



PERRY COUNTY COORDINATED PUBLIC TRANSIT- HUMAN SERVICES TRANSPORTATION PLAN

2026–2030 PLAN

Community in Motion



COMMUNITY
FOCUSED



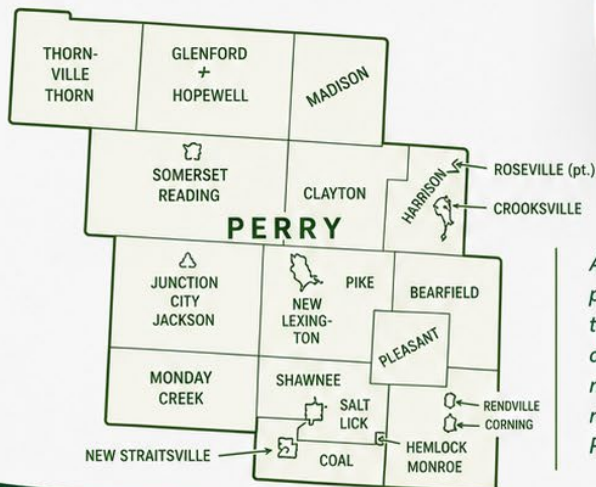
COLLABORATIVE
PARTNERSHIPS



ACCESSIBLE
TRANSPORTATION



STRONGER
TOGETHER



*A collaborative
plan to improve
transportation
access and
mobility for all
residents of
Perry County.*



HEALTHCARE
ACCESS



EMPLOYMENT
OPPORTUNITIES



EDUCATION



INDEPENDENCE
& QUALITY OF LIFE

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Chapter 1

Introduction

1.1 Executive Summary

Transportation is more than the movement of people from one place to another. It is access to healthcare, employment, education, nutrition, social services, and community life. For many Perry County residents, especially older adults, individuals with disabilities, veterans, low-income households, and those living in rural areas, reliable transportation determines whether they can maintain independence and fully participate in community life.

The 2026 Perry County Coordinated Public Transit–Human Services Transportation Plan is the county’s comprehensive strategy to improve transportation coordination, identify mobility needs, strengthen partnerships, and guide future investments. Developed through collaboration among transportation providers, human service agencies, healthcare organizations, educational institutions, local governments, nonprofit organizations, employers, and community stakeholders, the plan establishes a coordinated approach to addressing transportation barriers.

The planning process included demographic and socioeconomic analysis, Geographic Information System (GIS) mapping, stakeholder engagement, Transportation Advisory Committee meetings, agency interviews, community outreach, and a countywide transportation survey that received 54 responses. These efforts identified transportation strengths, service gaps, and priorities for the 2026–2030 planning period.

Major priorities include:

- Improving access to healthcare, including dialysis, specialty care, behavioral health, and preventive services
- Expanding transportation options that support employment, workforce development, and education
- Enhancing mobility for older adults, individuals with disabilities, veterans, and other transportation-disadvantaged populations
- Increasing public awareness of available transportation services
- Strengthening partnerships among transportation providers and community organizations
- Supporting emerging mobility options, including recommendations from the Perry County Active Transportation Plan, while maintaining safe, accessible, and equitable services

Perry County Transit serves as the county’s primary public transportation provider and the operational foundation of the coordinated transportation network. Perry County Mobility Management strengthens this foundation through coordination, outreach, travel training, and partnership development. Together with specialized human service providers and complementary active transportation resources, these efforts form the core of the county’s mobility system.

This plan establishes a framework for continued collaboration, strategic investment, and ongoing evaluation to keep transportation accessible, responsive, and sustainable for Perry County residents.

1.2 Purpose of the Coordinated Plan

The purpose of this plan is to inventory existing transportation resources, evaluate current and projected needs, identify service gaps, and develop coordinated strategies that improve mobility while making the best use of available public, private, nonprofit, and human service transportation resources.

The plan fulfills Federal Transit Administration (FTA) coordinated planning requirements for projects funded under the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program and follows guidance from the Ohio Department of Transportation (ODOT) Office of Transit. Projects seeking Section 5310 funding must be identified in a locally developed coordinated plan prepared with meaningful stakeholder and public involvement.

Beyond meeting federal requirements, this document serves as Perry County's long-range transportation coordination plan. It provides a framework for collaboration, establishes priorities, identifies funding opportunities, and guides future mobility initiatives that improve access to essential services.

1.3 Planning Objectives

The objectives of this Coordinated Plan are to:

- Inventory existing public, private, nonprofit, and human service transportation resources
- Assess current and projected transportation needs using demographic analysis, GIS mapping, stakeholder engagement, and public participation
- Identify transportation gaps, barriers, and unmet mobility needs
- Develop practical, measurable, and collaborative strategies that improve accessibility and coordination
- Strengthen partnerships among transportation providers, healthcare organizations, educational institutions, employers, local governments, and community organizations
- Support continued investment through federal, state, local, and private funding opportunities
- Establish performance indicators to evaluate implementation and support future plan updates

1.4 Planning Methodology

Development of this plan followed a collaborative process designed to reflect the needs of Perry County residents while meeting state and federal requirements.

Planning activities included:

- Review of demographic and socioeconomic data from the American Community Survey (ACS) 2020–2024 Five-Year Estimates
- GIS mapping prepared by Buckeye Hills Regional Council
- Inventory of transportation providers, vehicle fleets, and mobility resources
- Transportation Advisory Committee meetings involving public agencies, nonprofit organizations, healthcare providers, educational institutions, local governments, transportation providers, older adults, and individuals with disabilities
- Individual meetings with community partners and stakeholders
- Distribution and analysis of 54 countywide transportation surveys
- Review of transportation requests, mobility management activities, and coordination efforts
- Assessment of trends affecting healthcare access, employment, education, veterans, older adults, individuals with disabilities, and rural residents
- Consideration of complementary recommendations from the Perry County Active Transportation Plan

The process emphasized collaboration, transparency, public participation, and data-driven decision-making.

1.5 Planning Process Overview

The plan was developed through six phases:

Phase 1 – Data Collection: Collection of demographic, transportation, and socioeconomic data; inventory of providers and vehicle resources.

Phase 2 – Community Engagement: Transportation Advisory Committee meetings, stakeholder interviews, community outreach, and the countywide transportation survey.

Phase 3 – Needs Assessment: Identification of barriers and service gaps; analysis of demographic and transportation trends; review of stakeholder and public input.

Phase 4 – Strategy Development: Development of goals, strategies, and implementation priorities; identification of funding opportunities and partnerships.

Phase 5 – Plan Review: Review by the Transportation Advisory Committee, public comment opportunities, and revisions based on feedback.

Phase 6 – Plan Adoption: Recommendation by the Transportation Advisory Committee, formal adoption, and ongoing implementation and annual review.

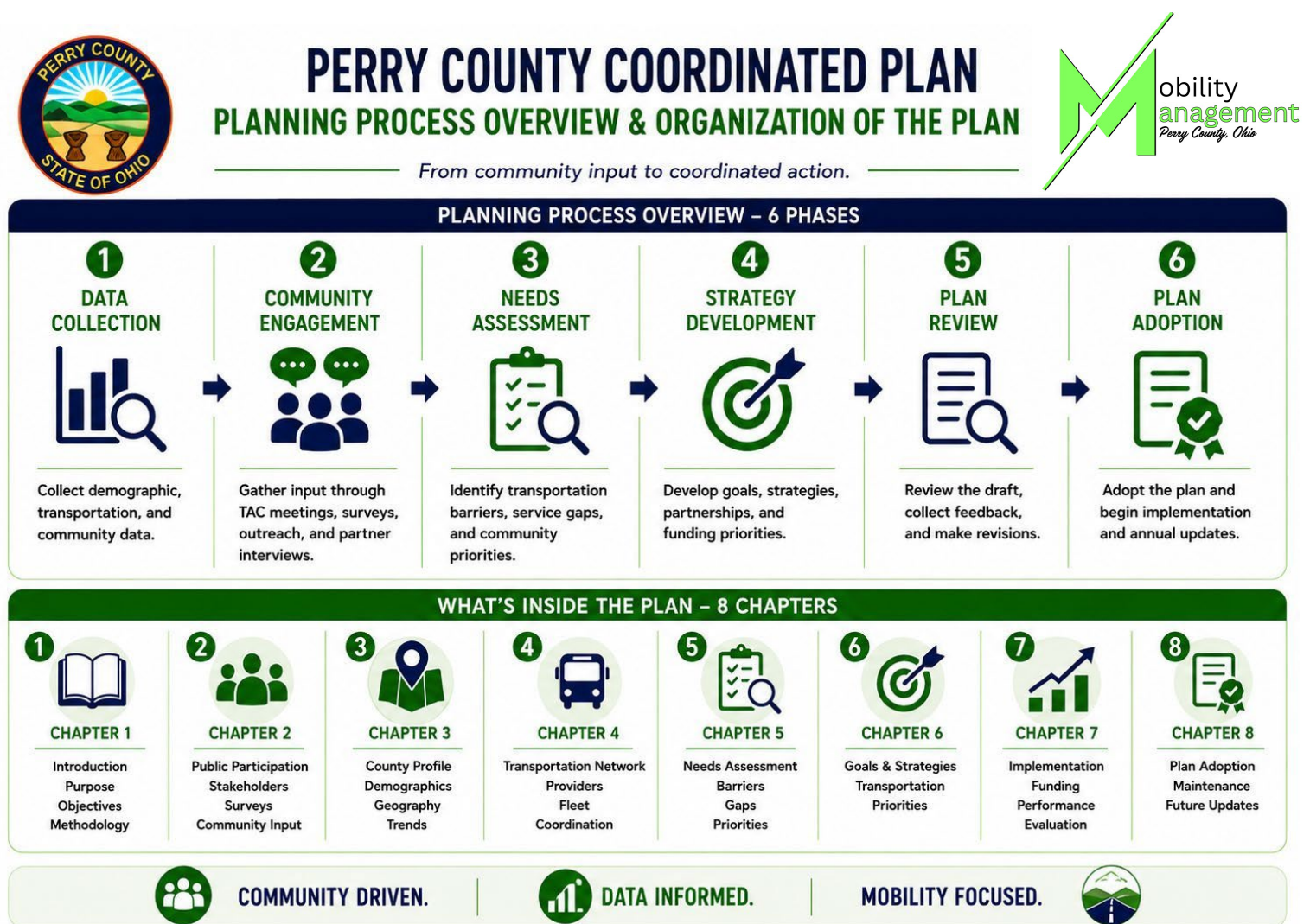
1.6 Organization of the Plan

The plan is organized into eight chapters:

- **Chapter 1** introduces the purpose, objectives, methodology, and organization of the plan.

- **Chapter 2** documents public participation, stakeholder engagement, and community support.
- **Chapter 3** provides a profile of Perry County, including geography, population, demographics, and socioeconomic conditions.
- **Chapter 4** inventories the transportation network, providers, vehicles, resources, safety initiatives, and coordination efforts.
- **Chapter 5** presents the transportation needs assessment, barriers, and unmet needs.
- **Chapter 6** establishes transportation goals and recommended strategies.
- **Chapter 7** outlines the implementation framework, including priorities, funding, performance measures, and the annual review process.
- **Chapter 8** documents plan adoption and future maintenance procedures.

Figure 1.1. Planning Process Overview and Organization of the Coordinated Plan



Chapter 2

Public Participation

2.1 Public Participation Overview

Meaningful public participation is essential to the development of an effective Coordinated Public Transit–Human Services Transportation Plan. The planning process for Perry County emphasized collaboration among public transportation providers, human service agencies, healthcare organizations, educational institutions, local governments, nonprofit organizations, employers, and community members to ensure that transportation priorities accurately reflect the needs of county residents.

Public participation occurred throughout the planning process rather than at a single point in time. Stakeholder engagement included Transportation Advisory Committee meetings, agency interviews, community outreach activities, individual meetings with transportation partners, and a countywide transportation survey. These efforts provided insight into transportation strengths, service gaps, emerging trends, and future priorities.

The planning process followed public participation requirements established by the Federal Transit Administration and the Ohio Department of Transportation. Representatives of transportation providers, human service agencies, older adults, individuals with disabilities, and the general public had opportunities to participate throughout plan development.

2.2 Public Participation Process

Development of the Coordinated Plan used multiple methods of public participation to encourage broad representation from transportation providers, public agencies, healthcare organizations, educational institutions, nonprofit organizations, businesses, elected officials, and residents.

Public involvement activities included:

- Transportation Advisory Committee meetings
- Individual agency meetings
- Community outreach events
- Countywide transportation survey
- Public presentations
- Ongoing Mobility Management coordination meetings
- Informal stakeholder discussions
- Electronic and in-person feedback opportunities

These activities provided opportunities for stakeholders to identify transportation barriers, discuss existing resources, recommend improvements, and prioritize transportation investments.

2.3 Stakeholder Engagement

Stakeholder engagement occurred throughout the planning process and included participation from organizations representing transportation, healthcare, education, employment, veterans, aging services, developmental disabilities, behavioral health, local government, emergency management, and community-based organizations.

Figure 2.1. Planning Activities and Stakeholder Participation




PLANNING ACTIVITIES AND STAKEHOLDER PARTICIPATION

Working together to connect people to the places they need to go.

ACTIVITY	DATE	PARTICIPATION	PRIMARY AGENDA ITEMS
Transportation Advisory Committee Meeting	November 10, 2025	Transportation providers, healthcare organizations, community partners, local governments, and nonprofits	Transportation updates, coordination opportunities, community needs
Transportation Advisory Committee Meeting	March 24, 2026	Transportation providers, healthcare organizations, community partners, local governments, and nonprofits	Transportation barriers, demographic trends, and coordinated planning priorities
Transportation Advisory Committee Meeting	May 19, 2026	Transportation providers, healthcare organizations, community partners, local governments, and nonprofits	Needs assessment, transportation resources, future priorities
Agency Meetings	Ongoing	Public agencies and community partners	Existing transportation resources and service gaps
Community Outreach Activities	Ongoing	General public	Public education and transportation awareness
Countywide Transportation Survey	Ongoing	General public	Transportation needs, barriers, and priorities

The Perry County Transportation Advisory Committee (TAC) served as the primary forum for this collaboration.

Participating organizations and representatives included:

Transportation: Perry County Mobility Management, Perry County Transit, Ohio Department of Transportation (ODOT), Buckeye Hills Regional Council (BHRC), and Mobility Management.

County Government: Perry County Commissioners, Perry County Emergency Management Agency, Perry County Health Department, Perry County Veterans Service Commission, Perry County Municipal Court, Perry County Juvenile Court, Crooksville, New Lex, and Junction City Police Departments, Perry County Sheriff's Office, Perry County Common Pleas Court, Village of New Lexington, and Village of Crooksville.

Healthcare: Genesis Perry County Medical Center, Perry Behavioral Health Choices, Allwell Behavioral Health, and OhioHealth (regional partner).

Human Service Agencies: Perry County Board of Developmental Disabilities, Perry County Job and Family Services, Perry County Senior Center, Mount Aloysius, and PerCo, Inc.

Education: New Lexington City Schools, Northern Local Schools, Southern Local Schools, Crooksville Exempted Village Schools.

Community Organizations: United Way of Muskingum, Perry, and Morgan Counties, Habitat for Humanity Southeast Ohio, Perry County District Library, Rural Action, Perry County Food Pantries, HAPCAP and the Active Transportation Plan Steering Committee (as applicable).

Employers and Workforce Partners: Local employers, workforce development partners, and economic development organizations.

Public Representatives: Older adults, individuals with disabilities, veterans, transit riders, and low-income residents.

2.4 Participation by Transportation-Disadvantaged Populations

Special emphasis was placed on engaging populations that are traditionally transportation disadvantaged, including older adults, individuals with disabilities, veterans, low-income households, and residents living in rural areas.

While not every participant self-identified within a specific demographic category, these populations were represented through both direct participation and agency representation. Agency participation ensured that transportation needs affecting these populations were considered throughout the planning process, even when direct participation was limited.

2.5 Community Support for Public Transportation

Community engagement activities demonstrated strong support for maintaining and expanding coordinated transportation services throughout Perry County. Transportation providers, public agencies, healthcare organizations, educational institutions, nonprofit organizations, employers, and residents consistently recognized transportation as a critical component of community health, economic development, and quality of life.

Figure 2.2. Plan Participation by Target Population



WHO WE HEAR FROM

Inclusive outreach. Meaningful input. Better transportation for everyone.



POPULATION	PARTICIPATION METHOD
OLDER ADULTS	Perry County Senior Center Surveys Transportation Advisory Committee
INDIVIDUALS WITH DISABILITIES	Perry County Board of Developmental Disabilities Accessibility Partners Surveys
VETERANS	Perry County Veterans Service Commission
LOW-INCOME RESIDENTS	Perry County Job and Family Services Community Organizations
INDIVIDUALS SEEKING EMPLOYMENT	Ohio Means Jobs Workforce Partners
HEALTHCARE PROVIDERS	Genesis Health System Perry Behavioral Health Choices Health Department Healthcare Partners
PUBLIC TRANSPORTATION USERS	Perry County Transit Riders Mobility Management Participants
GENERAL PUBLIC	Countywide Survey Outreach Events Public Meetings Community Engagement

Survey responses, stakeholder meetings, and Transportation Advisory Committee discussions identified several recurring themes:

- Continued support for Perry County Transit as the county’s primary public transportation provider
- Strong support for Perry County Mobility Management and transportation coordination services
- Increased demand for transportation to healthcare services, including dialysis, specialty medical appointments, behavioral health services, and preventive care
- Transportation remains a significant factor affecting employment opportunities, workforce participation, and economic development
- Older adults and individuals with disabilities continue to require accessible transportation options to maintain independence
- Increased public awareness of available transportation services remains a countywide priority

- Continued collaboration among transportation providers and community organizations is essential to maximizing available resources and reducing service duplication
- Support for complementary active transportation options, including recommendations from the Perry County Active Transportation Plan, that improve first- and last-mile connections and expand mobility choices

The planning process confirmed that transportation remains an essential public service supporting healthcare access, education, employment, nutrition, recreation, and independent living throughout Perry County.

2.6 Transportation Survey Summary

To better understand transportation needs throughout Perry County, a countywide transportation survey was conducted during the planning process. The survey collected 54 responses from residents, transportation providers, public agencies, healthcare organizations, employers, and community partners.

Survey responses were analyzed and grouped into common transportation themes. The most frequently identified needs included:

- Access to healthcare and medical appointments
- Transportation to employment
- Transportation for older adults
- Transportation for individuals with disabilities
- Transportation affordability
- Public awareness of available transportation services
- Expanded transportation options for rural communities
- Transportation coordination among agencies

Survey findings were evaluated alongside demographic data, Geographic Information System mapping, Transportation Advisory Committee discussions, stakeholder interviews, and community outreach activities to identify the transportation priorities reflected throughout this plan.

While survey findings represent one component of the planning process, transportation priorities identified through the survey were independently validated through Transportation Advisory Committee discussions, stakeholder interviews, mobility management data, agency input, demographic analysis, Geographic Information System mapping, and public outreach activities. Consistency across these multiple information sources strengthened confidence in the resulting transportation priorities and recommendations.

Figure 2.3. Transportation Plan- Planning Process



Survey findings were evaluated alongside demographic data, Geographic Information System mapping, Transportation Advisory Committee discussions, stakeholder interviews, and community outreach activities to identify the transportation priorities reflected throughout this plan.

2.7 Summary

The Perry County planning process emphasized collaboration, transparency, and broad community participation to ensure that transportation priorities reflect the diverse needs of residents and partner organizations. Through stakeholder engagement, public outreach, and data-driven analysis, the county identified transportation strengths, service gaps, and opportunities to improve mobility for all residents.

