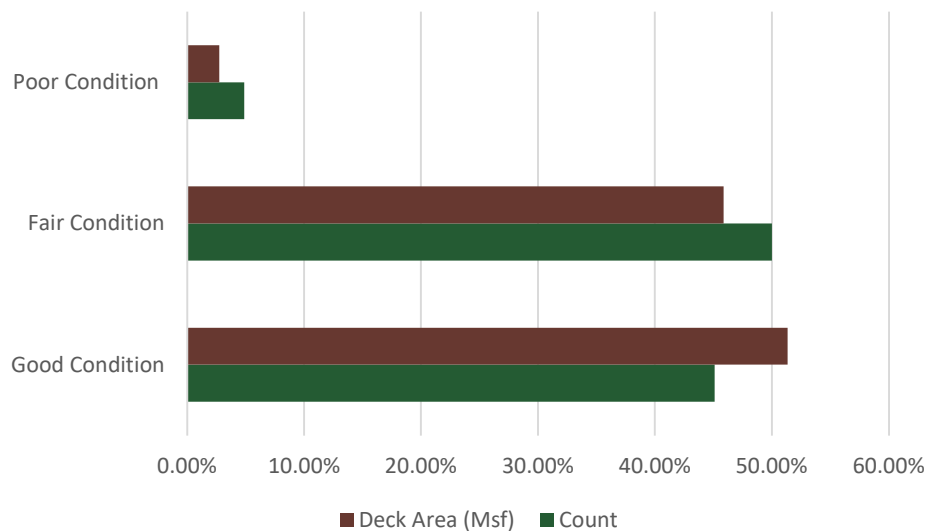


Bridges

STATE-OWNED BRIDGES

There are 184 state-owned bridges longer than 8 feet within the county. Of these one is posted, and none are closed. **Out of the 184 bridges, 9 are in poor condition**, equating to 4.9 percent. In terms of deck area, these poor-condition bridges would make up 2.76 percent. The oldest state-owned bridge in the county was built in 1908, making it 116 years old. The average age of the state-owned bridges within the county is 48 years.

Figure 17: State-Owned Bridge Condition



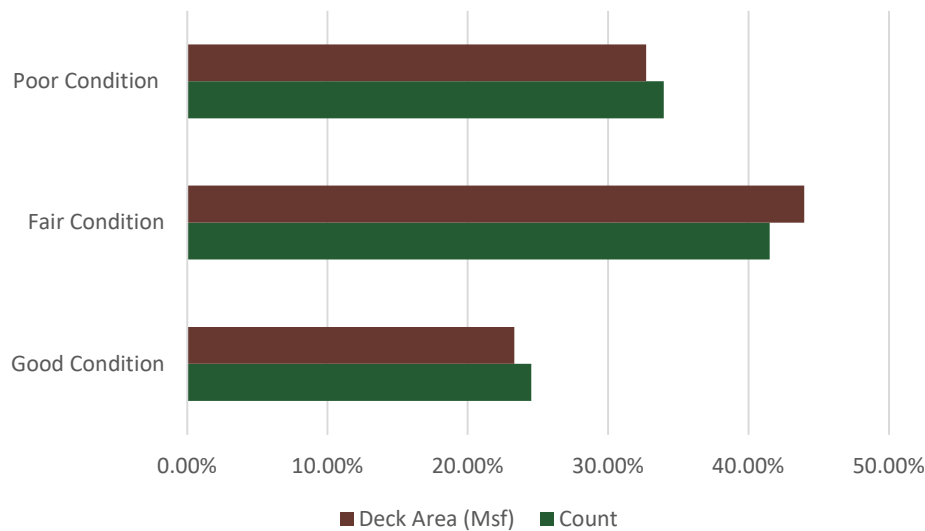
Source: PennDOT, 2022

LOCAL BRIDGES

Mifflin County has 53 locally owned bridges longer than 20 feet, seven of which are posted and two are closed. The county's locally owned bridges have a significantly higher proportion of poorly rated bridges compared to the state-owned bridges, both in terms of count and deck area. When looking at the count, **about 35 percent of local bridges are in poor condition, and this number is approximately 33 percent when considering deck area**. The average age of the locally owned bridges in the county is 62 years, with the oldest bridge having been constructed in 1900 making 124 years old.



