



Coordinated Transportation Plan of Morgan County

2027-2031

Plan developed by the Morgan County Mobility Office.
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Funding for the development of this plan was provided by ODOT.

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Executive Summary

This plan is the Public Transit-Human Services Transportation Plan for Morgan County, Ohio. This plan fulfills the requirements of the Federal Transit Administration FTA Circular 9070.1G - Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance. The purpose of this Circular is a reissuance of guidance on the administration of the transit assistance program for seniors and individuals with disabilities under 49 U.S.C. 5310, and guidance for the preparation of grant applications. This revision incorporates provisions of the Moving Ahead for Progress in the 21st Century Act (MAP-21).

Transportation is a critical component of the communities in Morgan County, Ohio. Transportation provides access to jobs, education, healthcare, and human services, and allows all community members, including older adults and people with disabilities, to live independently and engage in community life. It is the purpose of this plan for local stakeholders to work collaboratively to do the following activities:

1. Identify all community resources including:

- Buckeye Southeast Transit
- Morgan County Office on Aging
- Morgan County Veteran Service Commission
- Morgan County Jobs and Family Services
- Morgan Board of Developmental Disabilities
- Morgan Metropolitan Housing Authority
- Washington/Morgan County Community Action
- Buckeyes Hills Regional Council
- Muskingum Valley Health Center
- Morgan Local Schools
- Highland Oaks
- Riverside Landing
- McConnell Manor
- Senior Meals on Wheels

2. Identify and Prioritize community transportation needs.

- Promotion of existing transit services
- Coordinating services
- Funding for expanding services for the county
- Extended services for weekends and night hours
- Adding additional reliable transportation for medical appointments, work, etc.

3. Establish a clear plan for achieving shared goals.

Morgan County will continue to coordinate efforts with all transportation providers and funds to achieve goals and needs throughout the county that are listed in the plan. We will also be persistent in reaching our goals. We will partner with the county, villages, residents, businesses, transportation providers, and social services agencies. We will work together towards achieving our goals in this transportation plan.

Fundamental to the Coordinated Transportation Plan process is the active and meaningful involvement of stakeholders. For projects selected for funding under the Section 5310 program, participation in planning activities must include participation and/or representation of the following, at minimum:

- Seniors
- Individuals with disabilities
- People with low incomes
- Public, private and non-profit transportation providers
- Human services providers, and
- The general public.

TAC Committee Agency Representation

Name	Agency
Bobby White	Morgan County Mobility Management Office
Shannon Wells	Morgan County Development Office
John Sampson	Buckeye Southeast Transit
Amber Wilson	Morgan County Office on Aging
Wendy Gorrell	Morgan County Developmental Disabilities
Adam Triplet	Morgan County Veterans Commission
Russ Clifton	Morgan Local School Bus garage
Angie Finley	Morgan Metropolitan Housing Authority
Kathy Apperson	Ohio Department of Jobs and Family Services
Joseph Frazier	Ohio Department of Workforce Development

Jenna Jenkins	Muskingum Valley Health Center
Jeff Michaels	Morgan County Health Department
Bill Sheppard	Senior Citizen rider
Kristi Vincent	Washington/Morgan Community Action
Trish Bates	Highland Oaks
Trica Mumaw	Riverside Landing
Cody Bowen	Reach for Tomorrow
Stephanie Thompson	United Ministries
Karleigh Locke	DJFS/Transportation

To ensure participation from the above groups, the following stakeholder involvement activities were performed.