Chapter 3

Perry County Profile

3.1 Introduction

Understanding the demographic, geographic, and socioeconomic characteristics of Perry County is essential to identifying transportation needs and developing strategies that improve mobility for all residents. Population distribution, age, disability status, income, vehicle availability, employment patterns, and geographic isolation all influence how residents access healthcare, employment, education, shopping, nutrition services, and community resources.

This chapter provides an overview of Perry County’s physical geography, population characteristics, demographic trends, and socioeconomic conditions using the most current data available from the American Community Survey (ACS) 2020–2024 Five-Year Estimates, the U.S. Census Bureau, and mapping prepared by the Buckeye Hills Regional Council GIS Mapping Program. These data provide the foundation for the transportation needs assessment presented later in this plan.

3.2 Geographic Overview

Perry County is located in southeastern Ohio and encompasses approximately 410 square miles of predominantly rural terrain. The county is bordered by Fairfield County to the west, Licking County to the north, Muskingum County to the northeast, Morgan County to the east, Athens County to the south, and Hocking County to the southwest.

The largest population centers include New Lexington, Crooksville, Somerset, Thornville, Junction City, Corning, New Straitsville, and Shawnee. While these communities provide important employment, educational, healthcare, and commercial opportunities, much of Perry County remains rural. Long travel distances, limited transportation alternatives, and dispersed development patterns create unique mobility challenges for many residents.

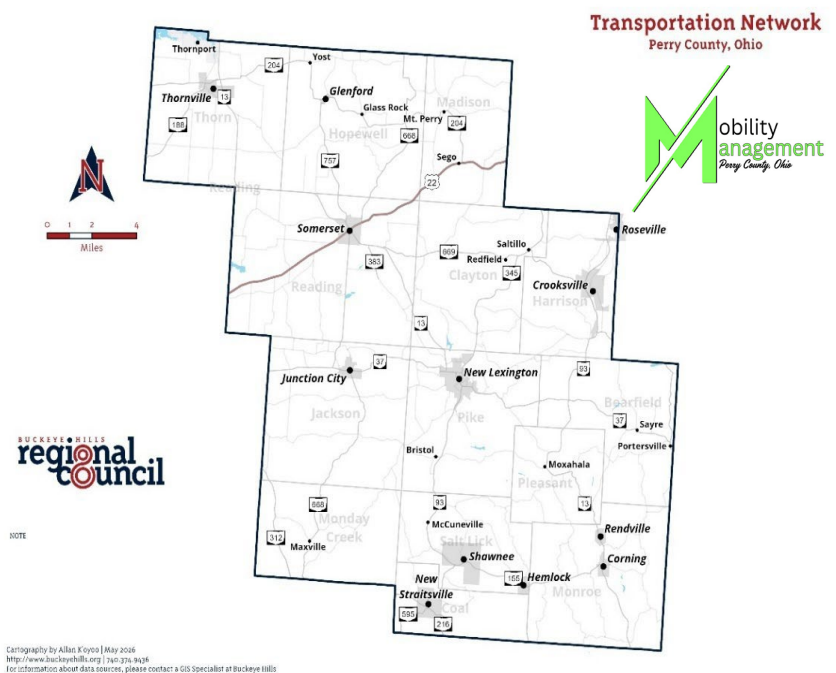


Figure 3.1. Perry County Geographic Location Map

Source: Buckeye Hills Regional Council GIS Mapping Program.

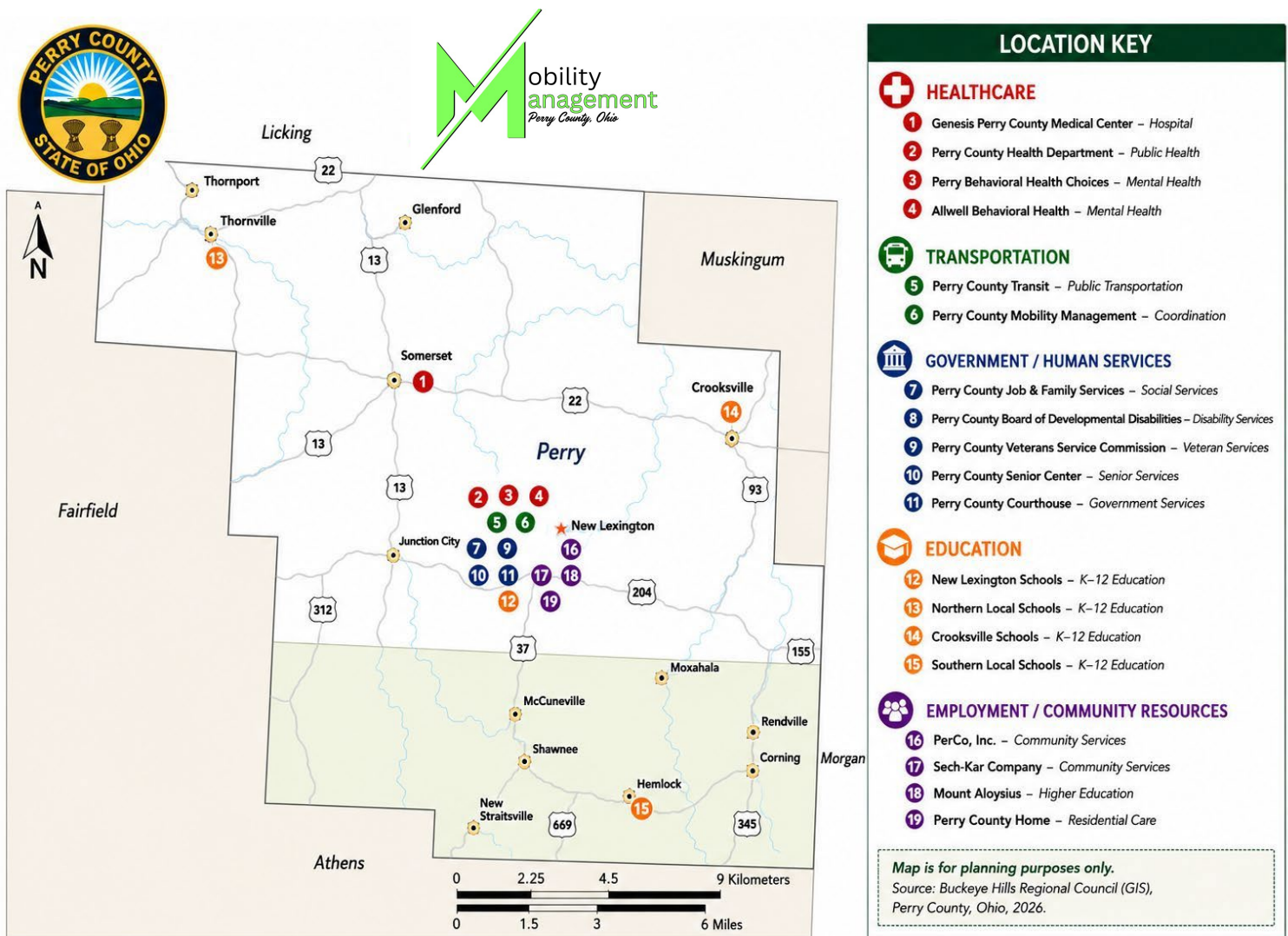
State Routes 13, 22, 37, 93, 155, 204, 312, 345, 383, 595, 668, and 669 serve as critical transportation corridors for employment, medical appointments, education, and regional travel. The county's rural geography increases travel distances between essential destinations and limits access to fixed-route public transportation. Coordinated transportation services, supported by complementary active transportation options identified in the Perry County Active Transportation Plan, play a critical role in maintaining access to healthcare, employment, education, and other essential services.

3.3 Major Trip Generators

Major trip generators are destinations that consistently create transportation demand due to the services they provide or the populations they serve. Identifying these locations helps Perry County Mobility Management, Perry County Transit, human service agencies, and community partners understand travel patterns, improve coordination, and focus transportation resources where they are needed most.

Transportation demand is concentrated around healthcare providers, government and human service agencies, educational institutions, employment centers, and community resources. Many essential destinations are clustered in the New Lexington area, creating a central transportation hub. Other significant destinations are distributed throughout the county's villages and townships, with additional travel occurring to neighboring counties for specialized healthcare, higher education, and employment.

Figure 3.2. Perry County Trip Generators Map



Major trip generators include:

- Perry County Transit
- Perry County Mobility Management
- Perry County Job and Family Services
- Perry County Board of Developmental Disabilities
- Perry County Courthouse
- Genesis Perry County Medical Center
- Perry Behavioral Health Choices
- Perry County Health Department
- Perry County Senior Center
- Veterans Service Commission
- OhioMeansJobs Perry County

- New Lexington Schools, Crooksville Exempted Village Schools, Northern Local Schools, Southern Local Schools
- Mount Aloysius
- Perry County Home
- PerCo, Inc. and Sech-Kar
- Local grocery stores and pharmacies
- Regional medical providers in Zanesville, Lancaster, Newark, Columbus, and Athens

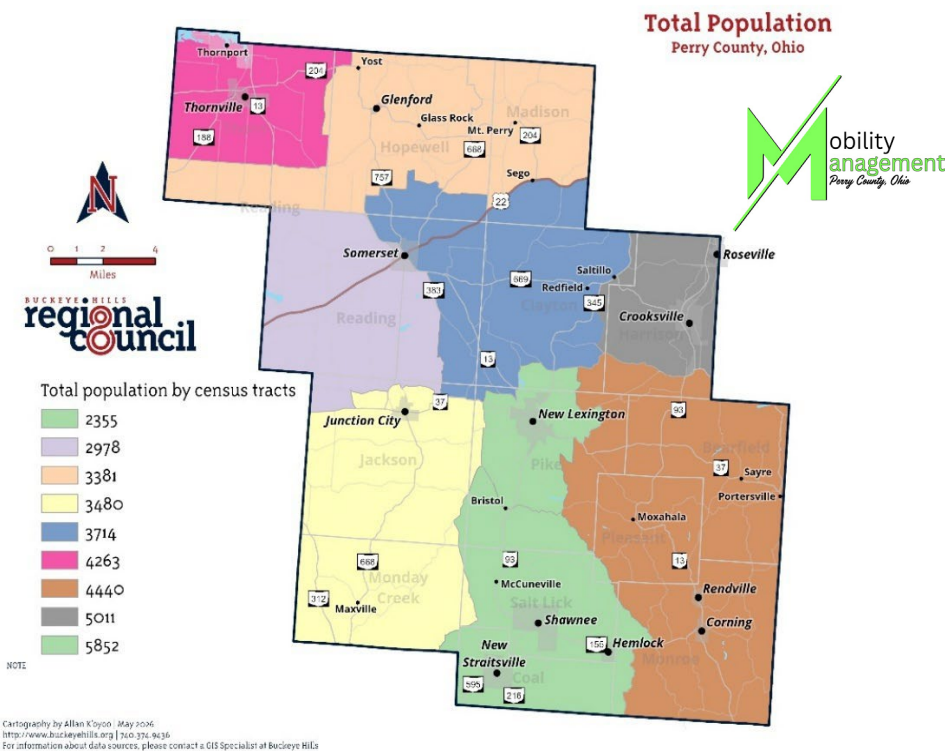
These destinations generate transportation demand for employment, medical appointments, recurring dialysis treatments, behavioral healthcare, education, nutrition, shopping, recreation, and social services.

3.4 Population

According to the American Community Survey 2020–2024 Five-Year Estimates, Perry County has approximately 36,000 residents. Population distribution remains concentrated around New Lexington, Crooksville, Thornville, Somerset, and several eastern communities, while much of the county continues to experience low population density typical of rural southeastern Ohio.

Figure 3.3. Population Distribution by Census Tract Map

Source: American Community Survey (ACS) 2020–2024 Five-Year Estimates; Buckeye Hills Regional Council GIS Mapping Program.



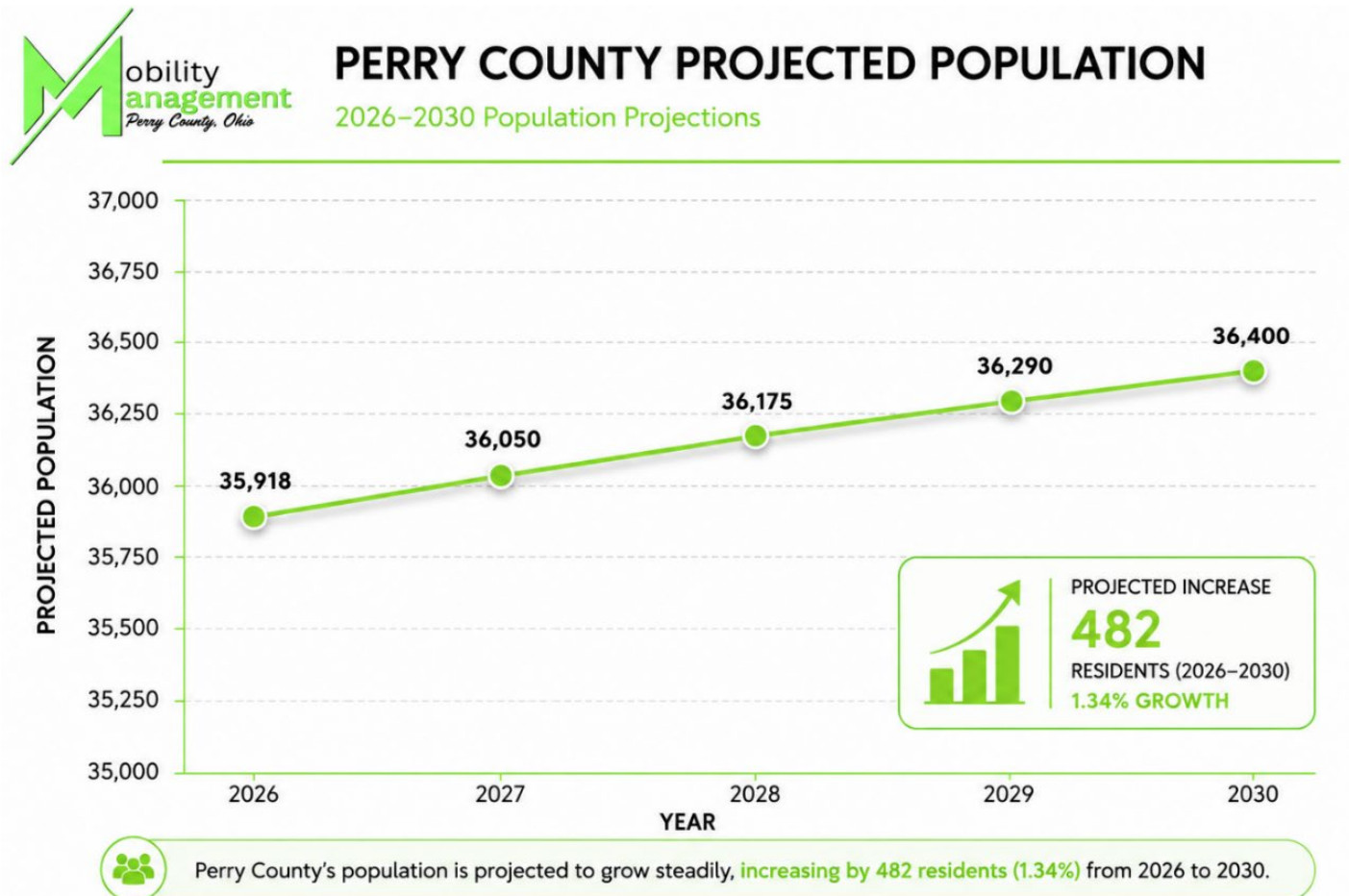
Higher population concentrations generally correspond to areas with the greatest concentrations of healthcare providers, schools, employers, government services, and commercial activity. Rural census tracts frequently experience greater transportation barriers because destinations are

dispersed over larger geographic areas.

3.5 Five-Year Population Projection

While Perry County has experienced relatively stable population levels over the past decade, long-term demographic trends indicate continued modest population growth alongside an aging population.

Table 3.1. Perry County Five-Year Population Projection



Although overall population growth is expected to remain modest, demand for transportation services is anticipated to increase due to the growing number of older adults, increased healthcare utilization, continued workforce transportation needs, and greater demand for mobility management services.

3.6 Population by Race and Ethnicity

According to the American Community Survey 2020–2024 Five-Year Estimates, approximately 95.7% of residents identify as White, 3.0% as two or more races, 0.7% as Black or African American, 0.3% as Asian, and 0.3% as American Indian or Alaska Native. Approximately 1.1% of residents identify as Hispanic or Latino.

Although racial and ethnic minority populations represent a relatively small percentage of the county's overall population, equitable transportation planning requires that services remain accessible to all residents. Perry County Mobility Management and Perry County Transit are committed to providing transportation services that reduce barriers and offer equal access to essential destinations, consistent with Title VI of the Civil Rights Act of 1964.

3.7 Age Distribution

Older adults are among Perry County's fastest-growing transportation-dependent populations.

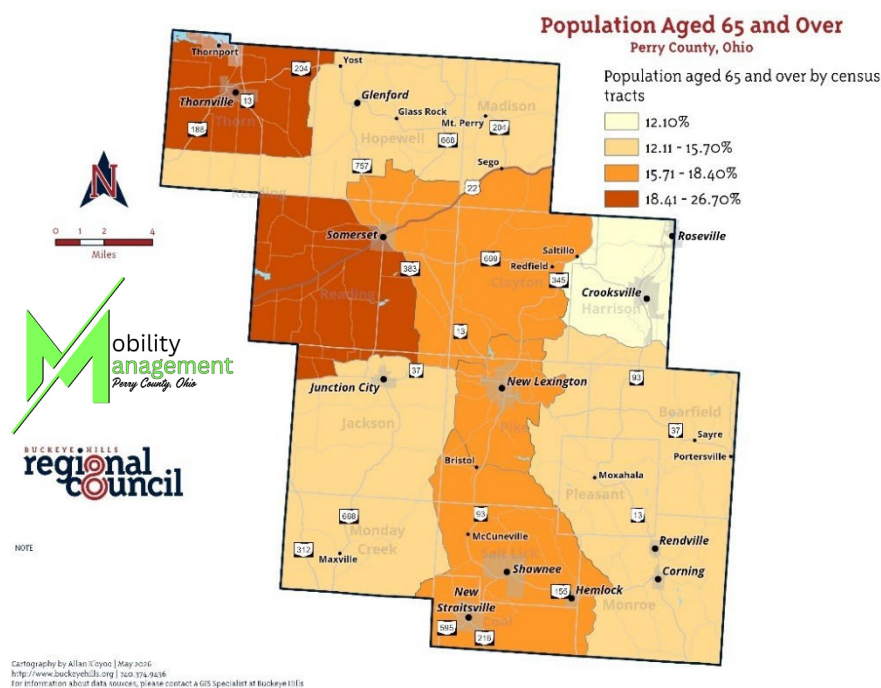


Figure 3.4. Population Age 65 and Older Map
Source: American Community Survey 2020-2024 Estimates and Buckeye Hills Regional Council GIS Mapping Program.

Older adults are concentrated in portions of northern Perry County, Thornville, Reading Township, and surrounding communities. As this population continues to grow, demand for

accessible transportation, non-emergency medical transportation, mobility management, and travel training is expected to increase.