Figure 18: Locally Owned Bridge Conditions



Source: PennDOT, 2022

Highway Safety

CRASH TRENDS

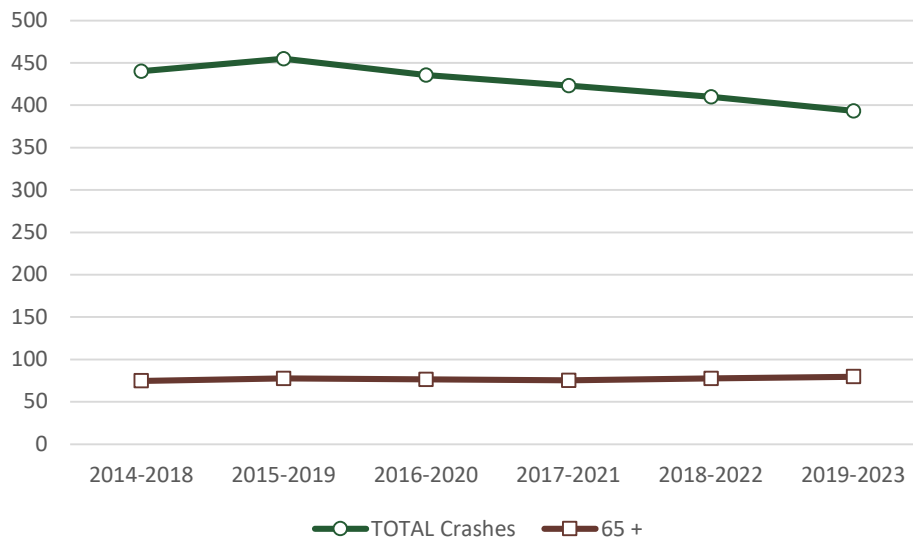
The following Crash Trends have been reported through PennDOT's Crash Information Tool (PCIT) for a five-year period (2019-2023):

- In the five-year period ending in 2023, the county averaged a total of 393 crashes, 7 fatalities, and 27 suspected serious injuries annually. The total number of crashes declined in the same period.
- In the analysis of crash severity, the reportable crash data from 2023 indicates that 56 percent of all county crashes were categorized as "property damage only," signifying incidents necessitating the towing of vehicles, yet devoid of any fatalities or injuries.
- In 2023, "suspected minor injury" crashes comprised the second largest share of the county's total crashes (25.4%), followed by "possible injury" crashes (7.3%). In 2023, the county experienced 8 traffic fatalities.



- In the five-year period ending in 2023, the county experienced only 5 crashes (1.3%) involving a horse and buggy.
- With the increasing number of people aged 65 and older, there has also been a corresponding increase in crash rates, accounting for 25 percent of all crashes in 2023. Additionally, there has been an 8 percent rise in the proportion of crashes involving individuals aged 65 and older since 2014.
- In 2023, bicycle and pedestrian crashes accounted for 3% of the total crashes in the county, with 2 incidents involving bicycles and 9 involving pedestrians.