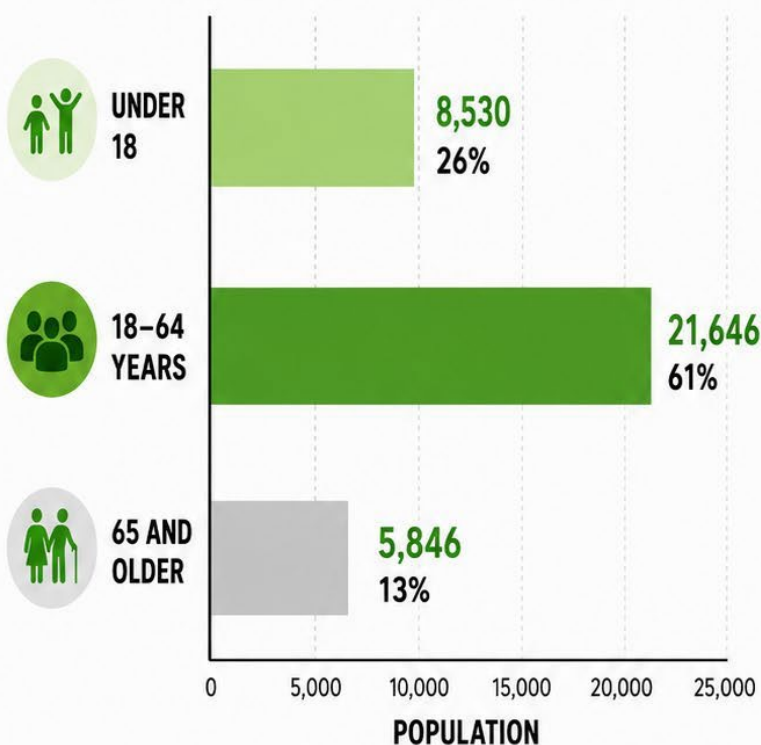
Figure 3.5. Perry County Population by Age



PERRY COUNTY POPULATION BY AGE GROUP

2026 Population Estimate

TOTAL POPULATION BY AGE GROUP



TOTAL POPULATION
35,918



UNDER 18
8,530
26% OF TOTAL
POPULATION



18-64 YEARS
21,646
61% OF TOTAL
POPULATION



65 AND OLDER
5,846
13% OF TOTAL
POPULATION



**PERRY COUNTY IS
A COMMUNITY OF
ALL AGES.**

More than three-quarters (74%) of Perry County residents are of working age (18-64), with over one-quarter (26%) under the age of 18 and 13% age 65 and older.

Source: 2026 Population Estimate, Woods & Poole Economics, Inc.

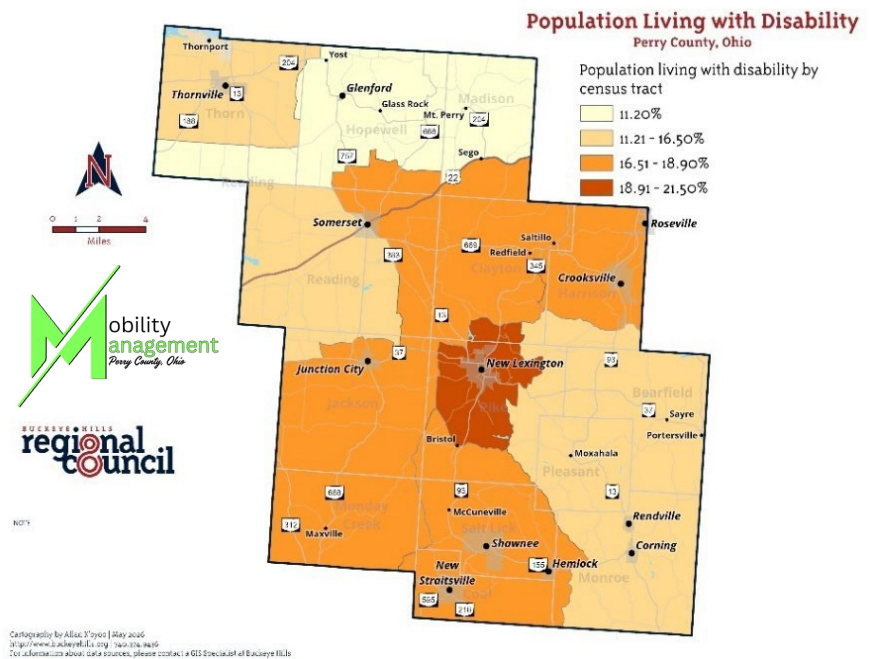
3.8 Individuals with Disabilities

Individuals living with disabilities continue to represent a priority population for transportation planning.

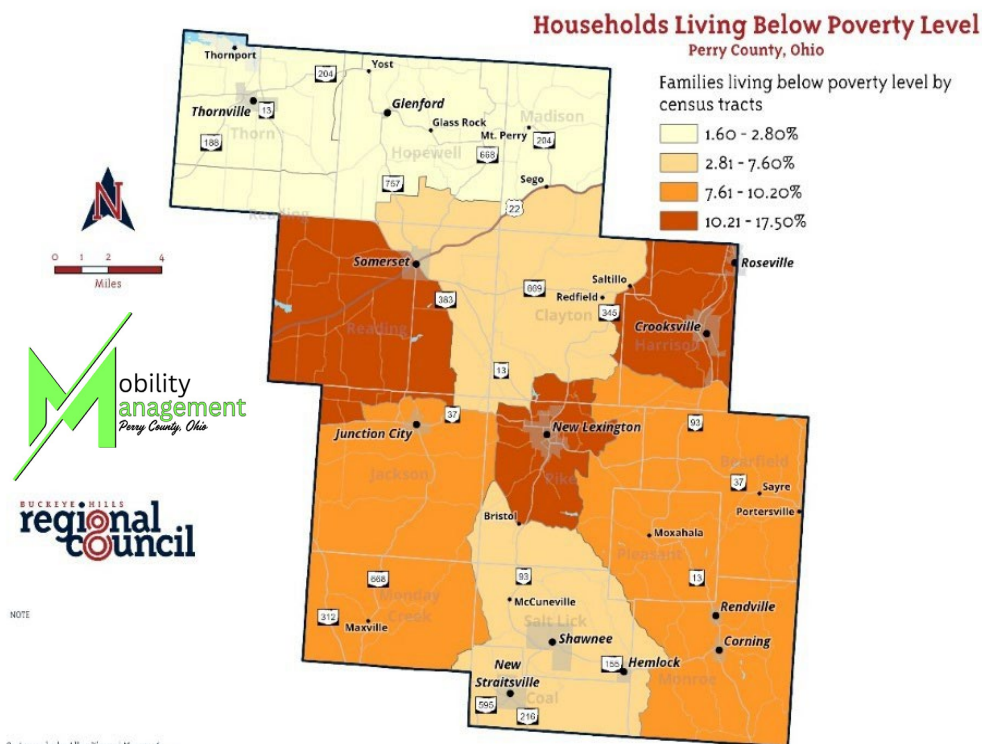
Figure 3.6. Population Living with Disabilities by Census Tract Map

Source: American Community Survey (ACS) 2020–2024 Five-Year Estimates; Buckeye Hills Regional Council GIS Mapping Program.

The highest concentrations of individuals living with disabilities occur in New Lexington, Bristol Township, Pike Township, and portions of Crooksville. Several census tracts report disability rates between 18.9% and 21.5% of residents. These areas represent priority locations for accessible transportation services, mobility management, and coordinated transportation planning.



Cartography by Allan K'oyoo | May 2026
<http://www.buckeyehills.org> | 614.374.9436
 For information about data sources, please contact a GIS Specialist at Buckeye Hills



Cartography by Allan K'oyoo | May 2026
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3.9 Income and Poverty

Income remains one of the strongest indicators of transportation dependence.

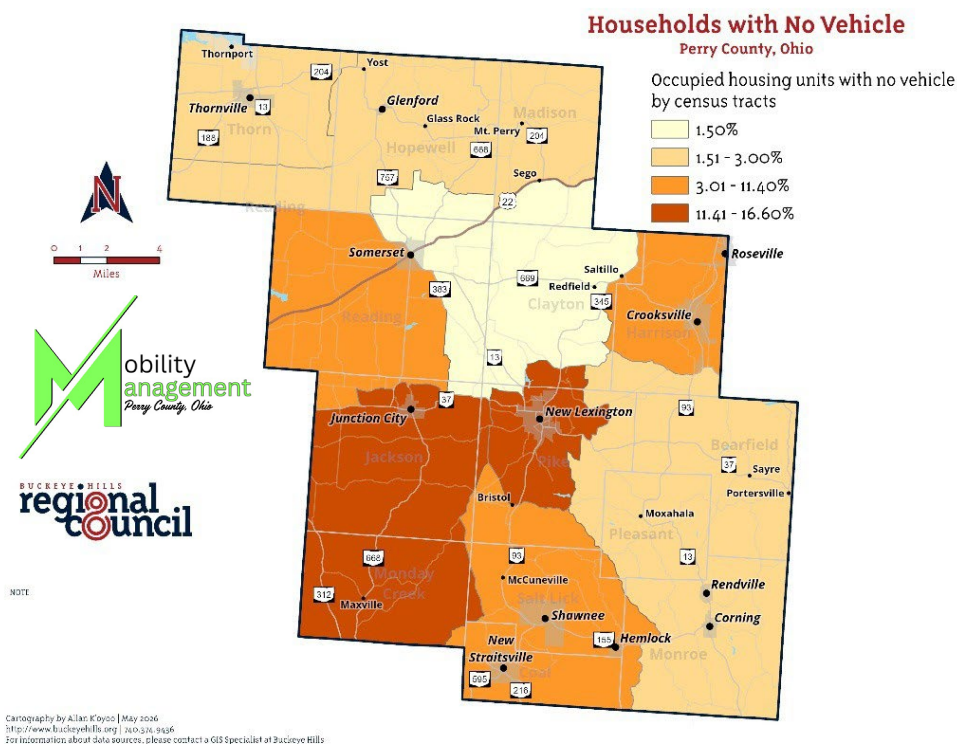
Figure 3.7. Poverty by Census Tract Map
 Source: American Community Survey 2020-2024 Estimates and Buckeye Hills Regional Council GIS Mapping Program.

Residents experiencing poverty often face transportation barriers resulting from limited vehicle ownership, increasing vehicle costs, fuel expenses, and reduced access to alternative transportation options. Transportation affordability continues to influence access to employment, healthcare, education, and community participation throughout Perry County.

3.10 Households Without Access to a Vehicle

Reliable access to a personal vehicle is one of the strongest predictors of transportation independence.

Figure 3.8. Households Without Access to a Vehicle Map



*Source:
American
Community
Survey 2020-
2024 Estimates
and Buckeye
Hills Regional
Council GIS
Mapping
Program.*

Households without access to a personal vehicle are concentrated primarily around New Lexington, Junction City, Bristol

Township, and portions of southern Perry County. These households are more likely to rely upon Perry County Transit, coordinated transportation services, Mobility Management, family members, volunteer transportation, and community resources.

3.11 Limited English Proficiency

According to the American Community Survey 2020–2024 Five-Year Estimates, approximately 1.5% of Perry County residents age 5 and older speak a language other than English at home. The overwhelming majority report speaking English “very well,” resulting in a relatively small Limited English Proficiency (LEP) population.

Most census tracts report less than 0.5% of residents speaking English less than “very well.” The highest concentrations occur in western and northwestern Perry County (approximately 0.7% to

1.4%). Although the LEP population is small, transportation providers continue to comply with Title VI requirements by providing reasonable language assistance, translated materials when appropriate, and interpreter services upon request.

3.12 Additional Equity Considerations

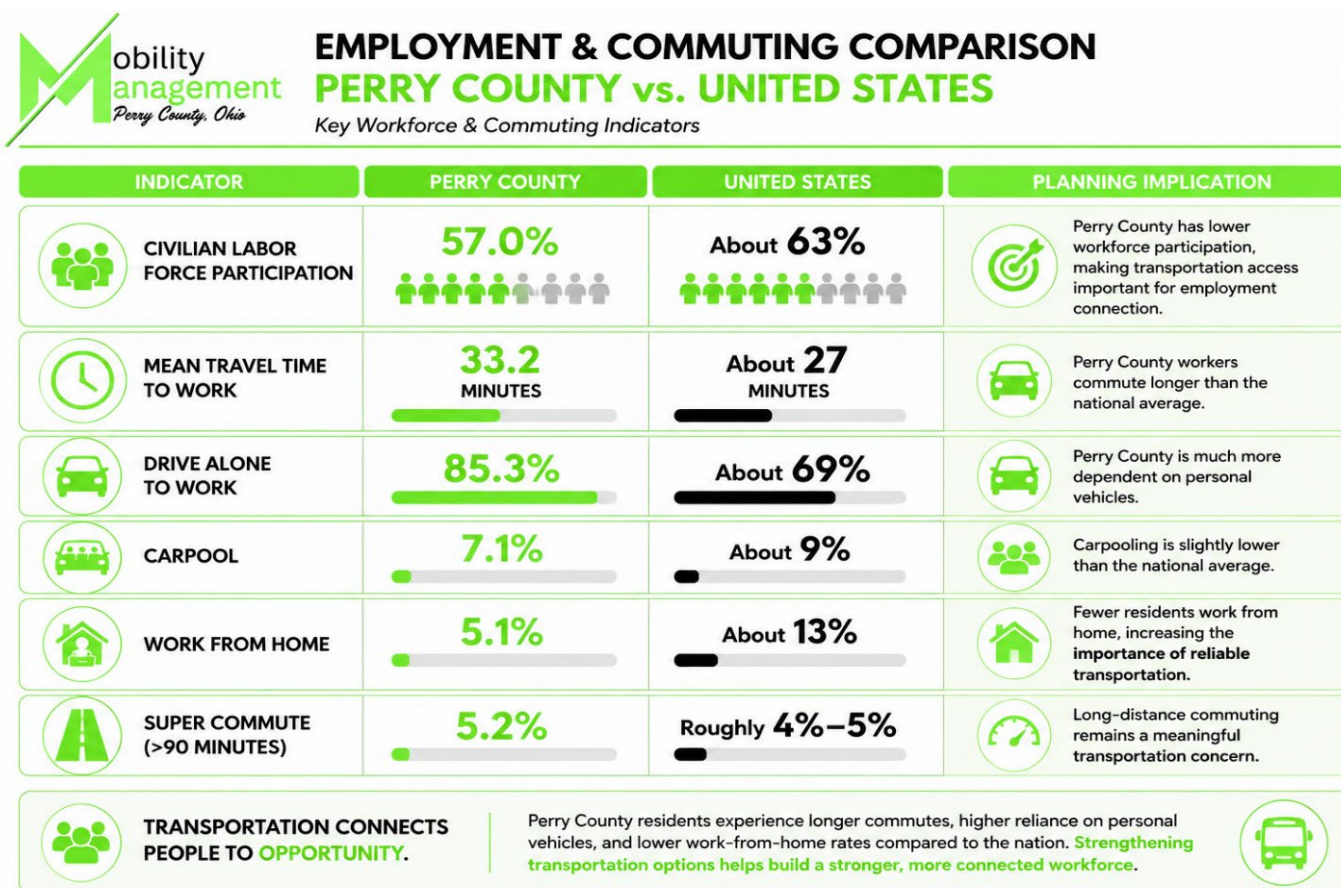
Perry County is committed to providing transportation services that are equitable, accessible, and nondiscriminatory. Transportation providers participating in the coordinated network support compliance with Title VI of the Civil Rights Act, the Americans with Disabilities Act (ADA), and applicable federal and state nondiscrimination requirements.

Outreach activities associated with this plan intentionally sought participation from older adults, individuals with disabilities, veterans, low-income households, and residents living in rural areas. Transportation information is made available in accessible formats when requested, and reasonable accommodations are provided to support participation in transportation programs and planning activities.

3.13 Employment and Commuting

Transportation plays a vital role in supporting employment opportunities throughout Perry County. Due to the county's predominantly rural geography, many residents commute outside the county for employment, education, healthcare, and other essential services.

Figure 3.9. Perry County Commuting and Employment Comparison



According to the American Community Survey 2020–2024 Five-Year Estimates:

- 57.0% of residents age 16 and older participate in the civilian labor force
- Average commute time is 33.2 minutes (national average approximately 26 minutes)
- 85.3% of workers drive alone to work
- 7.1% carpool
- 5.1% work from home
- Approximately 5.2% of workers experience “super commutes” exceeding 90 minutes

Many residents travel to employment centers in Newark, Zanesville, Lancaster, Columbus, Heath, Logan, and Athens. These commuting patterns emphasize the importance of maintaining coordinated transportation services that support employment, workforce development, and regional economic mobility. Rising vehicle ownership costs further increase the importance of reliable public and coordinated transportation options.

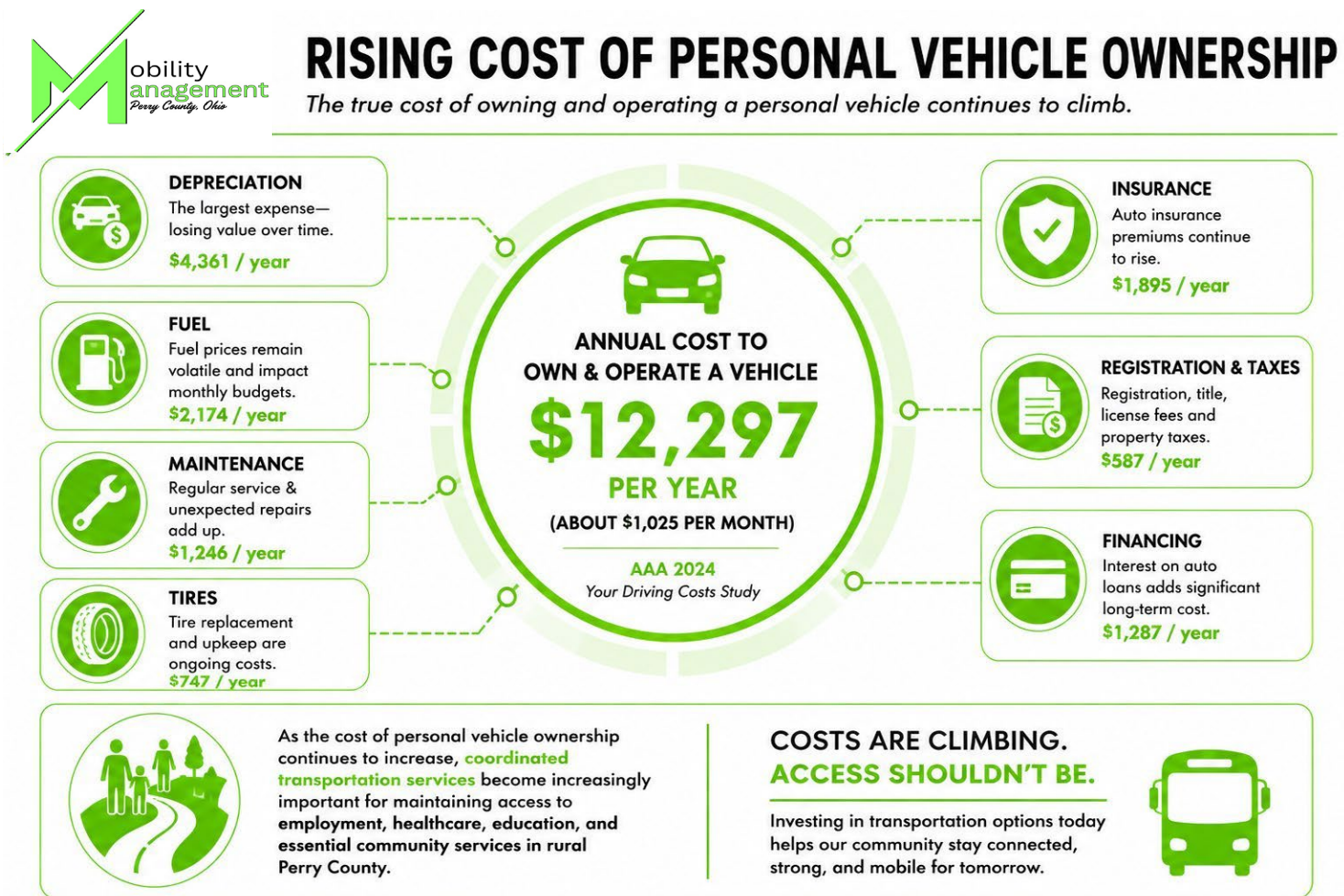
3.14 Transportation Affordability

Transportation affordability continues to be an important consideration for residents throughout Perry County. According to the American Automobile Association (AAA) 2024 Your Driving

Costs study, the average annual cost of owning and operating a new vehicle reached approximately \$12,297 (about \$1,025 per month).

These rising costs disproportionately affect rural communities such as Perry County, where approximately 85% of workers commute alone by car and transportation alternatives remain limited. Older adults, individuals with disabilities, veterans, and low-income households may be particularly affected. Coordinated transportation services, public transit, mobility management, transportation assistance programs, and complementary active transportation options become increasingly important in maintaining access to employment, healthcare, education, and other essential community services.

Figure 3.9. Nationwide Rising Vehicle Affordability Expenses



3.14 Healthcare Transportation Demand

Healthcare remains the largest transportation need identified throughout the planning process. Residents routinely require transportation for primary care, specialty medical care, behavioral healthcare, dental services, physical therapy, dialysis, cancer treatment, pharmacy access, and veterans' healthcare.

Recurring dialysis transportation presents one of the most significant coordination challenges because treatments typically occur three times each week on fixed schedules. Reliable transportation is essential to prevent missed treatments and adverse health outcomes. Continued coordination among Perry County Transit, Perry County Mobility Management, healthcare providers, and regional transportation partners remains critical.

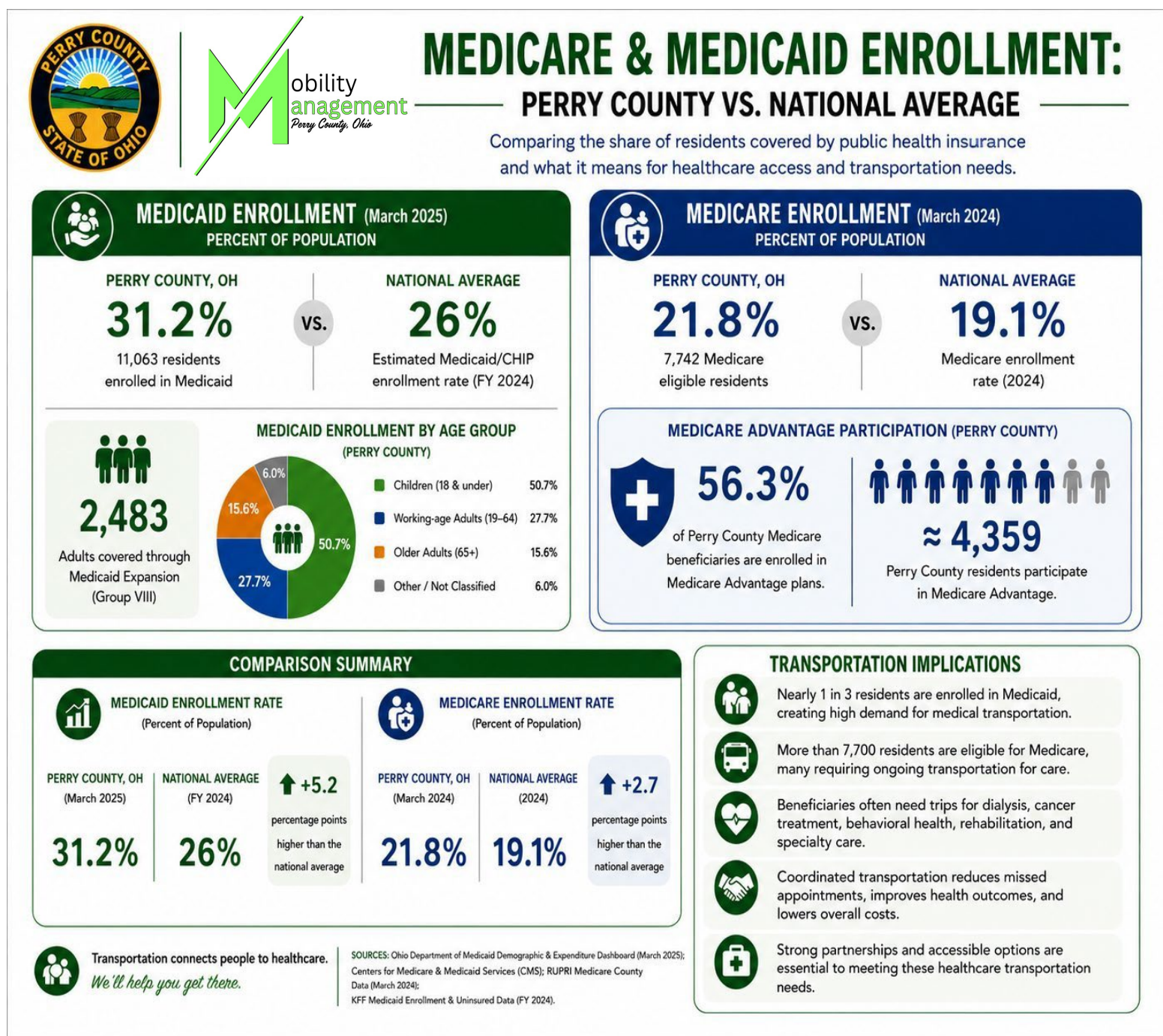
3.15 Medicare and Medicaid Enrollment

As of March 2025, approximately 11,063 Perry County residents were enrolled in Medicaid (31.2% of the population), compared with a national average of approximately 26%. Of these, 2,483 individuals were enrolled through Ohio's Medicaid Expansion (Group VIII). Approximately 50.7% of Medicaid enrollees are children aged 18 and younger, 27.7% are working-age adults, and 15.6% are adults aged 65 and older.

As of March 2024, approximately 7,742 residents were eligible for Medicare (21.8% of the population), compared with a national average of approximately 19.1%. Approximately 56.3% of Medicare beneficiaries in Perry County were enrolled in Medicare Advantage plans.

Together, these enrollment statistics demonstrate that Perry County has a substantially greater reliance on publicly funded healthcare coverage than the nation as a whole. These populations often experience the greatest transportation barriers and are among the primary users of public and coordinated transportation services.

Figure 3.10. Perry County Medicare and Medicaid Enrollment



3.16 Chapter Summary

The demographic and geographic characteristics of Perry County demonstrate the need for a coordinated transportation system to serve a diverse rural population. Aging demographics, concentrations of individuals with disabilities, transportation affordability challenges, workforce

commuting patterns, Medicare and Medicaid statistics, and increasing healthcare demand all contribute to the county's transportation needs. Coordinated public transportation, Mobility Management, and complementary active transportation resources identified in the Perry County Active Transportation Plan together support improved access to essential services and greater independence for county residents.

Chapter 4

Transportation Network

4.1 Introduction

Transportation is a critical component of public health, economic development, and quality of life in Perry County. As a predominantly rural county with dispersed communities, limited transportation alternatives, and significant travel distances to employment, healthcare, education, and essential services, many residents rely on coordinated transportation to maintain independence and meet daily needs.

Perry County depends on a network of public transportation, human service agencies, healthcare providers, educational institutions, nonprofit organizations, and private providers working together to maximize limited resources. At the center of this network is a countywide public transportation system that serves the general public while also supporting older adults, individuals with disabilities, veterans, low-income households, and residents without reliable personal vehicles.

Reliable transportation affects access to healthcare, employment, education, nutrition, behavioral health, shopping, social services, and community life. Missed or delayed trips can result in missed medical appointments, interrupted dialysis, reduced employment stability, and increased isolation. Maintaining a coordinated transportation network is therefore essential to protecting the health, independence, and economic well-being of Perry County residents.

This chapter examines the existing transportation network, documents transportation providers and vehicles, highlights the importance of wheelchair-accessible transportation, summarizes safety initiatives, and describes how coordination strengthens mobility throughout the county.

4.2 Existing Transportation Network

Transportation services in Perry County are provided through a coordinated network of public agencies, nonprofit organizations, healthcare providers, educational institutions, and private companies. These organizations offer demand-response transportation, non-emergency medical transportation, client transportation, senior and veteran transportation, student transportation, mobility management, travel training, and transportation coordination.

Providers routinely coordinate to connect residents with the most appropriate option based on trip purpose, accessibility needs, eligibility, and available funding. This approach maximizes limited resources, reduces duplication, improves referrals, and expands mobility opportunities.

While many partners contribute specialized services, Perry County Transit serves as the county's primary public transportation provider and the operational foundation of the coordinated network. Specialized providers often operate vehicles dedicated to specific populations or programs and cannot meet countywide public demand. Perry County Transit fills this gap by

serving the general public, maintaining a fully wheelchair-accessible fleet, supporting regional trips, and providing mobility for residents who would otherwise have few or no options.

4.3 Transportation Provider Inventory

Perry County's transportation provider network reflects the collaborative nature of coordinated planning. Public agencies, nonprofit organizations, healthcare providers, educational institutions, and private companies each provide specialized services that support older adults, individuals with disabilities, veterans, students, and other transportation-disadvantaged populations.

Although resources are distributed among many organizations, the ability to provide countywide public transportation and wheelchair-accessible service is concentrated in a limited number of vehicles available to the general public. Many agency-owned vehicles are reserved for specific clients or programs and cannot serve broader community needs. Countywide public transportation therefore complements specialized services by providing mobility for residents who do not qualify for agency-specific programs.

Approximately 17.7 percent of Perry County residents report having a disability. Accessible vehicles are used not only for passengers requiring wheelchair accommodations but also for many general public trips, including employment, education, shopping, and social services. This dual demand places continual pressure on the accessible fleet and underscores the importance of maintaining sufficient capacity.

4.4 Wheelchair Accessible Transportation

In Perry County, wheelchair accessible transportation is not optional. It is essential. In a predominantly rural county with high accessibility needs and long travel distances, accessible vehicles are the only way many residents can reach healthcare, employment, education, and other essential destinations.

Approximately 17.7 percent of Perry County residents live with a disability. That is more than one in six people who may rely on accessible transportation. Many of these individuals are older adults, people with mobility limitations, veterans, dialysis patients, and others who cannot use a standard personal vehicle.

Perry County's rural geography compounds the challenge. Residents routinely travel significant distances for essential care and services:

- Columbus: 60 to 80 miles
- Zanesville: 45 to 60 miles
- Newark: 40 to 55 miles
- Lancaster: 30 to 45 miles
- Athens: 35 to 50 miles

The average commute time in Perry County is 33.2 minutes, one of the longest in Ohio. For residents who depend on accessible transportation, these distances make reliable, wheelchair accessible service a necessity rather than a convenience.

Accessible vehicles in Perry County serve two critical functions at the same time. Approximately 45 percent of trips on accessible vehicles are for medical and dialysis purposes. Another 25 percent support work, education, and training. The remaining trips include shopping, social and community activities, and other daily needs. This dual demand places continual pressure on a limited accessible fleet.

The following individuals rely on wheelchair accessible transportation most:

- Older adults and individuals with disabilities
- Residents needing dialysis, medical appointments, therapies, and specialty care
- People traveling to work, training, education, and essential programs
- Residents traveling for groceries, pharmacy, banking, and daily needs
- Caregivers and families supporting loved ones

The impact of accessible transportation extends far beyond mobility. It improves access to healthcare and life-saving treatments, promotes independence and dignity, supports employment and economic opportunity, strengthens community participation and inclusion, and invests in the community's health, safety, and well-being.

Accessible vehicles are more than equipment. They are opportunity, independence, and connection. In Perry County, accessible transportation is not a luxury. It is a necessity. Without enough accessible vehicles, residents lose access to care, work, education, and community life.

Maintaining, protecting, and expanding the county's accessible fleet, particularly the publicly available wheelchair accessible vehicles operated by Perry County Transit, remains one of the highest priorities for sustaining a functional and equitable coordinated transportation network.

Figure 4.1. Wheelchair Accessible Transportation in Perry County

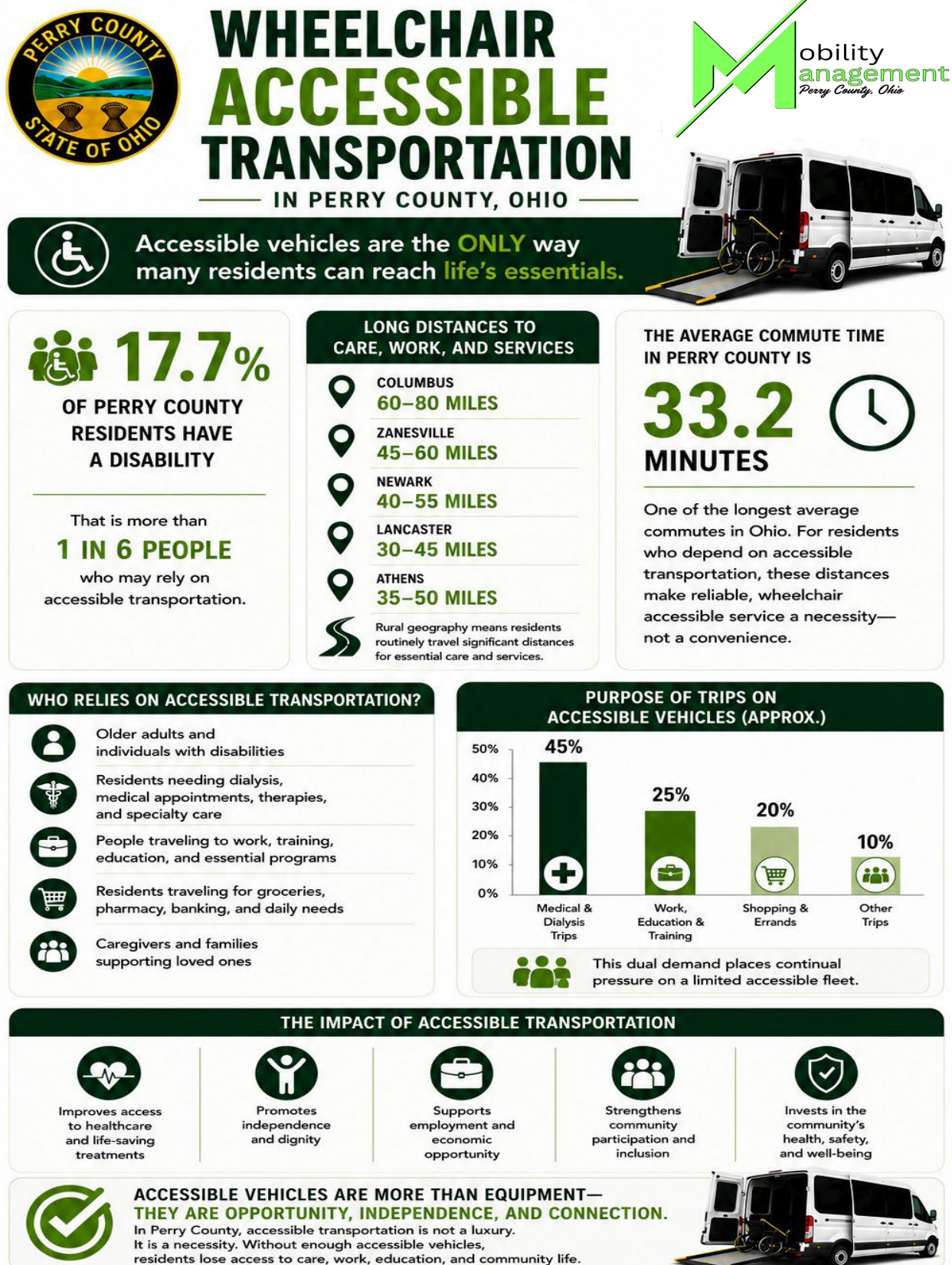


Figure 4.2. Perry County Transportation Fleet Overview

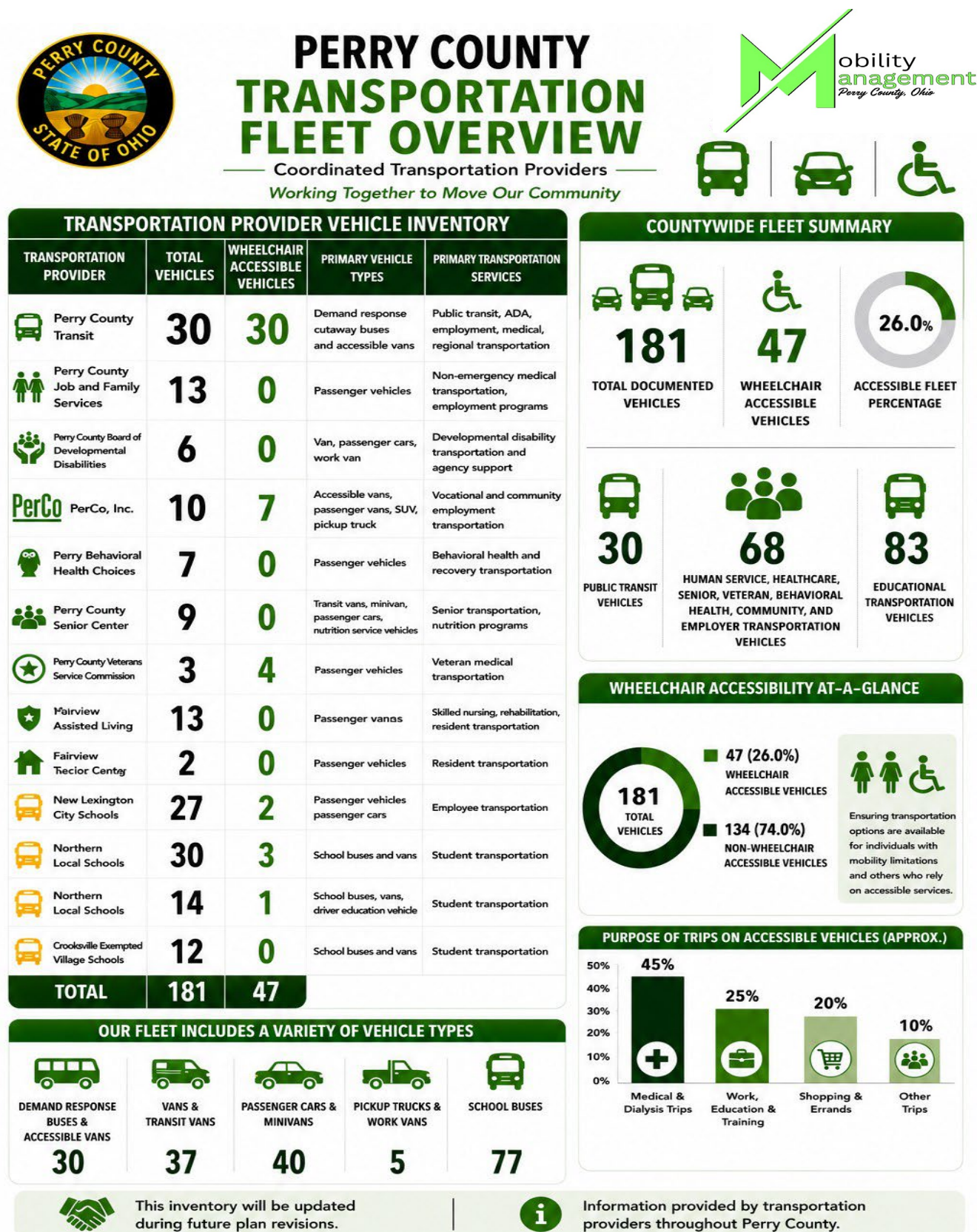


Table 4.1. Perry County Transportation Provider Inventory

TRANSPORTATION PROVIDER INVENTORY



Connecting people to the places they need to go.