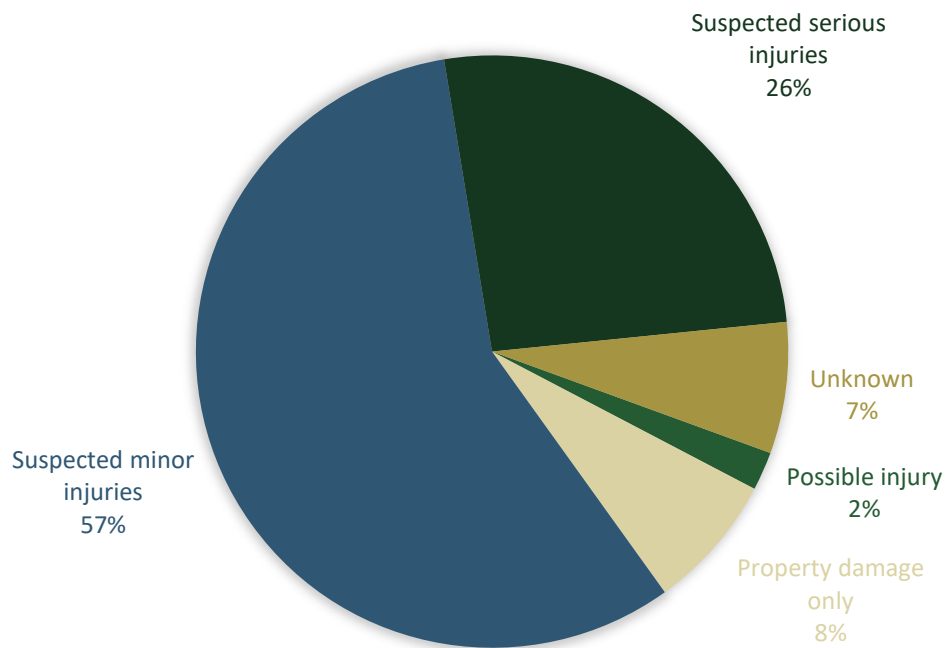
Figure 19: Crashes by 5-Year Averages



Source: PennDOT PCIT 2019-2023



Figure 20: Crashes by Severity, 2023



Source: PennDOT PCIT 2019-2023

CRASH HOT SPOTS

Six crash hot spots were identified based on PennDOT reportable crash data from the five-year period spanning 2019 to 2023. These locations have direct connections to US Routes 22 and 322, as well as other Pennsylvania routes, including PA 655 and PA 103.

Reedsville - US 322 and PA 655

The interchange of US 322 and PA 655 is located northwest of Reedsville. Both intersections are controlled by traffic lights. There have been multiple crashes at both intersections on each side of US 322, resulting in property damage and injuries. Over the past five years, approximately eleven crashes have occurred at these two intersections.



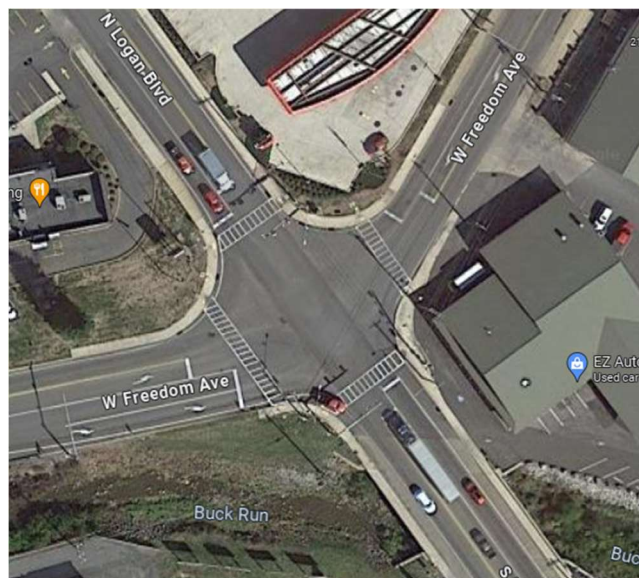
Figure 21: US 322 and PA 655 Interchange



Burnham - Logan Blvd / Freedom Ave

The intersection of Logan Boulevard and Freedom Avenue, situated at the southern extremity of Burnham, is a four-way intersection regulated by a traffic light. Since 2019, there have been in excess of 20 reportable crashes at this intersection.

Figure 22: Logan Blvd / Freedom Ave





Burnham - Walnut St/Freedom Ave

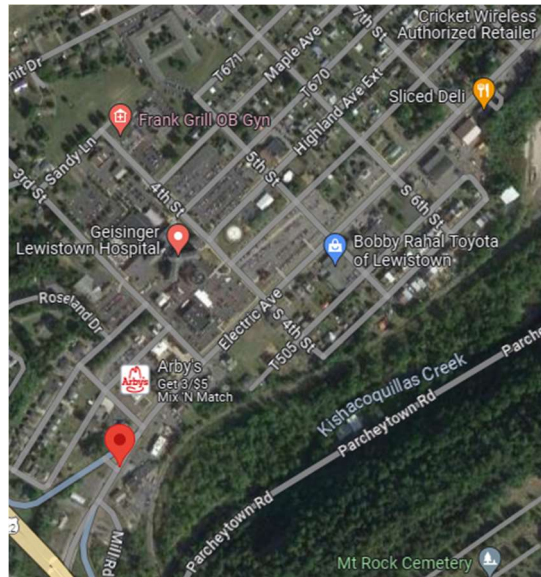
The intersection of Walnut Street and Freedom Avenue is situated across the Milroy Branch railroad from the intersection of Logan Boulevard and Freedom Avenue. While this intersection experiences fewer collisions, it still presents potential hazards for drivers. It is controlled by a four-way traffic light system.