TRANSPORTATION PROVIDER	TRANSPORTATION SERVICE TYPE	OTHER SERVICES PROVIDED	CONTACT INFORMATION	HOURS OF OPERATION	SERVICE AREA	ELIGIBILITY REQUIREMENTS	WEBSITE
Perry County Transit	Public Demand Response Transportation	ADA Transportation, Medicaid Transportation, Contract Transportation, Employment Transportation	740-342-2810	Monday–Friday, 6:00 AM–6:00 PM	Perry County and a regional 100-mile radius	Open to the general public	PerryCountyTransit.com
Perry County Mobility Management	Transportation Coordination and Mobility Services	Travel Training, Transportation Information and Referral, Funding Navigation, Community Outreach, Coordinated Transportation Planning, Bicycle Lending Program	740-342-5423	Monday–Friday, Business Hours	Perry County	Open to all residents seeking transportation assistance	Facebook.com/perrycountymobilitymanagement
Perry County Job and Family Services	Human Service Transportation	Non-Emergency Medical Transportation, Employment and Training Programs	740-342-3551	Monday–Friday, 8:00 AM–4:00 PM	Program dependent	Eligible program participants	PerryJFS.org
Perry County Board of Developmental Disabilities	Transportation Coordination and Provider Network Transportation	Developmental Disability Services	740-342-3542	Monday–Friday, Business Hours	Perry County	Individuals eligible for DD services	PerryDD.org
PerCo, Inc.	Client Transportation	Vocational and Community Support Services	740-342-5156	Monday–Friday, 7:30 AM–3:30 PM	Perry County and surrounding areas	Program participants	PercoInc.com
Perry Behavioral Health Choices	Client Transportation	Behavioral Health and Recovery Services	740-342-1992	Monday–Friday, Business Hours	Perry County and regional service area	Agency clients	PerryBHC.org
Perry County Senior Center	Senior Transportation	Senior Nutrition and Support Services	740-342-2149	Monday–Friday, 8:00 AM–4:00 PM	Perry County	Older adults	PerryCountyOhio.net
Perry County Veterans Service Commission	Veteran Transportation	Veteran Assistance Programs	740-342-2536	Monday–Friday, 8:30 AM–4:30 PM	VA Medical Facilities within VISN 10	Veterans and eligible family members	PerryCountyOhio.net
HAPCAP	Transportation Coordination and Referral	Community Action Programs, Employment Services, Housing Assistance	740-385-6813	Monday–Friday, Business Hours	Perry County and Southeast Ohio	Program specific	HAPCAP.org
Ahoy Transport LLC	Non-Emergency Medical Transportation and General Transportation	Ambulatory and Wheelchair Transportation	740-596-0536	Monday–Friday, Business Hours	Regional	Program dependent	N/A
Mid-Ohio Mobility Solutions	Mobility Coordination and Transportation Services	Mobility Equipment, Accessibility Services, Transportation Coordination	740-969-5665	Monday–Friday, Business Hours	Regional	Individuals with mobility needs	MobilityOhio.org
Mount Aloysius	Resident Transportation	Skilled Nursing, Rehabilitation, Long-Term Care	740-342-3343	Transportation by Appointment	Perry County and regional medical facilities	Residents	Mountalloysius.org
Fairview Assisted Living	Resident Transportation	Skilled Nursing and Long-Term Care Services	740-342-1213	Transportation by Appointment	Perry County and regional medical facilities	Residents	PerryCountyOhio.gov
Local School Districts (New Lexington, Crooksville EV, Northern Local, Southern Local)	Student Transportation	Educational Services	Individual District Offices	School Operating Hours	District Boundaries	Enrolled students	Individual District Websites

Information is subject to change. Please contact providers directly for the most up-to-date details.

4.5 Summary of Existing Transportation Resources

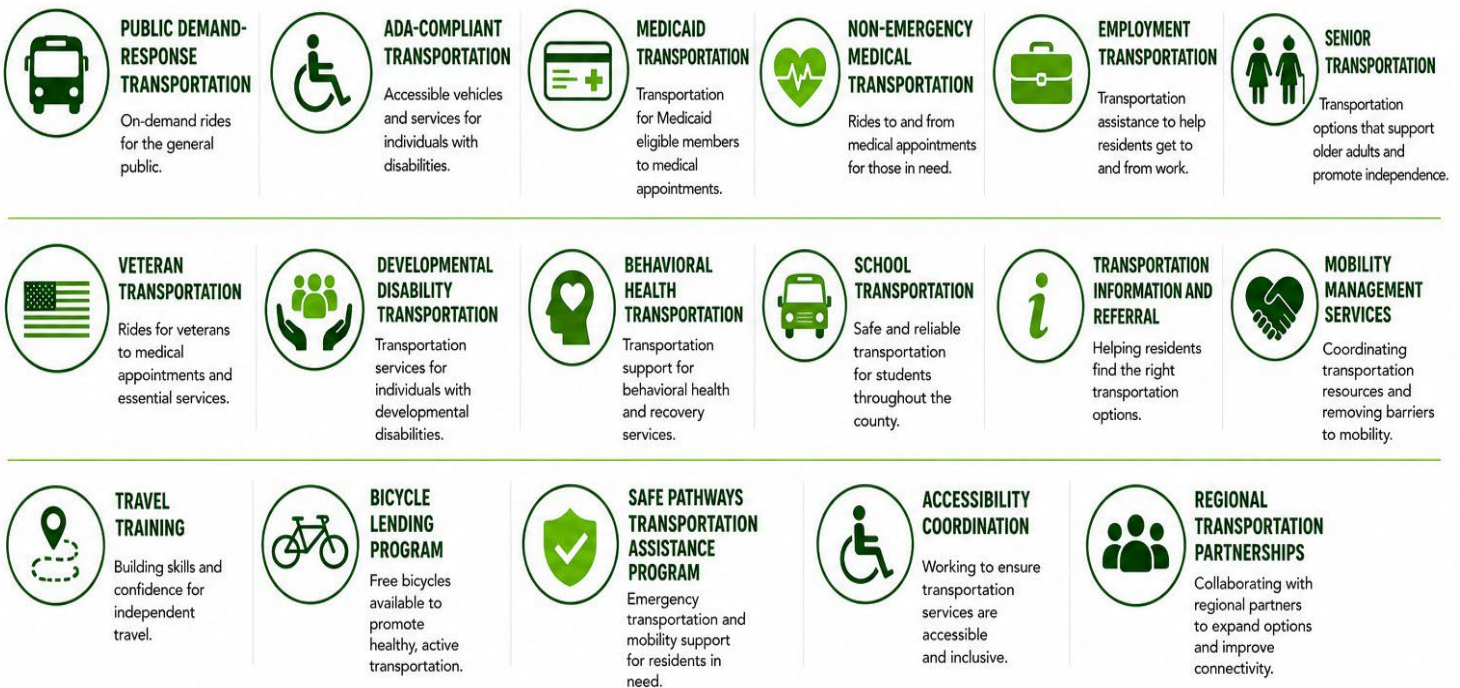
Existing resources include mobility management, demand-response public transportation, travel training, information and referral, non-emergency medical transportation, senior and veteran transportation, school transportation, accessibility supports, and regional partnerships. Together these resources improve access to healthcare, employment, education, nutrition, shopping, social services, and other essential destinations.

Many specialized programs operate within defined eligibility requirements, service areas, or operating hours. Countywide public transportation serves as the primary connection between these specialized services and the general public by providing flexible, accessible, countywide mobility.

Figure 4.3. Existing Transportation Resources Available in Perry County

CURRENT TRANSPORTATION RESOURCES IN PERRY COUNTY

A wide range of transportation resources are available to help connect residents to the places they need to go.



ONE GOAL. CONNECTED COMMUNITIES.

These transportation resources work together to connect people to healthcare, employment, education, and the services they need—strengthening our community every mile of the way.



*Connecting people.
Expanding Possibilities.
Moving Perry County Forward.*

4.6 Vehicle Inventory

Transportation providers operate a diverse fleet of transit buses, cutaway buses, wheelchair-accessible vehicles, passenger vans, automobiles, school buses, and contracted vehicles. Maintaining a variety of vehicle types allows providers to match vehicles with passenger needs and improve efficiency.

A significant portion of the county’s publicly available accessible transportation capacity is concentrated within the countywide public transportation fleet. These vehicles serve both passengers who require wheelchair accommodations and many general public trips. Preserving a modern, reliable, and fully accessible fleet is essential to maintaining mobility, supporting healthcare access, workforce participation, and community independence. Continued fleet replacement and capital investment will be necessary to maintain safe, reliable, and accessible transportation service throughout the planning period.

4.7 Community Support for Public Transportation

Public participation throughout the planning process demonstrated strong community recognition that transportation is an essential public service. Transportation Advisory Committee meetings, stakeholder interviews, outreach events, and the countywide survey consistently identified reliable transportation as a priority for healthcare access, employment, education, independent living, and quality of life.

Residents and stakeholders emphasized the importance of maintaining countywide transportation services capable of meeting a broad range of needs, including healthcare, dialysis, employment, accessible transportation, and services for older adults, individuals with disabilities, veterans, and rural residents. Community input also supported continued investment in coordination, accessible vehicles, partnerships, and sustainable funding.

4.8 Transportation Safety

Providing safe, reliable, and accessible transportation is a top priority for all providers. Maintaining public confidence depends on comprehensive safety programs, ongoing training, preventive maintenance, and regulatory compliance.

Perry County Transit operates under safety policies and procedures consistent with Federal Transit Administration and Ohio Department of Transportation requirements. Personnel receive training in defensive driving, passenger assistance, ADA requirements, mobility device securement, emergency procedures, and customer service. The agency also maintains a Drug and Alcohol Testing Program in accordance with federal regulations for safety-sensitive employees.

Safety initiatives across the network include driver background checks, vehicle inspections, preventive maintenance, emergency preparedness, incident reporting, and ongoing staff education. Perry County Mobility Management further supports safety through travel training, bicycle safety education, helmet distribution, CarFit events, and outreach related to emerging mobility options.

4.9 Transportation Coordination

Coordination is essential to maximizing limited transportation resources. Perry County Mobility Management serves as the centralized coordination resource by helping residents navigate available options, connecting individuals with providers, identifying barriers, supporting grant development, facilitating partnerships, and improving communication among agencies.

Coordination activities include information and referral, individualized mobility assistance, trip coordination, travel training, accessibility support, Bicycle Lending Program administration, Safe Pathways program coordination, Transportation Advisory Committee facilitation, and regional planning. These efforts complement countywide public transportation and help ensure resources are used efficiently.

4.10 Emerging Transportation Initiatives

Perry County continues to pursue initiatives that complement existing public transportation while responding to changing needs. Current efforts include expansion of the Bicycle Lending Program, the Safe Pathways Transportation Assistance Program, enhanced travel training, strengthened regional healthcare partnerships, improved dialysis coordination, e-bike and e-scooter safety education, technology improvements, and exploration of volunteer transportation opportunities.

These initiatives, along with recommendations from the Perry County Active Transportation Plan, strengthen the coordinated system by addressing mobility gaps, improving first- and last-mile connections, and supporting residents who may need assistance beyond traditional transportation services.

4.11 Chapter Summary

Perry County's transportation network is built on collaboration among public transportation, Mobility Management, human service agencies, healthcare providers, educational institutions, nonprofit organizations, and community partners. The strength of the system lies in coordination and a countywide public transportation foundation capable of serving the general public while supporting specialized needs.

Continued investment in accessible vehicles, fleet replacement, coordination, safety, and sustainable funding will be essential to maintaining a transportation network that supports public health, economic opportunity, independence, and quality of life for Perry County residents.

Chapter 5

Transportation Needs Assessment

5.1 Introduction

A comprehensive transportation needs assessment provides the foundation for identifying priorities, developing coordinated strategies, and improving mobility throughout Perry County. The assessment presented in this chapter reflects input gathered through demographic analysis, Geographic Information System (GIS) mapping, Transportation Advisory Committee meetings that included 28 participants, stakeholder interviews, community outreach activities, agency discussions, and 54 responses to the countywide transportation survey.

Transportation needs were evaluated by comparing existing transportation resources with current and projected community needs. This process identified transportation strengths, service gaps, barriers to mobility, and opportunities for future improvement. The findings presented in this chapter directly support the goals, strategies, and implementation recommendations identified in Chapters 6 and 7.

5.2 Assessment Methodology

Transportation needs were identified using multiple sources of information to ensure the assessment accurately reflects the needs of Perry County residents.

Information used to complete the assessment included:

- American Community Survey (ACS) 2020–2024 Five-Year Estimates
- Buckeye Hills Regional Council GIS Mapping
- Transportation Advisory Committee meetings
- Agency interviews and community partner meetings
- Transportation provider input
- Mobility Management coordination activities
- Public outreach events
- Fifty-four countywide transportation survey responses
- Existing transportation service data
- Local demographic and socioeconomic information

Combining quantitative data with community input provided a comprehensive understanding of transportation needs throughout Perry County.

5.3 Existing Transportation Strengths

Perry County benefits from a collaborative, coordinated transportation network developed through years of partnership among transportation providers, public agencies, healthcare

organizations, educational institutions, nonprofit organizations, employers, and community leaders.

A defining strength is the availability of countywide public transportation supported by a fully wheelchair-accessible fleet. While many providers successfully serve specific client populations, countywide public transportation accommodates a broad range of trip purposes—including healthcare, dialysis, employment, education, workforce training, shopping, and nutrition services—and strengthens the entire network by serving residents who may not qualify for specialized programs.

Another significant strength is Perry County Mobility Management, which connects residents with appropriate resources, facilitates partnerships, identifies unmet needs, coordinates regional efforts, and pursues funding opportunities. These activities allow public transportation and specialized providers to operate as a unified mobility network.

Additional strengths include:

- Strong collaboration among transportation providers and community partners
- An active Transportation Advisory Committee guiding coordinated planning
- Established partnerships with healthcare providers supporting medical and dialysis transportation
- Strong coordination with Perry County Job and Family Services and other human service agencies
- Travel training and mobility education that promote independence
- Bicycle Lending Program and other innovative mobility initiatives
- Growing transportation safety programs, including bicycle safety education, CarFit events, helmet distribution, and older driver education
- Strong leadership from local governments, transportation providers, and community organizations

Collectively, these strengths demonstrate that Perry County’s transportation network is built upon a foundation of coordination, accessibility, and collaboration. Continued investment in accessible vehicles, transportation coordination, sustainable funding, and collaborative partnerships will be essential to preserving this foundation.

5.4 Transportation Needs Identified

Although Perry County maintains a strong transportation network, stakeholders consistently identified several transportation needs requiring continued attention.

Healthcare Transportation

Transportation to healthcare remains the county’s highest identified need. Residents require transportation for primary care, specialty medical care, dialysis, behavioral healthcare, cancer treatment, physical therapy, dental appointments, pharmacy services, veterans’ healthcare, and

preventive care. Healthcare providers reported that transportation barriers continue to contribute to missed appointments, delayed treatment, and poorer health outcomes.

Dialysis Transportation

Transportation for dialysis treatments remains one of Perry County's most significant mobility challenges. Many patients require transportation three times each week to facilities located both inside and outside the county. Missed appointments can have immediate and serious health consequences. Continued coordination among Perry County Transit, Perry County Mobility Management, healthcare providers, dialysis centers, and regional partners remains critical.

Employment Transportation

Transportation continues to affect workforce participation. Many residents commute outside the county for employment in Newark, Lancaster, Zanesville, Columbus, Athens, and surrounding communities. Barriers include limited transportation during second and third shift hours, long commuting distances, increasing fuel prices, limited access to reliable vehicles, and transportation costs affecting employment retention.

Older Adults and Individuals with Disabilities

The county's aging population will continue to increase demand for transportation services. Older adults frequently require transportation for medical appointments, grocery shopping, pharmacy visits, senior nutrition programs, community activities, and social interaction. Individuals with disabilities require safe, reliable, accessible, and coordinated transportation, including wheelchair-accessible vehicles, specialized services, travel training, flexible scheduling, and transportation for employment and healthcare.

Transportation Affordability

Rising costs of purchasing, maintaining, fueling, and insuring personal vehicles have reduced access to transportation for many households. As vehicle ownership becomes more expensive, coordinated transportation services become increasingly important.

Emerging Transportation Options

Stakeholders also identified opportunities to expand transportation options through bicycle infrastructure, the Bicycle Lending Program, e-bike and e-scooter education, pedestrian safety improvements, shared mobility, and transportation technology. These options, consistent with recommendations from the Perry County Active Transportation Plan, may complement traditional transportation services while expanding mobility opportunities.

5.5 Transportation Barriers

A countywide transportation survey generated 54 responses representing residents, transportation providers, community organizations, healthcare providers, and public agencies. Survey

respondents consistently identified healthcare transportation, employment transportation, transportation affordability, transportation awareness, older adult transportation, accessible transportation, rural transportation, and regional coordination as priority concerns. Survey responses were consistent with demographic trends, stakeholder interviews, Transportation Advisory Committee discussions, and agency meetings.

Table 5.1. Transportation Barriers Identified by Perry County Citizens

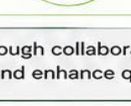
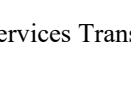


BARRIERS AND COMMUNITY IMPACTS

— Transportation Challenges Identified Throughout Perry County —



Transportation barriers can limit access to essential services, reduce quality of life, and impact the overall well-being of Perry County residents. Understanding these challenges helps identify opportunities to improve mobility and strengthen our communities.

BARRIER		COMMUNITY IMPACT
 1. RURAL GEOGRAPHY Large land area with low population density and widely dispersed communities.	→	 LONG TRAVEL DISTANCES Residents must travel farther to reach healthcare, employment, education, and other essential services.
 2. LIMITED TRANSPORTATION ALTERNATIVES Few public transportation options and limited routes serving rural areas.	→	 REDUCED MOBILITY Residents have fewer choices for getting where they need to go.
 3. HEALTHCARE TRAVEL Need for recurring and specialized medical treatments often requires long-distance travel.	→	 INCREASED OUT-OF-COUNTY MEDICAL TRIPS More frequent travel outside the county for care not available locally.
 4. WORKFORCE COMMUTING Limited local employment opportunities require commuting outside the county.	→	 LIMITED EMPLOYMENT OPPORTUNITIES Transportation challenges can reduce access to jobs and limit economic growth.
 5. AGING POPULATION Growing number of older adults with increasing transportation needs.	→	 INCREASED ACCESSIBLE TRANSPORTATION DEMAND More need for door-through-door and accessible transportation services.
 6. DISABILITY Residents with disabilities face physical, financial, and system barriers to transportation.	→	 NEED FOR SPECIALIZED TRANSPORTATION Increased demand for accessible vehicles and trained personnel.
 7. TRANSPORTATION AFFORDABILITY Rising costs of owning and maintaining a vehicle impact household budgets.	→	 REDUCED ACCESS TO PERSONAL VEHICLES More residents rely on others for rides or forego trips altogether.
 8. LIMITED AWARENESS Many residents are unaware of available transportation services.	→	 UNDERUTILIZATION OF AVAILABLE SERVICES Transportation resources are not used to their full potential.
 9. RECURRING DIALYSIS TRANSPORTATION Patients need frequent, often multiple, round trip transportation each week.	→	 HIGH COORDINATION DEMAND Scheduling challenges require significant coordination and flexibility.
 10. FUNDING LIMITATIONS Limited financial resources restrict service expansion and innovation.	→	 REDUCED EXPANSION OPPORTUNITIES Difficult to grow services and meet increasing demand.