Figure 23: Walnut Street and Freedom Avenue



Lewistown - Electric Ave

The stretch of Electric Avenue, running from the intersection of US 22 in Lewistown through until Eighth Street, has experienced a high incidence of traffic accidents. This approximately seven-block corridor has been the site of nearly 40 crashes. Only two of the seven intersections along this stretch are equipped with traffic lights, 3rd Street and 6th Street. Given that Electric Avenue provides a direct link to US 22, it experiences substantial traffic volume, with an average annual daily traffic (AADT) count exceeding 10,000.

*Figure 24: Electric Ave*

Lewistown - Juniata St / Market St / PA 103

In the last five years, the intersection of Juniata Street and Market Street in Lewistown has been the site of nine vehicle crashes. West of this intersection on Juniata Street, there have been several other collisions, with two of them resulting in fatalities. This intersection is an important link for traffic traveling to and from US 22 and PA 103.

Figure 25: Juniata Street and Market Street



Mount Union – US 522 / US 22

The intersection of US 22 and US 522, just north of Mount Union, has experienced nearly 10 crashes since 2019. Additionally, just outside the intersection at the bend of US 22, there have been five more crashes, one of which resulted in a fatality. This three-way intersection is controlled by a traffic signal.

Figure 26: US 22 and US 522 Intersection





Active Transportation

EXISTING INFRASTRUCTURE

In June of 2023, Mifflin County adopted *Mifflin Moves!*, a robust active transportation plan that aims to inform county and partner investments in a network of travel paths for active transportation and in

Figure 27: *Mifflin Moves* Active Transportation Plan, Adopted in 2023



Source: Mifflin County Planning Department

programs and events that demonstrate how walking and bicycling can be integrated in rural and small town culture and promote economic development.

9.4% of households in Mifflin County have no access to a car. This is higher than the national average of 8.3% according to US Census Data. A portion of this count can be attributed to the significant Amish population that utilize horse drawn buggy, scooters, bikes, and walking to travel throughout the County. Other key populations that may rely on active transportation facilities or other modes of transportation include those under age 18, adults over the age of 65, and persons with disabilities.

22.5% of Mifflin County's population is under age 18. Having access to alternative modes of transportation is essential for them to attend school, jobs, and other activities. According to *Mifflin Moves!*, the Mifflin County School District estimates that only 8-10 students walk to school each day despite approximately 150 students living within the mandated radius of school buildings. A lack of safe road crossings or sidewalks could contribute to the lack of participation.



Mifflin Moves! has established four goals to create a better Mifflin County active transportation system. These goals include:

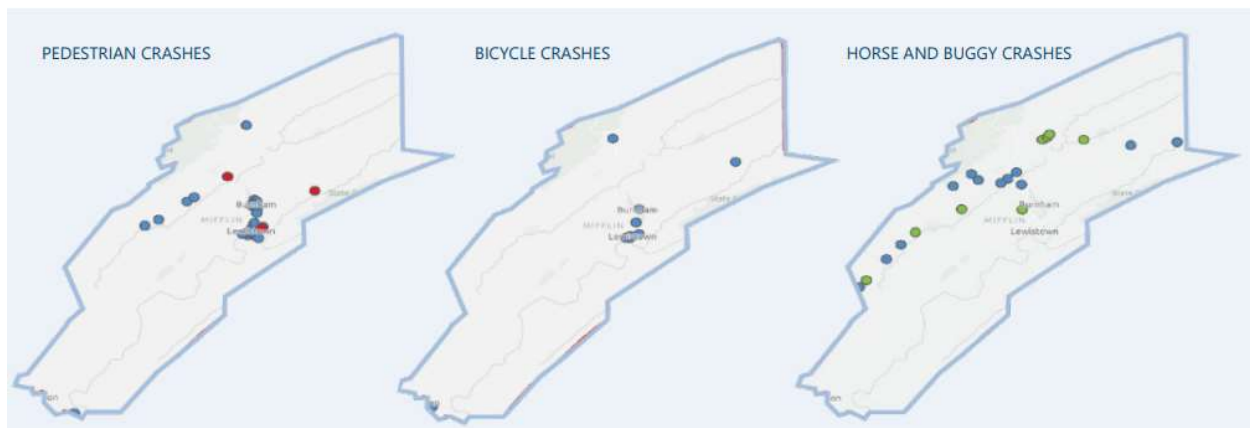
1. Establish a Network
2. Encourage an Active Lifestyle
3. Enhance the Network Experience
4. Expand Community Connections

BICYCLE AND PEDESTRIAN SAFETY

In 2023, according to PennDOT's Crash Information Tool (PCIT), **five pedestrians or cyclists were involved in a crash that resulted in a fatality or serious injury**. Many times, crash data involving bicyclists, pedestrians, and other modes of transportation (aside from cars) can be inaccurate due to near miss events and lack of reports made to authorities. This indicates that the number could be higher.