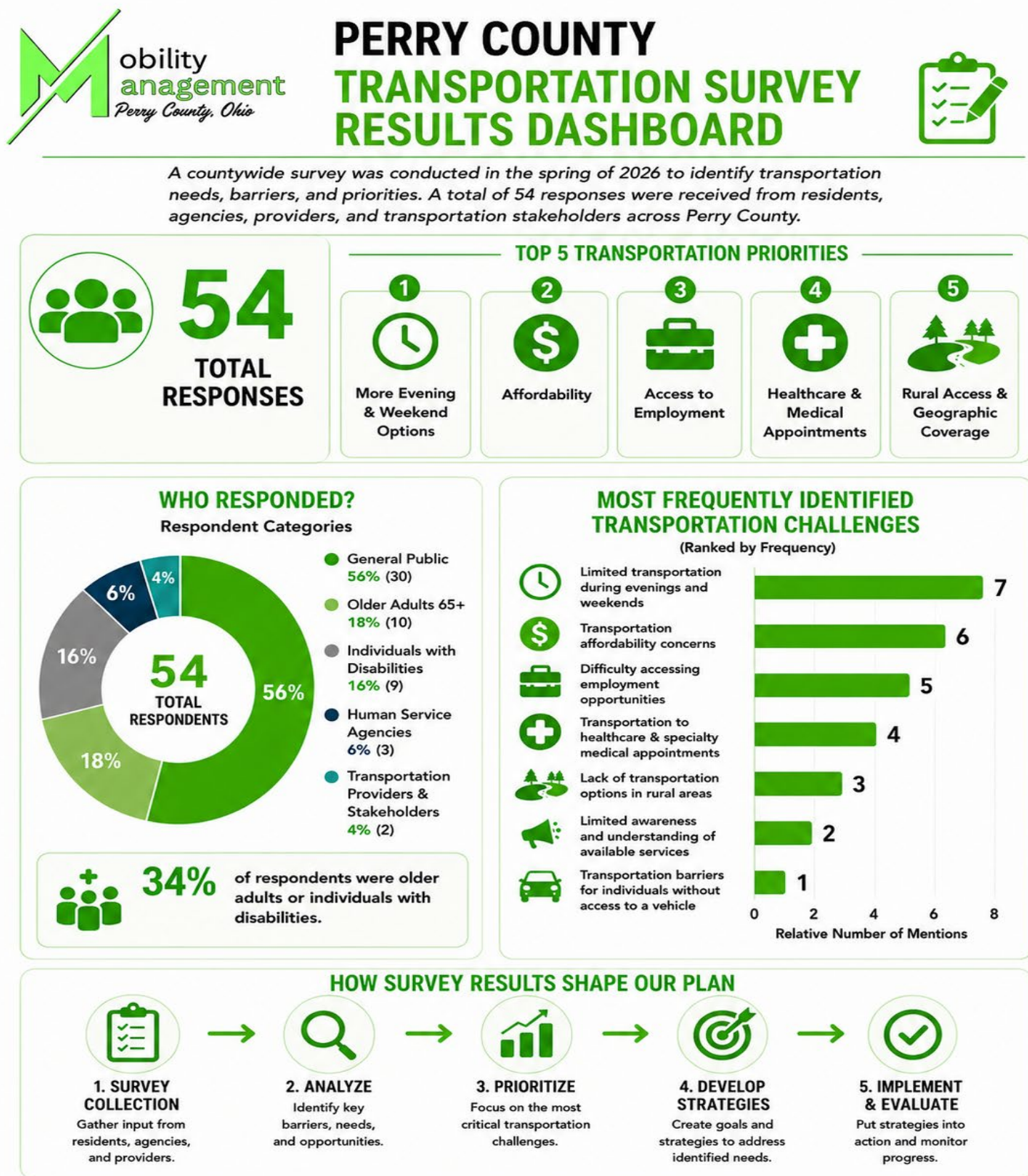


STRONGER TOGETHER: By addressing these barriers through collaboration, planning, and investment, Perry County can improve mobility, expand opportunities, and enhance quality of life for all residents.



A countywide transportation survey generated 54 responses representing residents, transportation providers, community organizations, healthcare providers, and public agencies. Survey respondents consistently identified healthcare transportation, employment transportation, transportation affordability, transportation awareness, older adult transportation, accessible transportation, rural transportation, and regional coordination as priority concerns. Survey responses were consistent with demographic trends, stakeholder interviews, Transportation Advisory Committee discussions, and agency meetings.

Figure 5.2. Perry County Transportation Survey Results Dashboard



Survey respondents consistently identified:

- Healthcare transportation
- Employment transportation
- Transportation affordability
- Transportation awareness
- Older adult transportation
- Accessible transportation
- Rural transportation
- Regional coordination

Survey responses were consistent with demographic trends, stakeholder interviews, Transportation Advisory Committee discussions, and agency meetings.

5.6 Summary of Unmet Transportation Needs

Based on all information collected during the planning process, Perry County’s highest transportation priorities include:

1. Healthcare transportation
2. Dialysis transportation coordination
3. Employment transportation
4. Transportation for older adults
5. Transportation for individuals with disabilities
6. Transportation affordability
7. Transportation awareness and education
8. Rural transportation access
9. Transportation coordination
10. Emerging transportation options

These priorities represent the collective input of public agencies, transportation providers, healthcare organizations, educational institutions, community organizations, and Perry County residents.

5.7 Chapter Summary

The transportation needs assessment confirms that Perry County has a strong, coordinated transportation network. Perry County Transit provides the countywide, demand-response, and wheelchair-accessible service that forms the operational foundation of this network.

Ongoing challenges remain related to rural geography, healthcare and dialysis access, employment transportation, an aging population, disability, and transportation affordability. Complementary active transportation resources identified in the Perry County Active Transportation Plan offer additional opportunities to expand mobility choices. These priorities form the basis for the goals and strategies presented in the remaining chapters of this plan.

Chapter 6

Goals and Strategies

6.1 Introduction

The seven goals presented in this chapter establish the strategic framework for improving transportation services throughout Perry County during the 2026–2030 planning period. Each goal was developed through collaboration with local stakeholders, transportation providers, public agencies, and community members while considering demographic trends, transportation service gaps, survey results, Transportation Advisory Committee discussions, and identified unmet transportation needs.

The goals are intended to strengthen coordination among transportation providers, improve access to essential services, increase mobility options for residents of all ages and abilities, and support long-term sustainability of Perry County’s coordinated transportation network. While each goal addresses a distinct transportation priority, they are designed to complement one another and collectively improve mobility throughout the county.

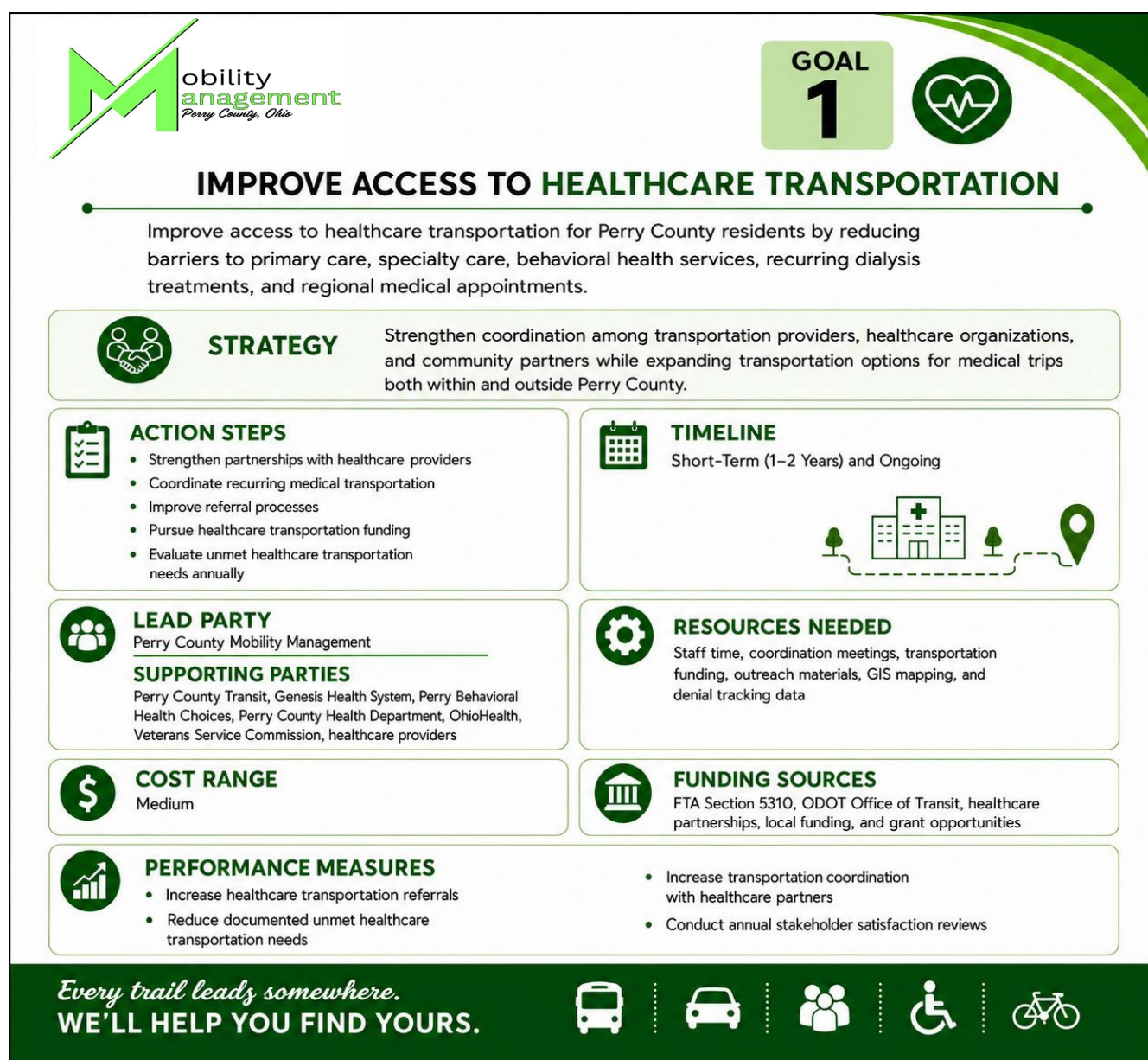
Figure 6.1. Seven Transportation Goals for Perry County (2026–2030)



Goal 1 – Improve Access to Healthcare Transportation

Access to healthcare continues to be one of the most significant transportation needs identified throughout the planning process. Stakeholders consistently identified transportation to medical appointments, specialty care, dialysis treatments, behavioral health services, and preventive healthcare as critical challenges. Expanding access to healthcare transportation will improve health outcomes, reduce missed appointments, and enhance quality of life for older adults, individuals with disabilities, and residents without reliable transportation.

Figure 6.2. Goal 1- Improve Access to Healthcare Transportation



Goal 2 – Expand Employment and Workforce Transportation

Reliable transportation is essential for connecting residents to employment opportunities, workforce development programs, vocational training, and educational institutions. Transportation barriers continue to impact workforce participation, particularly for individuals without access to a personal vehicle or those working nontraditional hours. Strengthening employment transportation partnerships and identifying service gaps will improve access to economic opportunities while supporting employers throughout the region.

Figure 6.3. Goal 2- Expand Employment and Workforce Transportation



Goal 3 – Increase Public Awareness of Transportation Resources

Many available transportation services remain underutilized because residents, caregivers, and partner agencies are unaware of the resources available to them. Increasing public awareness through coordinated outreach, travel training, educational materials, and community engagement will help ensure residents understand their transportation options and can successfully access available services.

Figure 6.4. Goal 3- Increase Public Awareness of Transportation Resources



Goal 4 – Enhance Transportation Coordination and Regional Collaboration

Transportation providers throughout Perry County frequently serve many of the same populations while operating under different funding sources, eligibility requirements, and service areas. Continued collaboration among local, regional, and state partners will improve coordination, reduce duplication of services, maximize available resources, and expand mobility opportunities across jurisdictional boundaries.

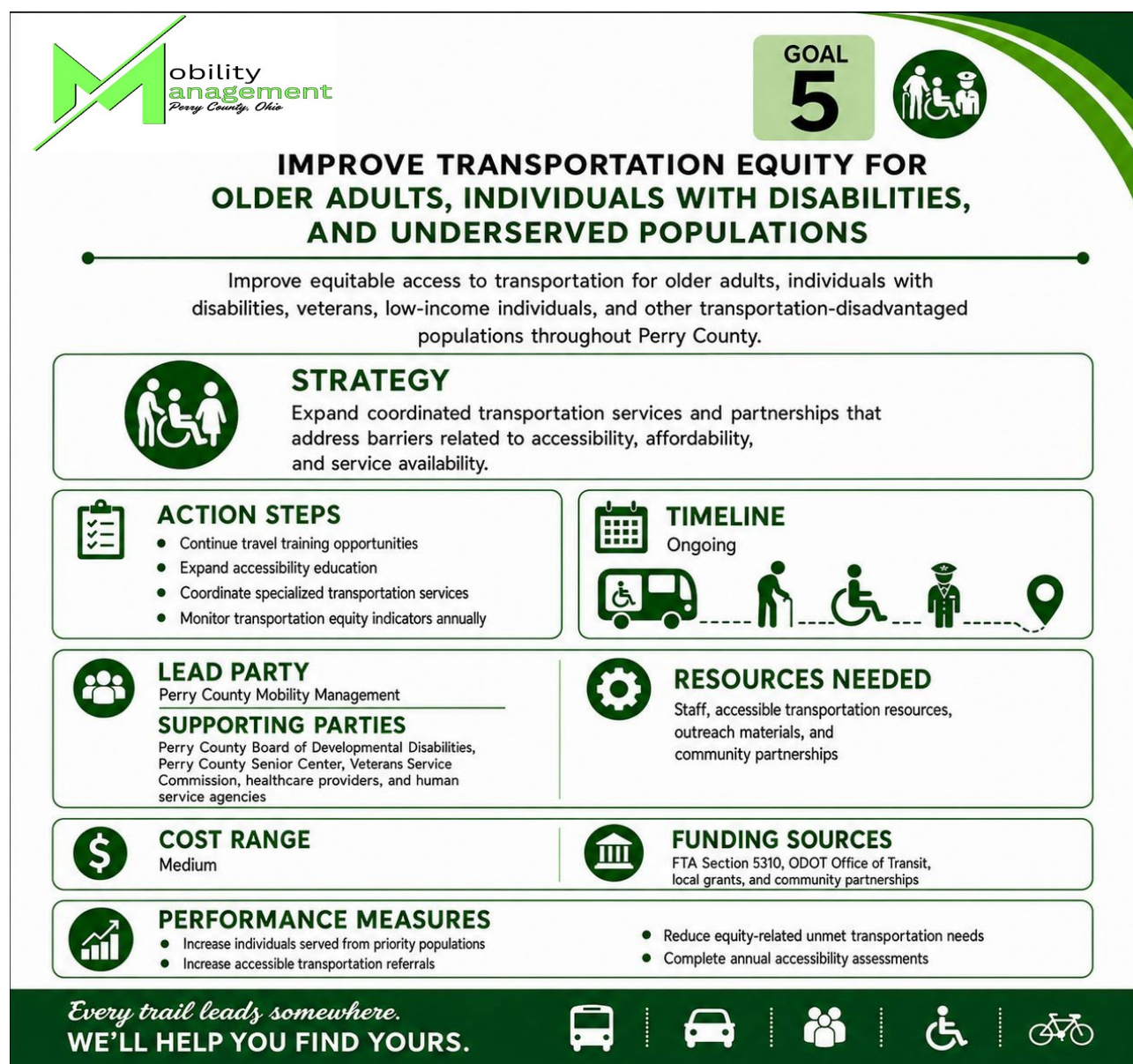
Figure 6.5. Goal 4- Strengthen Transportation Coordination and Regional Partnerships



Goal 5 – Expand Transportation Equity and Access for Vulnerable Populations

Equitable transportation is fundamental to ensuring that all residents have access to employment, healthcare, education, community services, and daily living activities. Older adults, individuals with disabilities, low-income households, veterans, and residents living in rural areas often experience unique transportation barriers. This goal focuses on reducing disparities and improving mobility for traditionally underserved populations throughout Perry County.

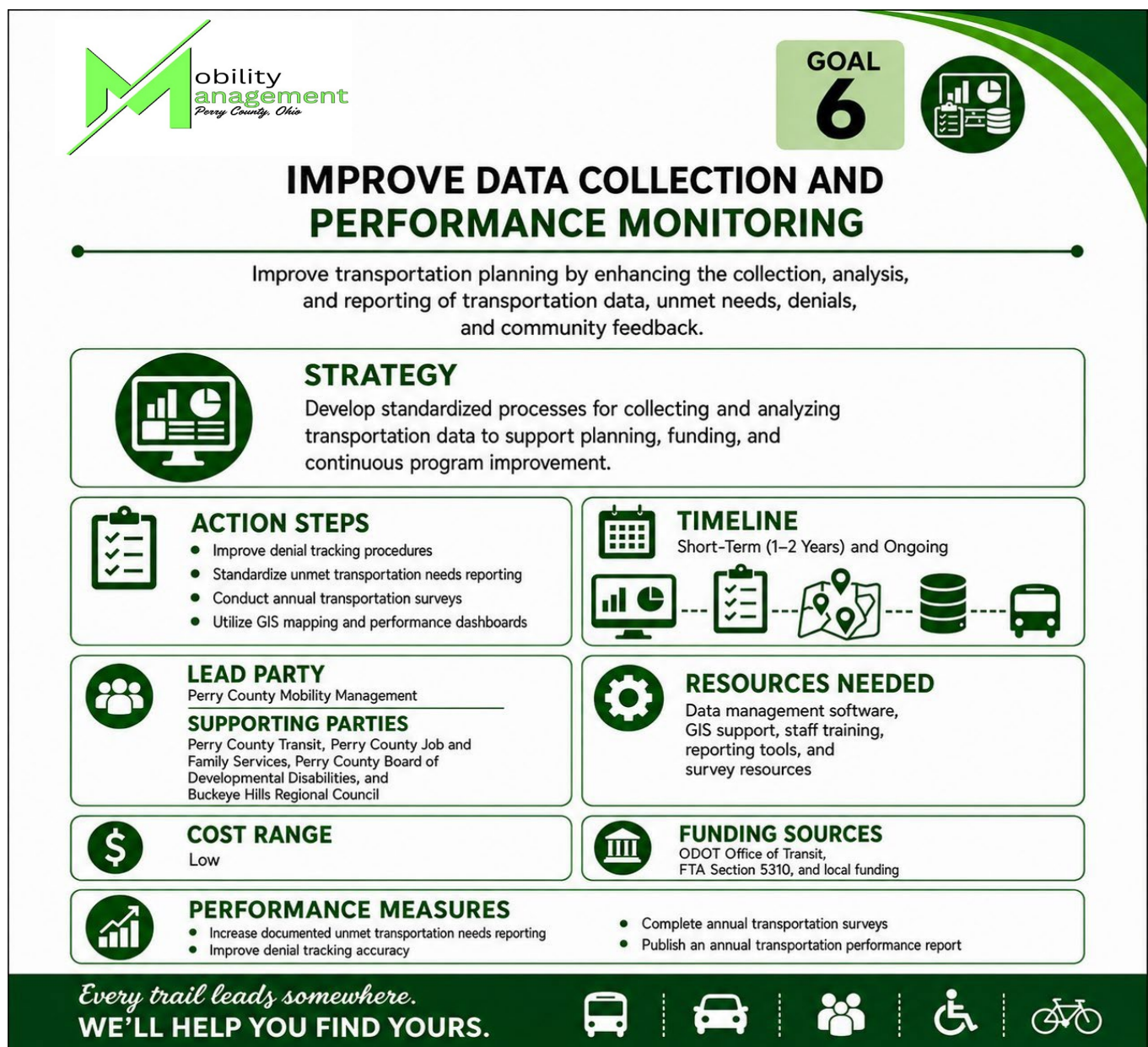
Figure 6.6. Goal 5- Improve Transportation Equity for Older Adults, Individuals with Disabilities, and Underserved Populations



Goal 6 – Improve Transportation Planning Through Data Collection and Performance Evaluation

Data-driven decision-making is essential for maintaining an effective coordinated transportation system. Consistent collection and evaluation of transportation data, unmet needs, referrals, denials, and performance measures will help transportation providers and community partners identify emerging trends, measure program effectiveness, and support future funding opportunities.

Figure 6.7. Goal 6- Improve Data Collection and Performance Monitoring



Goal 7 – Strengthen Long-Term Sustainability of Coordinated Transportation

Maintaining a sustainable coordinated transportation network requires continued investment, strategic partnerships, diversified funding, and ongoing evaluation. This goal focuses on strengthening organizational capacity, pursuing new funding opportunities, expanding collaborative partnerships, and ensuring that coordinated transportation services remain responsive to the changing needs of Perry County residents well beyond the current planning period.

Figure 6.8. Goal 7- Support Long-Term Sustainability of Coordinated Transportation

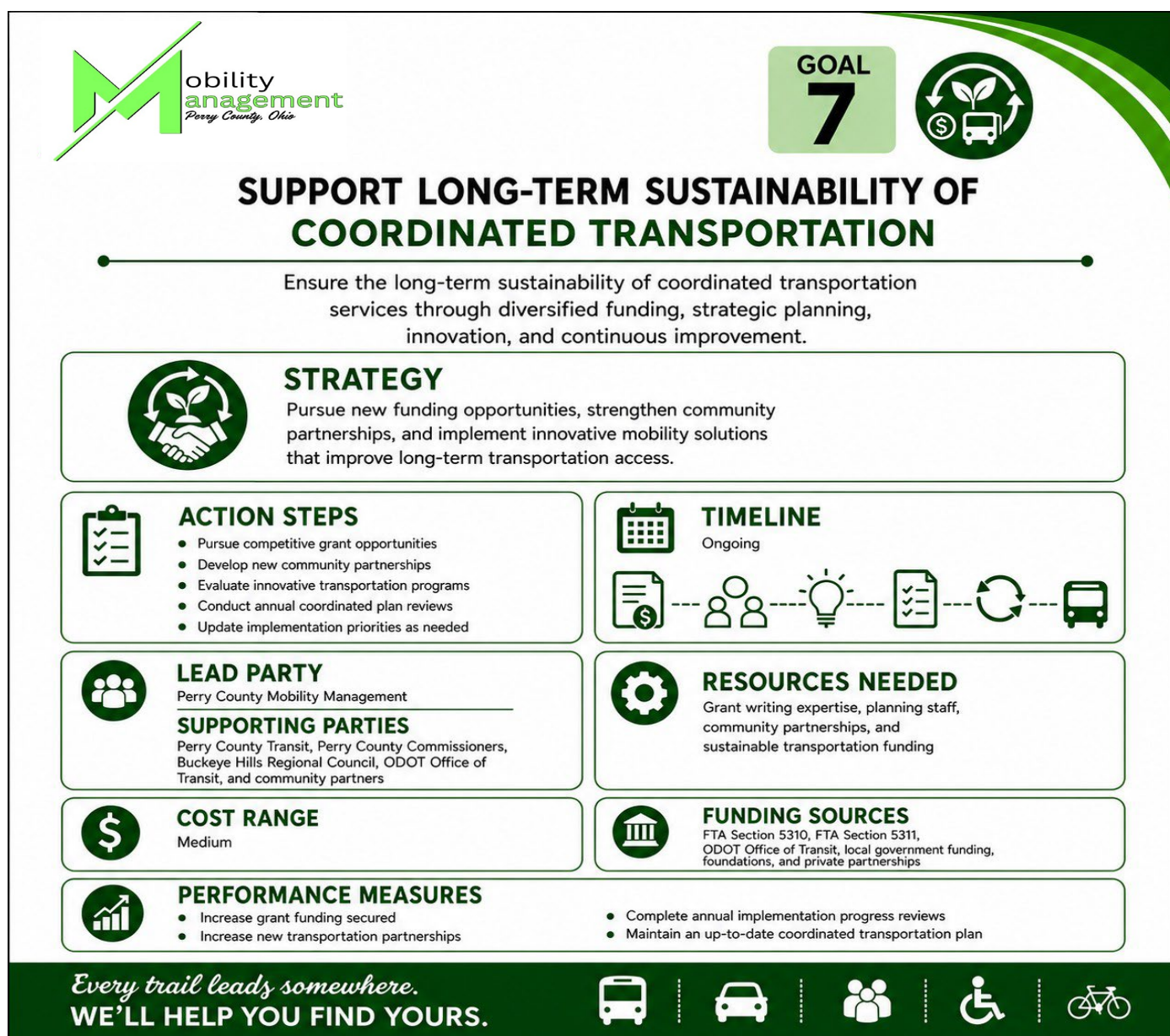


Figure 6.9. Perry County Coordinated Transportation Goals

PERRY COUNTY COORDINATED TRANSPORTATION GOALS



A coordinated approach to improving transportation access, connectivity, and mobility for all Perry County residents.

GOAL	GOAL SUMMARY	PRIORITY	LEAD AGENCY	KEY PARTNERS	COST RANGE	TIMELINE
GOAL 1 	Improve Access to Healthcare Transportation Reduce barriers to healthcare, including primary care, specialty care, behavioral health, dialysis, and regional medical trips.	High	Perry County Mobility Management	Perry County Transit, Genesis Health System, Perry Behavioral Health Choices, Health Dept., OhioHealth, Veterans Service Commission, healthcare providers	 Medium	 Short-Term (1–2 Years) and Ongoing
GOAL 2 	Expand Employment and Workforce Transportation Improve access to employment, job training, workforce development, and educational opportunities.	High	Perry County Mobility Management	Perry County Transit, OhioMeansJobs Perry County, Job and Family Services, local employers, Buckeye Hills Regional Council	 Medium	 Short-Term through Long-Term
GOAL 3 	Increase Public Awareness of Transportation Resources Increase awareness of available services, eligibility, mobility programs, and travel options throughout Perry County.	High	Perry County Mobility Management	Perry County Transit, libraries, senior centers, community organizations, schools, healthcare providers	 Low	 Ongoing
GOAL 4 	Strengthen Transportation Coordination and Regional Partnerships Improve coordination and communication to reduce duplication and maximize resources.	High	Perry County Mobility Management	Perry County Transit, Buckeye Hills Regional Council, MORPC, healthcare providers, neighboring transit agencies, community organizations	 Low to Medium	 Ongoing
GOAL 5 	Improve Transportation Equity for Older Adults, Individuals with Disabilities, and Underserved Populations Expand equitable access and address barriers related to accessibility, affordability, and service availability.	High	Perry County Mobility Management	Board of Developmental Disabilities, Senior Center, Veterans Service Commission, healthcare providers, human service agencies	 Medium	 Ongoing
GOAL 6 	Improve Data Collection and Performance Monitoring Enhance data collection, analysis, and reporting to support planning, funding, and continuous improvement.	Medium	Perry County Mobility Management	Perry County Transit, Job and Family Services, Board of DD, Buckeye Hills Regional Council	 Low	 Short-Term (1–2 Years) and Ongoing
GOAL 7 	Support Long-Term Sustainability of Coordinated Transportation Ensure long-term sustainability through diversified funding, innovation, strategic planning, and continuous improvement.	Medium	Perry County Mobility Management	Perry County Transit, Perry County Commissioners, Buckeye Hills Regional Council, ODOT Office of Transit, community partners	 Medium	 Ongoing



Together, these goals build a stronger, more connected Perry County where everyone has access to safe, reliable, and affordable transportation.

6.3 Recommended Strategies

The transportation goals presented above establish the primary mobility priorities for Perry County during the 2026–2030 planning period. Achieving these goals will require continued collaboration among Perry County Transit, Perry County Mobility Management, healthcare providers, public agencies, educational institutions, employers, nonprofit organizations, local governments, and regional transportation partners.

As the county’s primary public transportation provider, Perry County Transit serves as the operational foundation of the coordinated network by providing countywide, demand-response, and wheelchair-accessible transportation that complements the specialized services offered by partner agencies. Perry County Mobility Management strengthens this network by coordinating resources, facilitating partnerships, identifying unmet needs, expanding mobility education, and pursuing funding opportunities.

The recommended strategies below are intended to strengthen the entire coordinated transportation system while recognizing that maintaining a reliable and sustainable countywide public transportation system is essential to the success of all transportation partners.

Goal 1 – Strategies to Improve Access to Healthcare Transportation

- Strengthen coordination among healthcare providers, Perry County Transit, Perry County Mobility Management, and regional partners to improve access to medical appointments, specialty care, behavioral health, rehabilitation, and recurring treatments.
- Support continued coordination of dialysis transportation through partnerships with healthcare providers, Mobility Management, Perry County Transit, and regional systems.
- Increase awareness of available medical transportation programs, eligibility requirements, scheduling procedures, and referral options.
- Identify and pursue funding opportunities that support non-emergency medical transportation and healthcare access initiatives.
- Monitor healthcare transportation demand, trip requests, service utilization, and emerging gaps to guide future planning and investment.

Goal 2 – Strategies to Expand Employment and Workforce Transportation

- Collaborate with employers, workforce development organizations, educational institutions, and community partners to identify transportation barriers affecting workers, job seekers, and students.
- Evaluate transportation needs associated with second-shift, third-shift, weekend, and other nontraditional work schedules.
- Support transportation connections to workforce training, apprenticeship programs, educational institutions, and career development services.
- Explore regional partnerships that improve access to employment centers located outside Perry County.
- Promote affordable transportation options that reduce barriers to employment and workforce participation.

- Support active transportation corridors and first- and last-mile connections that improve access between residential areas and employment centers, consistent with the Perry County Active Transportation Plan.

Goal 3 – Strategies to Increase Public Awareness of Transportation Resources

- Develop, maintain, and distribute updated transportation resource guides and informational materials.
- Expand public outreach through social media, community presentations, public events, local media, and partner organizations.
- Provide travel training, mobility education, and individualized assistance for residents, caregivers, and service providers.
- Strengthen referral processes among transportation providers, healthcare organizations, Job and Family Services, human service agencies, and community partners.
- Maintain accurate and accessible transportation information through websites, printed materials, community directories, and direct assistance.
- Promote the Bicycle Lending Program, trail resources, and other active transportation options alongside public transit information.

Goal 4 – Strategies to Enhance Transportation Coordination and Regional Collaboration

- Strengthen communication and information sharing among transportation providers, public agencies, and community organizations.
- Support ongoing Transportation Advisory Committee activities and coordinated planning efforts.
- Expand partnerships with neighboring counties, regional transportation providers, metropolitan planning organizations, and other mobility partners.
- Promote resource sharing, coordinated planning, collaborative grant applications, and joint projects whenever practical.
- Identify opportunities to reduce service duplication and improve transportation efficiency.
- Coordinate implementation of the Perry County Active Transportation Plan with public transportation planning to support shared-use trails, bicycle facilities, and pedestrian improvements that connect communities and essential destinations.

Goal 5 – Strategies to Expand Transportation Equity and Access for Vulnerable Populations

- Maintain and expand accessible transportation services for older adults, individuals with disabilities, and residents requiring specialized accommodations.
- Support Mobility Management services that promote independence, community participation, and quality of life.
- Identify transportation barriers affecting veterans, low-income households, rural residents, and other underserved populations through continued outreach and needs assessment.

- Promote compliance with accessibility requirements, civil rights protections, Title VI, the Americans with Disabilities Act, and other applicable nondiscrimination requirements.
- Strengthen partnerships with human service agencies, nonprofit organizations, and community providers to improve access to essential services.
- Support sidewalk, crossing, and trail investments in high-need communities that expand safe transportation options for older adults, individuals with disabilities, youth, and residents without reliable access to a personal vehicle.

Goal 6 – Strategies to Improve Transportation Planning Through Data Collection and Performance Evaluation

- Establish consistent methods for collecting transportation performance data across participating organizations whenever feasible.
- Monitor transportation requests, trip denials, referrals, service utilization, and documented unmet needs.
- Track progress toward implementation priorities and evaluate the performance measures established in this plan.
- Use demographic, socioeconomic, operational, and transportation trend data to support planning decisions, funding applications, and future service development.
- Share relevant information with transportation providers, public agencies, and community partners to support coordinated planning and continuous improvement.

Goal 7 – Strategies to Strengthen Long-Term Sustainability of Coordinated Transportation

- Pursue federal, state, local, and private funding opportunities that support transportation services, mobility management, vehicle replacement, accessibility improvements, and coordinated initiatives.
- Strengthen partnerships with healthcare organizations, local governments, educational institutions, employers, nonprofit agencies, and regional transportation partners.
- Support investment in vehicle replacement, accessible fleet expansion, technology improvements, communication systems, and complementary active transportation infrastructure that strengthens the overall network.
- Encourage innovation through emerging mobility programs, the Bicycle Lending Program, active transportation connections, travel training, transportation technology, volunteer transportation, and other complementary services.
- Conduct annual reviews of transportation needs, implementation progress, performance measures, and future priorities to ensure the coordinated network remains responsive to changing community needs.

6.4 Chapter Summary

The seven goals and supporting strategies establish a coordinated framework for improving transportation access in Perry County through 2030. They address healthcare access, employment transportation, public awareness, coordination, equity, data-driven planning, and long-term sustainability. Successful implementation will require continued collaboration among Perry County Transit, Perry County Mobility Management, healthcare organizations, human

service agencies, educational institutions, employers, local governments, and community partners, along with sustained investment in the public transportation system that serves as the foundation of the coordinated network.

Chapter 7

Implementation Framework

7.1 Introduction

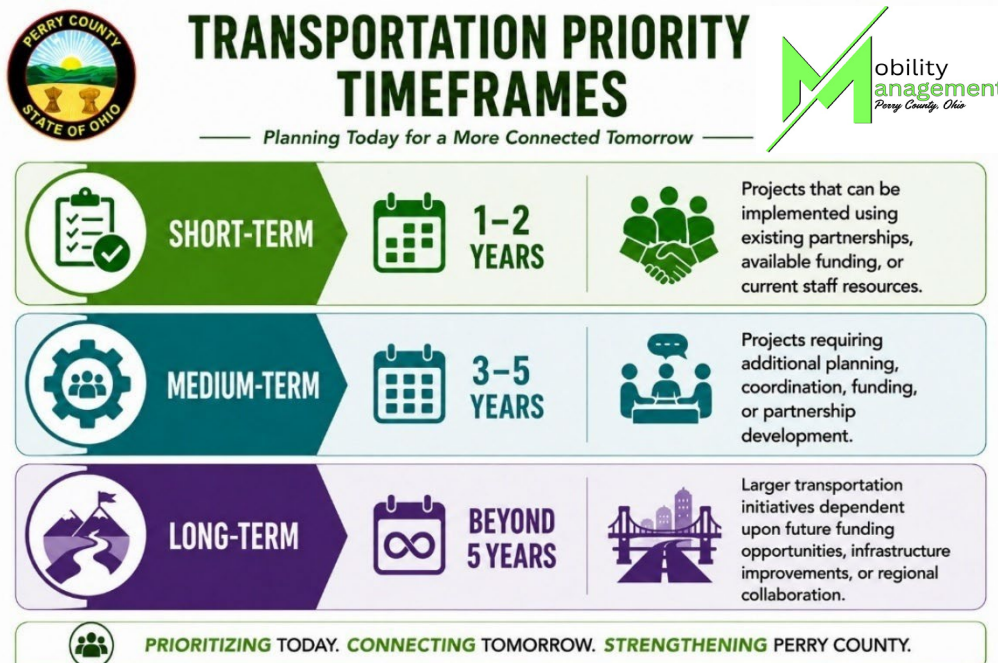
Successful implementation of this Coordinated Plan will require continued collaboration among transportation providers, public agencies, healthcare organizations, educational institutions, nonprofit organizations, employers, local governments, and community stakeholders. While each partner contributes unique resources and expertise, the success of the coordinated transportation network depends upon maintaining a strong countywide public transportation system.

As the county's primary public transportation provider, Perry County Transit serves as the operational foundation of the coordinated network by delivering demand-response transportation, maintaining a fully wheelchair-accessible fleet, and providing mobility for residents traveling to healthcare, employment, education, shopping, nutrition services, and other essential destinations. Perry County Mobility Management complements these services by coordinating transportation resources, strengthening partnerships, identifying unmet needs, pursuing funding opportunities, and improving access to available options.

The implementation framework in this chapter establishes a roadmap for carrying out the goals and strategies identified in Chapter 6. It identifies implementation priorities, funding opportunities, lead roles, performance measures, and procedures for monitoring progress throughout the planning period.

7.2 Implementation Priorities

Implementation of the transportation goals identified in Chapter 6 will occur throughout the



planning period based on community priorities, available funding, organizational capacity, and operational need.

Table 7.1.
Implementation Priorities Timeframes

Short-term priorities focus

on strengthening existing services, improving coordination, expanding public awareness, enhancing data collection, and addressing immediate transportation barriers. Medium-term priorities include accessible fleet replacement, technology improvements, expanded regional coordination, and service enhancements. Long-term priorities emphasize sustaining Perry County Transit through continued capital investment, diversified funding, strategic partnerships, and long-range planning.

Transportation priorities should remain flexible to allow Perry County to respond to emerging needs, changing demographics, and new funding opportunities.

7.3 Estimated Cost Ranges

Many strategies focus on strengthening partnerships, improving coordination, and increasing public awareness and may require relatively modest financial investment. Other recommendations—including vehicle replacement, accessible fleet expansion, operating assistance, technology improvements, and expanded public transportation services—represent significant long-term investments necessary to sustain countywide mobility.

Reliable public transportation requires ongoing investment in vehicles, preventive maintenance, driver recruitment and retention, technology, facilities, fuel, insurance, and regulatory compliance. These investments support Perry County Transit and strengthen the coordinated transportation network by ensuring residents continue to have dependable access to essential destinations.

Estimated costs are intended for planning purposes only and may change based on project scope, inflation, equipment costs, available funding, and implementation schedules.

Table 7.2.
Estimated Cost Ranges

 COST CATEGORY GUIDE  Understanding the Investment Levels for Transportation Solutions	
COST CATEGORY	ESTIMATED COST
 LOW Efficient use of existing resources and partnerships	 Existing resources to approximately \$10,000
 MEDIUM Moderate investment for expanded services and improvements	 \$10,001–\$50,000
 HIGH Significant investment for major projects and system expansion	 Greater than \$50,000
 Investing today for a more connected tomorrow.	

7.4 Potential Funding Sources

Successful Implementation will depend upon continued investment in Perry County's coordinated transportation system. Sustainable funding is essential to maintaining public transportation operations, replacing aging vehicles, preserving wheelchair-accessible transportation, supporting Mobility Management activities, improving technology, and expanding transportation opportunities.

Potential funding sources include:

- Federal Transit Administration Section 5310 Program
- Ohio Department of Transportation Office of Transit
- Ohio Department of Development
- Ohio Department of Aging
- Area Agency on Aging Region 8
- Appalachian Regional Commission
- United Way
- Local government appropriations
- Healthcare partnerships
- Community foundations and private donations
- In-kind contributions
- Competitive transportation and mobility grants

Additional sources identified in the Perry County Active Transportation Plan may support complementary pedestrian and bicycle infrastructure, including the Transportation Alternatives Program, Recreational Trails Program, Safe Routes to School, and Clean Ohio Trails Fund.

Diversifying funding sources will reduce reliance on any single revenue stream while strengthening the long-term sustainability of Perry County Transit and the coordinated transportation network.

7.5 Lead Agencies and Supporting Partners

Implementation is a shared responsibility. Perry County Transit will serve as the lead agency for many public transportation initiatives, including operations, accessible fleet management, vehicle replacement, service delivery, and related improvements. Perry County Mobility Management will continue serving as the county's lead transportation coordination resource by facilitating partnerships, identifying gaps, conducting outreach, providing mobility education, administering assistance programs, pursuing funding opportunities, and coordinating implementation activities.

Supporting partners include healthcare organizations, human service agencies, educational institutions, local governments, nonprofit organizations, employers, ODOT, Buckeye Hills Regional Council, and regional transportation providers. For active transportation and trail-related projects, the Perry County Health Department and local governments typically serve as lead or co-lead parties, with Mobility Management and Perry County Transit providing coordination support.

7.6 Performance Measures

Progress will be monitored through measurable indicators that evaluate both the effectiveness of the coordinated transportation network and the strength of the countywide public transportation system.