As seen in Figure 28 from *Mifflin Moves!*, most of the pedestrian and horse and buggy crash reports are clustered around municipalities that have a significant Amish population. The remainder of reports are centered in Lewistown, which houses many of the residents of Mifflin County.

Figure 28: Map of Crash Hot Spots for Pedestrian, Bicycle, and Horse and Buggy Crashes in Mifflin County



Source: Mifflin Moves Active Transportation Plan, 2023



One implementation recommendation that has come out of *Mifflin Moves!*, included the development of a public safety campaign. The goal of the campaign is to promote knowledge sharing with residents on state laws including the 4-feet to pass rule.

Public Transportation

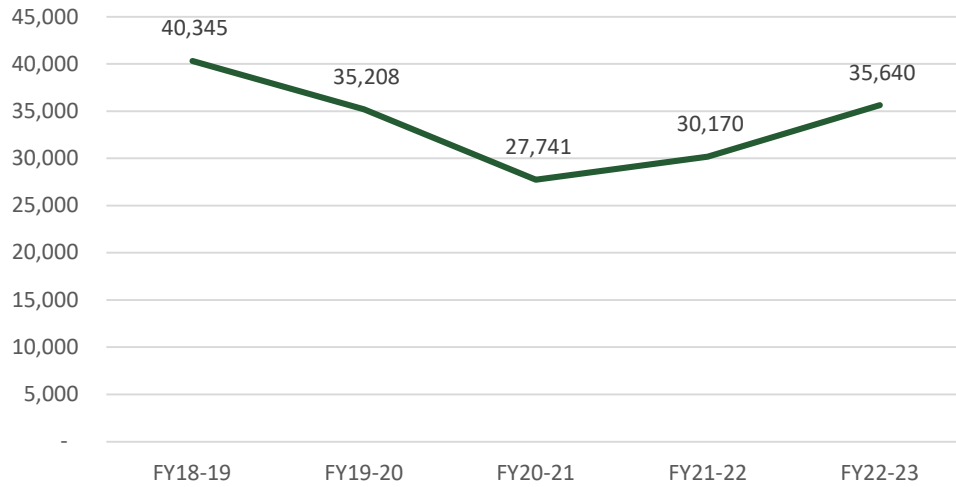
Across Mifflin County, an average of 9.9% of households do not have access to a vehicle. These households rely on other modes of transportation, such as walking, bicycling, carpooling, or taxi/ride hailing companies. For seniors and persons with disabilities, however, discounted public transportation offers a more reliable and significantly more affordable option for accessing employment, medical services, and other necessities.

Call-a-Ride Service, Inc. (CARS), offers demand-response shared-ride services in Mifflin and Juniata Counties, providing curb-to-curb service with reservations made one day in advance. **In FY 2022-23, CARS provided over 35,000 shared-ride trips across the two-county region.**² Although the COVID-19 pandemic caused a sharp decrease in trips in FY20-21, ridership has steadily rebounded, demonstrating the vital importance of public transportation in Mifflin and Juniata Counties.

² Pennsylvania Department of Transportation, Bureau of Public Transportation. *Pennsylvania Public Transportation Performance Report*, FY18-19 through FY22-23.