Recommended performance measures include:

- Annual Perry County Transit ridership
- Number of wheelchair-accessible trips provided
- Number of healthcare, employment, education, and essential-service trips provided
- Vehicle availability and fleet reliability
- On-time performance
- Number and type of trip denials
- Number of trip requests that cannot be accommodated due to capacity, hours, funding, or service-area limitations
- Number of coordinated transportation referrals completed
- Number of individuals receiving Mobility Management services
- Number of travel training participants
- Number of transportation providers participating in coordinated planning
- Number of public outreach and education activities conducted
- Number of transportation partnerships established or maintained
- Number of grant applications submitted and funding awards received
- Progress toward vehicle replacement and accessible fleet modernization
- Customer satisfaction and stakeholder feedback
- Progress toward reducing identified transportation barriers and unmet needs
- Number of active transportation or trail projects that improve access to transit or essential destinations
- Participation in the Bicycle Lending Program and related education activities

Performance measures should be reviewed annually and adjusted as needed. Particular attention should be given to indicators that demonstrate the capacity, reliability, accessibility, and long-term sustainability of Perry County Transit.

7.7 Annual Review Process

This plan is intended to serve as a living document. Perry County Mobility Management, in coordination with Perry County Transit and the Transportation Advisory Committee, will conduct an annual review to:

- Evaluate progress toward implementation priorities
- Review performance measures and service outcomes
- Assess changes in transportation demand and unmet needs
- Evaluate Perry County Transit service capacity, ridership, trip purposes, denials, and unaccommodated requests
- Assess wheelchair-accessible vehicle utilization and demand

- Review vehicle condition, maintenance, and replacement needs
- Evaluate operating and capital funding sustainability
- Monitor staffing capacity, driver recruitment, retention, and training
- Identify emerging trends and service gaps
- Update provider and contact information
- Review regional partnerships and coordination opportunities
- Evaluate available funding opportunities
- Review progress on priority active transportation and trail connections
- Recommend revisions to goals, strategies, performance measures, or priorities when necessary

Regular review will help address emerging challenges before they significantly disrupt access to essential services.

7.8 Transportation Performance Targets

To support accountability and continuous improvement, Perry County will work toward the following performance targets during the 2026–2030 planning period:

- Maintain annual public transportation ridership at or above the SFY 2026 baseline, subject to available funding, staffing, vehicles, and service capacity.
- Maintain on-time performance of at least 90 percent, using Perry County Transit’s established performance standard.
- Establish consistent trip-denial and unmet-need reporting among participating agencies by the end of 2027.
- Increase coordinated transportation referrals from the SFY 2026 baseline as program awareness and partner participation expand.
- Conduct at least 12 public outreach, education, travel-training, or transportation-awareness activities annually.
- Maintain a fully wheelchair-accessible Perry County Transit fleet.
- Review transportation performance, unmet needs, and implementation progress annually.
- Pursue at least one significant transportation funding opportunity annually.

7.9 Future Planning Considerations

Transportation needs will continue to evolve during the 2026–2030 planning period. Key considerations include:

- Long-term sustainability of Perry County Transit operations
- Continued availability of countywide demand-response public transportation
- Accessible fleet replacement and modernization
- Increasing demand for wheelchair-accessible transportation
- Driver recruitment, retention, and training
- Growth in overall transportation demand and operating costs
- Capital funding for vehicle replacement and fleet needs
- Technology improvements for scheduling, dispatching, and customer information

- Increasing healthcare and specialty medical transportation demand
- Continued coordination of recurring dialysis transportation
- Transportation for nontraditional work schedules
- Regional connections for healthcare, employment, and education
- Transportation affordability for low-income and transportation-disadvantaged residents
- Needs associated with an aging population and residents with disabilities
- Expansion of travel training and mobility assistance
- Continued implementation of the Safe Pathways Transportation Assistance Program
- Implementation of priority recommendations from the Perry County Active Transportation Plan
- Bicycle Lending Program, e-bike and e-scooter safety education, and related initiatives
- Emerging transportation technologies and alternative fuels
- Volunteer transportation and other complementary options

Table 7.3. Risk Potential Impact Mitigation



TRANSPORTATION RISK & MITIGATION GUIDE

Planning Ahead for a Resilient Transportation Network



RISK	POTENTIAL IMPACT	MITIGATION STRATEGY
1 FUNDING Reduced operating or grant funding	Service reductions or delayed projects	Diversify funding and prioritize essential services
2 WORKFORCE Driver and workforce shortages	Reduced service capacity	Support recruitment, retention, and workforce partnerships
3 FLEET Aging vehicles	Reliability problems and increased maintenance	Maintain a coordinated replacement schedule
4 COSTS Rising fuel, insurance, and maintenance costs	Budget pressure	Review costs annually and pursue additional funding
5 HEALTHCARE Increased healthcare and dialysis demand	Greater trip volume and scheduling pressure	Strengthen healthcare-provider coordination
6 ACCESS Growing accessible transportation demand	Insufficient accessible capacity	Maintain and replace accessible vehicles strategically
7 DATA Incomplete or inconsistent data	Difficulty measuring needs and outcomes	Standardize denial, referral, and performance reporting

Anticipating risks today helps protect mobility tomorrow.

7.10 Chapter Summary

Implementation of this plan will require continued leadership, collaboration, and sustained investment in both transportation coordination and countywide public transportation. Perry County Transit provides reliable, demand-response, wheelchair-accessible service that forms the operational foundation of the coordinated network. Strengthening this foundation through operating support, fleet replacement, technology, workforce development, and sustainable funding will benefit the entire system.

Through annual performance evaluation, coordinated planning, diversified funding, and continued partnerships, Perry County will be positioned to preserve mobility, respond to future needs, and maintain reliable access to essential services through 2030 and beyond.

Chapter 8

Plan Adoption and Maintenance

8.1 Purpose of Plan Adoption

The Perry County Coordinated Public Transit–Human Services Transportation Plan represents the collective efforts of transportation providers, human service agencies, healthcare organizations, educational institutions, local governments, nonprofit organizations, community leaders, and residents working together to improve mobility throughout the county.

The plan was developed through demographic and socioeconomic analysis, an inventory of existing transportation providers and vehicles, public participation, stakeholder engagement, a transportation needs assessment, and collaborative development of goals and strategies. The recommendations reflect the transportation priorities identified by the community and establish a coordinated framework for maintaining and improving access to healthcare, employment, education, nutrition, social services, and other essential destinations.

A central purpose of plan adoption is to recognize the essential role of Perry County Transit as the county’s primary public transportation provider and the operational foundation of the coordinated transportation network. Perry County Transit provides countywide, demand-response, and wheelchair-accessible transportation that complements the specialized programs operated by human service agencies, healthcare organizations, schools, veteran organizations, senior programs, and other community partners.

Without a strong and sustainable countywide public transportation system, many residents would have limited or no dependable means of reaching essential destinations. Adoption of this plan demonstrates a shared commitment to preserving countywide public transportation, strengthening coordination, maintaining accessible mobility, and investing in the vehicles, workforce, technology, operating resources, and partnerships necessary to sustain the network through 2030.

This plan will serve as Perry County’s primary transportation coordination document and will guide public transportation planning, service improvements, capital investment, vehicle replacement, funding applications, partnership development, Mobility Management activities, and future mobility initiatives.

8.2 Transportation Advisory Committee Recommendation

Throughout the planning process, the Perry County Transportation Advisory Committee provided guidance, feedback, and recommendations regarding transportation needs, existing services, service gaps, accessibility, public transportation capacity, regional travel, and future priorities.

The Committee recognized that Perry County’s transportation network depends upon both a reliable countywide public transportation system and strong coordination among providers and community partners. Following review of the completed plan, the Transportation Advisory Committee determined that the document accurately reflects the transportation needs identified throughout the county and supports the continued sustainability of Perry County Transit while strengthening collaboration among partners.

The Transportation Advisory Committee formally recommended adoption of the Coordinated Plan as the guiding public transportation and human services transportation coordination document for Perry County.

8.3 Official Plan Adoption

Following completion of the planning process, incorporation of stakeholder feedback, and review by participating organizations, the Perry County Coordinated Public Transit–Human Services Transportation Plan was officially adopted.

Adoption signifies countywide support for continued transportation coordination and formally recognizes Perry County Transit as an essential public service and the operational foundation of the coordinated mobility network. Reliable public transportation supports healthcare access, workforce participation, education, independent living, economic opportunity, and community engagement.

The adopted plan establishes a countywide framework for public transportation investment, transportation coordination, service improvement, accessibility, and partnership development. It will remain the official plan until amended or superseded by a future update.

8.4 Implementation Commitment

Successful implementation will require sustained leadership from Perry County Transit and Perry County Mobility Management, supported by continued collaboration among healthcare organizations, human service agencies, educational institutions, local governments, nonprofit organizations, employers, regional planning agencies, and community stakeholders.

Perry County Transit will continue serving as the county’s primary public transportation provider and will lead or support initiatives related to operations, service delivery, accessible transportation, fleet management, vehicle replacement, safety, workforce development, technology, and regional connections.

Perry County Mobility Management will continue serving as the county’s transportation coordination entity by connecting residents with available services, facilitating partnerships, identifying unmet needs, coordinating planning activities, providing travel training and mobility education, supporting grant development, and advancing complementary initiatives.

Implementation commitments include:

- Expanding coordination among transportation providers
- Improving access to healthcare transportation
- Supporting employment transportation opportunities
- Increasing transportation options for older adults and individuals with disabilities
- Enhancing transportation options for veterans
- Improving access to recurring dialysis transportation and other life-sustaining medical services
- Increasing public awareness of available transportation resources
- Improving transportation affordability
- Supporting innovation through emerging mobility options and technology
- Maintaining and strengthening Perry County Transit as the county's primary public transportation provider
- Supporting complementary active transportation and trail improvements identified in the Perry County Active Transportation Plan that enhance connections to public transportation and essential destinations

Each participating organization will continue operating within its mission and service area while working collaboratively to strengthen countywide transportation through communication, referrals, shared planning, resource coordination, and joint problem-solving.

8.5 Future Plan Maintenance

Transportation systems continually evolve in response to changes in population, disability prevalence, healthcare demand, employment patterns, operating costs, technology, regulations, vehicle availability, funding opportunities, and community priorities. This plan is therefore intended to function as a living document that supports continuous planning, system evaluation, and improvement.

Perry County Mobility Management, in coordination with Perry County Transit, the Transportation Advisory Committee, and community partners, will conduct an annual review of the plan. The review should evaluate both implementation progress and the condition, capacity, accessibility, and long-term sustainability of the public transportation system.

Annual reviews should include:

- Evaluation of completed projects and implementation progress
- Review of Perry County Transit ridership and trip purposes
- Evaluation of public transportation service capacity and reliability
- Review of wheelchair-accessible trip demand and vehicle utilization
- Assessment of trip denials and requests that could not be accommodated
- Review of on-time performance and customer service indicators
- Assessment of vehicle condition, preventive maintenance, and fleet replacement needs
- Evaluation of operating assistance and capital funding sustainability
- Review of driver recruitment, retention, training, and staffing capacity
- Assessment of transportation services supporting healthcare, employment, education, veterans, older adults, individuals with disabilities, and dialysis patients

- Review of transportation performance measures and documented unmet needs
- Updates to demographic, socioeconomic, and transportation data
- Updates to transportation provider and vehicle inventories
- Evaluation of transportation coordination and referral processes
- Review of regional transportation partnerships and out-of-county travel needs
- Identification of new transportation barriers and emerging community priorities
- Review of federal, state, local, private, and philanthropic funding opportunities
- Evaluation of completed grants and funded transportation initiatives
- Consideration of new technology, alternative fuels, and complementary mobility options
- Review of progress on priority active transportation and trail connections
- Recommendations for revisions to goals, strategies, performance measures, or implementation priorities

Particular attention should be given to conditions that could weaken Perry County Transit, including aging vehicles, operating funding shortages, staffing limitations, increased service demand, rising costs, or insufficient accessible capacity. Identifying these risks early will allow the county and its partners to pursue funding, adjust priorities, and protect essential services.

A comprehensive update of the plan should be completed approximately every four to five years, or sooner if significant demographic, operational, regulatory, service, or funding changes occur.

8.6 Chapter Summary

The Perry County Coordinated Public Transit–Human Services Transportation Plan establishes a collaborative framework for preserving and improving transportation access throughout the county. Perry County Transit serves as the primary public transportation provider and operational foundation of the coordinated mobility network. Perry County Mobility Management strengthens this foundation through coordination, partnerships, and outreach.

The goals, strategies, and implementation commitments in this plan provide a practical roadmap for strengthening public transportation while improving the effectiveness of the entire coordinated network. Continued investment in operations, accessible vehicles, fleet replacement, workforce development, safety, technology, Mobility Management, and sustainable funding will be essential through 2030 and beyond.

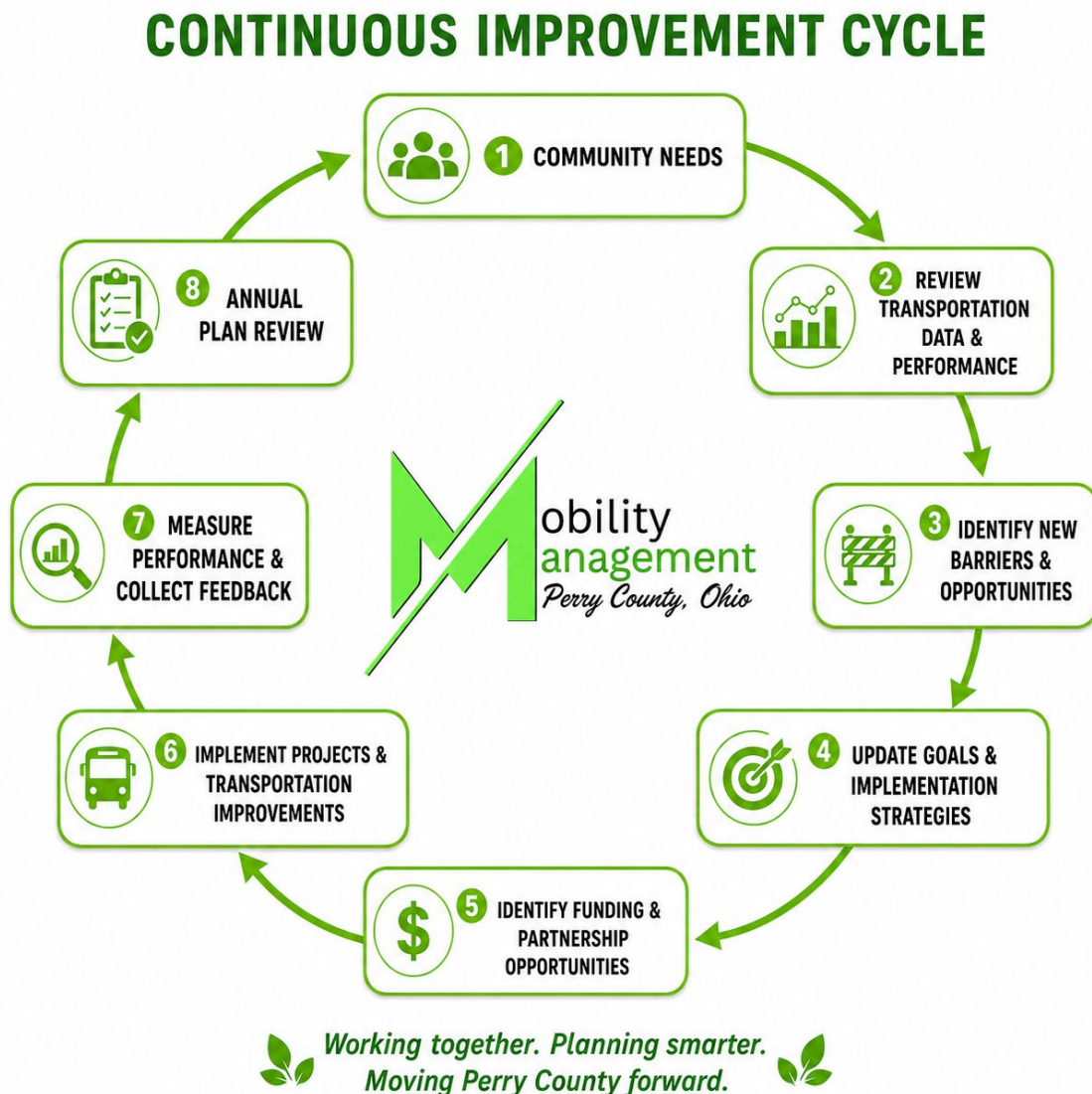
Perry County also recognizes active transportation and shared use trails as complementary components of the countywide mobility network. Implementing recommendations from the Perry County Active Transportation Plan will expand transportation choices and provide first and last mile connections that support public transit.

Transportation coordination is an ongoing process. Through annual evaluation, strategic investment, innovation, partnership development, and community engagement, Perry County will continue working to ensure residents have reliable access to the transportation services necessary to maintain their health, employment, independence, and quality of life.

Figure 8.1. Coordinated Plan Continuous Improvement Cycle

The Continuous Improvement Cycle illustrates how Perry County will continually evaluate transportation needs, monitor performance, identify emerging barriers, update priorities, pursue new funding opportunities, implement transportation improvements, measure outcomes, and engage stakeholders through an ongoing cycle of planning and coordination. This process ensures that the

Coordinated Public Transit–Human Services Transportation Plan remains responsive to changing community needs and continues to guide transportation decision-making throughout Perry County.





PERRY COUNTY BOARD OF COMMISSIONERS

212 South Main Street
New Lexington, OH 43764
740-342-2045
perryco@perrycountyohio.gov

August 19, 2026

The Perry County Commissioners met in a regular session on August 19, 2026 and passed the following resolution.

(26-0819-09)

Moved by Mr. Carpenter.

The Perry County Commissioners approve the Perry County Mobility Management Coordinated Transportation Plan 2026-2030 as presented.

Seconded by Mr. Bennett.

With no further discussion, roll call vote taken:

Ben Carpenter	: Yes
Chase Bennett	: Yes
Scott Owen	: Yes

The undersigned Clerk of the Board of Commissioners of Perry County, Ohio, certifies that the foregoing is a true and correct copy of the agreement that the Perry County Board of Commissioners adopted on August 19, 2026 and appearing upon the official records of the Board.

Angela McCord, Clerk
Commissioners Office, Perry County, Ohio



PERRY COUNTY MOBILITY MANAGEMENT COORDINATED TRANSPORTATION PLAN | 2026-2030

PLAN ADOPTION & SIGNATURE PAGE

The Perry County Mobility Management Coordinated Transportation Plan for 2026-2030 reflects documented community needs and establishes a countywide framework for mobility coordination, funding applications, implementation, and annual performance review.

PERRY COUNTY BOARD OF COMMISSIONERS ADOPTION

By signing below, the Board adopts this Plan as Perry County's coordinated transportation framework for 2026-2030. Adoption does not independently authorize a specific expenditure, service expansion, capital purchase, or project; those actions remain subject to applicable funding, review, and approval requirements.

Handwritten signature of Chase Bennett in blue ink.

Chase Bennett
Perry County Commissioner

Date: 8-19-24

Handwritten signature of Scott Owen in blue ink.

Scott Owen
Perry County Commissioner

Date: 8-19-24

Handwritten signature of Ben Carpenter in blue ink.

Ben Carpenter
Perry County Commissioner

Date: 8-19-24

PLAN PREPARATION AND ORGANIZATIONAL ACKNOWLEDGMENT

Handwritten signature of Steve Janiszewski in blue ink.

Steve Janiszewski
Mobility Manager, Perry County Mobility Management

Date: 8-21-26

Handwritten signature of Cheryl Boley in blue ink.

Cheryl Boley
CEO, Perry County Transit

Date: 8-21-24

Date Adopted: 08/19/2024 Resolution No.: 26-0819-09 Effective Date: 8-19-26