Figure 29: CARS Annual Ridership from FY18-19 to FY22-23

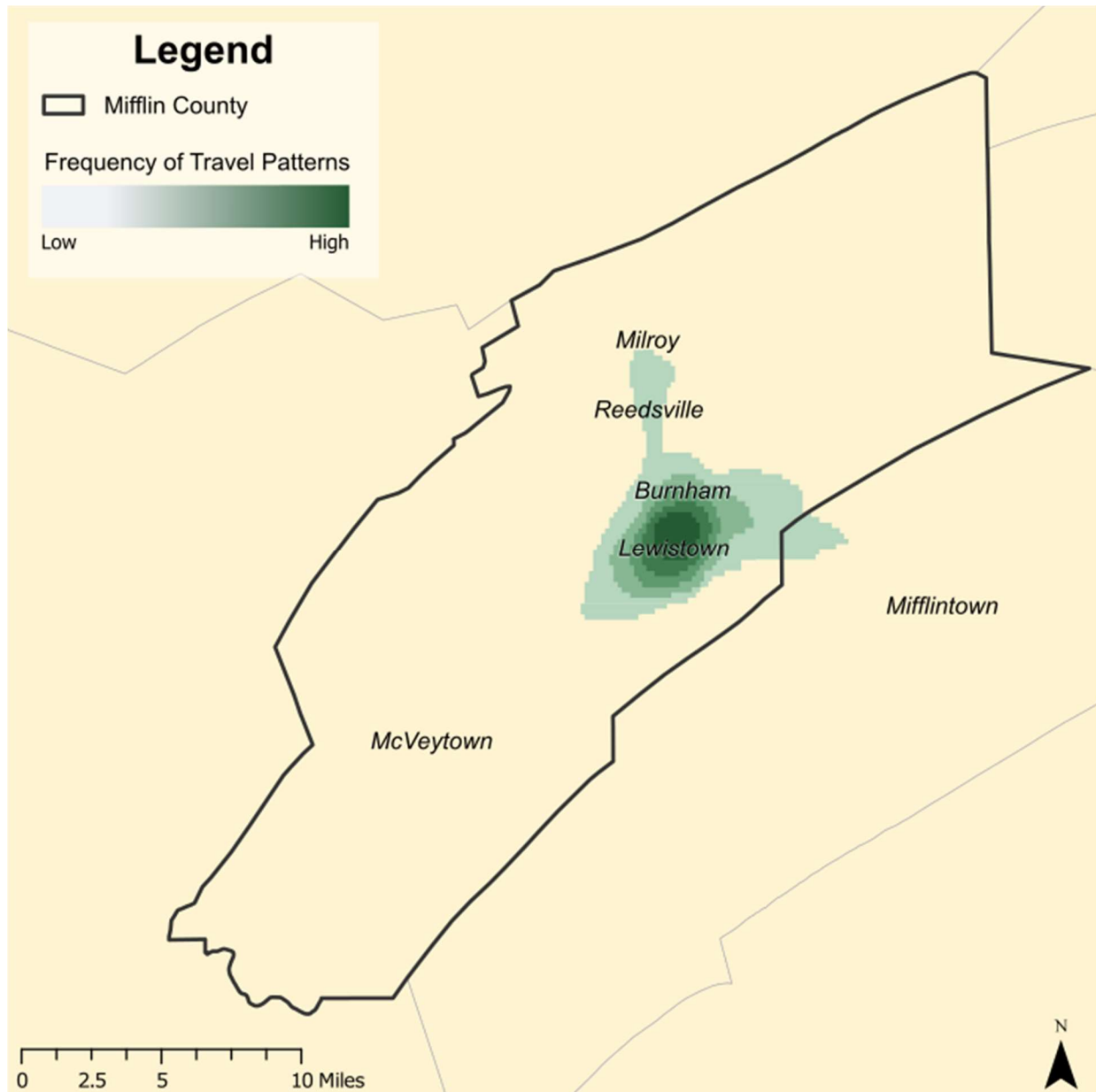


Source: Pennsylvania Public Transportation Performance Report, FY18-19 through FY22-23.

The bulk of shared-ride trips in FY 2022-23 show the highest demand for public transportation in and around Lewistown; towards Mifflintown in neighboring Juniata County; from Reedsville and Milroy south to Lewistown; and between McVeytown in the southeast of the county and Lewistown (Figure 30).



Figure 30: Most Common Curb-to-Curb Trips provided by CARS



Source: Call-a-Ride Service, Inc., FY22-23

Aviation

Mifflin County Airport (RVL) is a general aviation airport located two miles south of Reedsville, PA. It is publicly owned and operated by the Mifflin County Airport Authority. According to the 2022 Aviation Economic Impact Survey released by Pennsylvania Department of



Transportation, **the airport has a \$1.9 million economic impact on the region. PennDOT distinguishes this between direct impacts and multiplier impacts, as seen in Table 8 below.** PennDOT defines direct impacts as economic activity that is directly generated because of the airport's existence. This includes on-airport businesses and tenants, capital improvements made by the airport or airport tenants, nearby aviation-related businesses, visitor spending, and activities associated with air cargo, aerospace manufacturing, and private hospital heliports.

Multiplier impacts are created when the airport and related businesses purchase goods and services from other businesses (indirect impacts) and when employee payroll is spent in the local economy (induced impacts). For instance, indirect impacts are generated when airport concessionaires purchase food products from local suppliers and induced impacts are generated when staff spend their payroll at their neighborhood grocery store.³

Table 8: Mifflin County Airport's Economic Impact in 2019

	Employment	Payroll	Output
On-Airport Activity	7	\$288,900	\$790,500
Commercial Service Visitor Spending	0	\$0	\$0
General Aviation Visitor Spending	3	\$80,800	\$227,900
Total Direct Impacts	10	\$369,700	\$1,018,500
Total Multiplier Impacts	5	\$321,800	\$908,900
Total Impacts	16	\$691,400	\$1,927,400

Source: 2022 Pennsylvania Aviation Economic Impact Study, Pennsylvania Department of Transportation

³ Pennsylvania Department of Transportation, Bureau of Aviation. *2022 Pennsylvania Aviation Economic Impact Study*, PennDOT, Kimley Horn, 2022.



The airport directly employs 16 people, according to the Aviation Economic Impact Study from 2022. Mifflin County Airport hosts private flight instructors, provides transportation for local businesses, and recreational flights. Key airport activities include:

- Corporate/Business Activities
- Aerial Inspections
- Police/Law Enforcement
- Medical Transport/Evacuation
- Career Training and Flight Instruction

The airport is known for glider aero-towing, and the Mifflin County Soaring Club hosts an annual glider contest. RVL is also home to an Experimental Aircraft Association Chapter⁴, which has regular events that are attended by the community and pilots. Local and regional businesses use the airport for access to central Pennsylvania as well as aircraft storage. As of 2022, all airport hangars are leased with the airport maintaining a waiting list. The amenities provided by the airport combined with the aviation and non-aviation related activities seen on-site make the airport a key part of the local community.

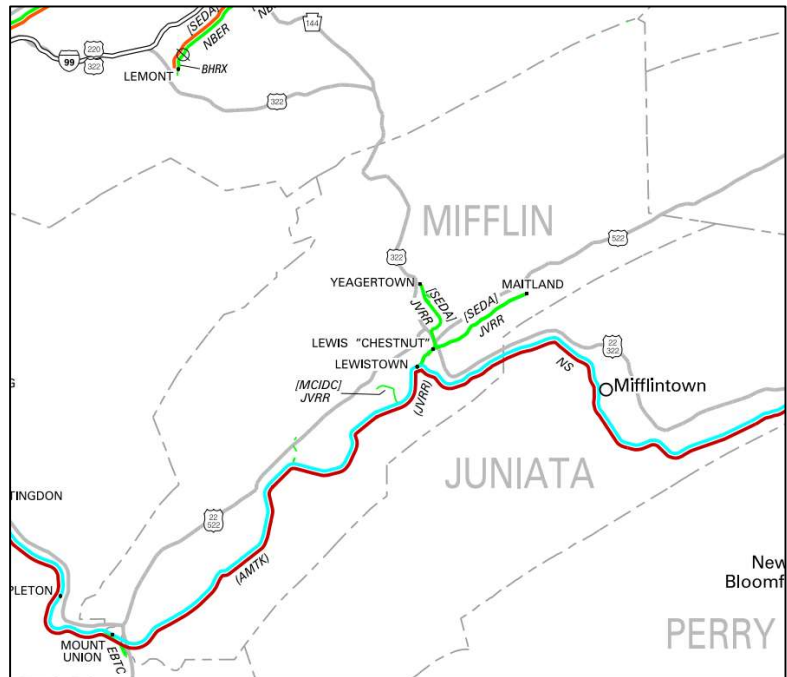
Freight Rail

Mifflin County has a segment of Norfolk Southern rail line that runs concurrent with the Amtrak passenger rail line. The SEDA-COG Joint Rail Authority (SEDA-COG JRA) owns a portion of short line rail in Mifflin County as well called the Juniata Valley Railroad (JVRR). According to 2013 data, the JVRR serves 10 customers and sees about 2,879 carloads.

⁴ *Chapter 518: About Us*. (n.d.) Experimental Aircraft Association. Retrieved August 20, 2024, from <https://chapters.eaa.org/ea518/about-us>



Figure 31: Freight Rail Network in Mifflin County



Source: SEDA-COG JRA



COUNTY OF MIFFLIN

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