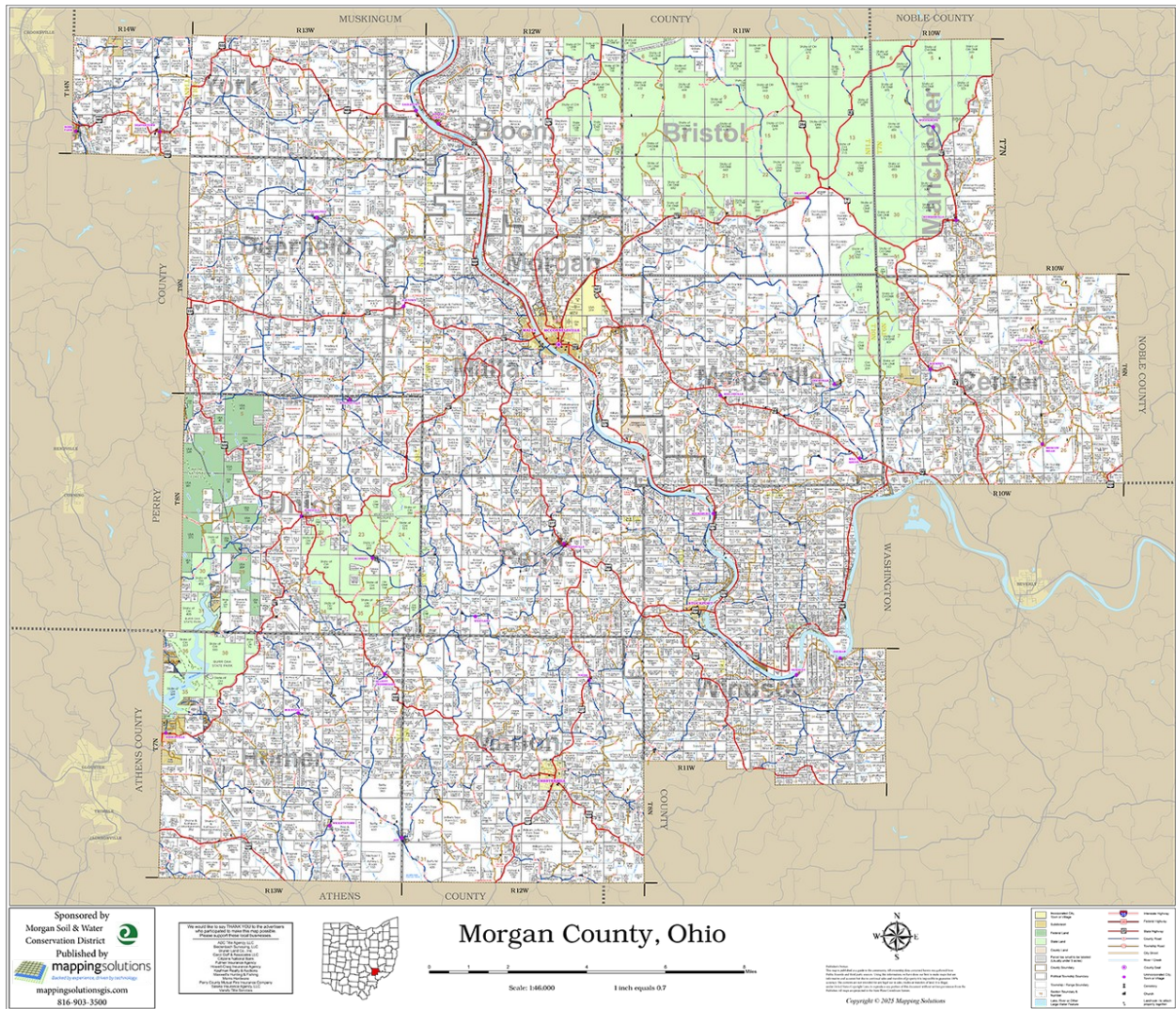
The plan was developed through a process that includes representatives of public, private, and nonprofit transportation and human services providers, and participation by the public. Participation by all these sectors has been solicited, in several ways and in several venues, including the following:

- Completion of surveys by clients and the public with surveys on Facebook and hard copies handed out to the public and all the stakeholders, including surveying of riders using Buckeye Southeast Transit.

Interviews during the fall of 2025/26 with a number of key informants who are considered stakeholders in the County's transportation system (and including key providers of transportation). Also, physical copies of surveys were distributed amongst these stakeholders:

- **Buckeye Southeast Transit**
- **Morgan County Office on Aging**
- **Morgan County Veteran Service Commission**
- **Morgan County Jobs and Family Services**
- **Morgan Board of Developmental Disabilities**
- **Morgan Metropolitan Housing Authority**
- **Washington/Morgan County Community Action**
- **Buckeyes Hills Regional Council**
- **Muskingum Valley Health Center**
- **Morgan Local Schools**
- **Highland Oaks**
- **Riverside Landing**
- **McConnell Manor**
- **Transit Rider**
- **General public**
- **Morgan County Development office**
- **Reach for Tomorrow**

Geographic Area



Located in southeastern Ohio, Morgan County sits along the Muskingum River between Zanesville and Marietta. This rural community serves as a vital bridge for residents traveling to nearby employment and healthcare hubs. Historically, the population peaked in 1860 with 22,119 residents before declining to a low of 12,241 in 1970. After decades of fluctuation—

reaching 15,054 in 2010 and dipping to 13,532 in 2024—the Ohio Department of Development projects a steady increase to 14,618 by 2030.

There are four villages identified:

- **McConnelsville** – county seat
- **Malta**
- **Chesterhill**
- **Stockport**

There are fourteen townships identified:

- **Bloom**
- **Bristol**
- **Center**
- **Deerfield**
- **Homer**
- **Malta**
- **Manchester**
- **Marion**
- **Meigsville**
- **Morgan**
- **Penn**
- **Union**
- **Windsor**
- **York**

There are twenty unincorporated communities:

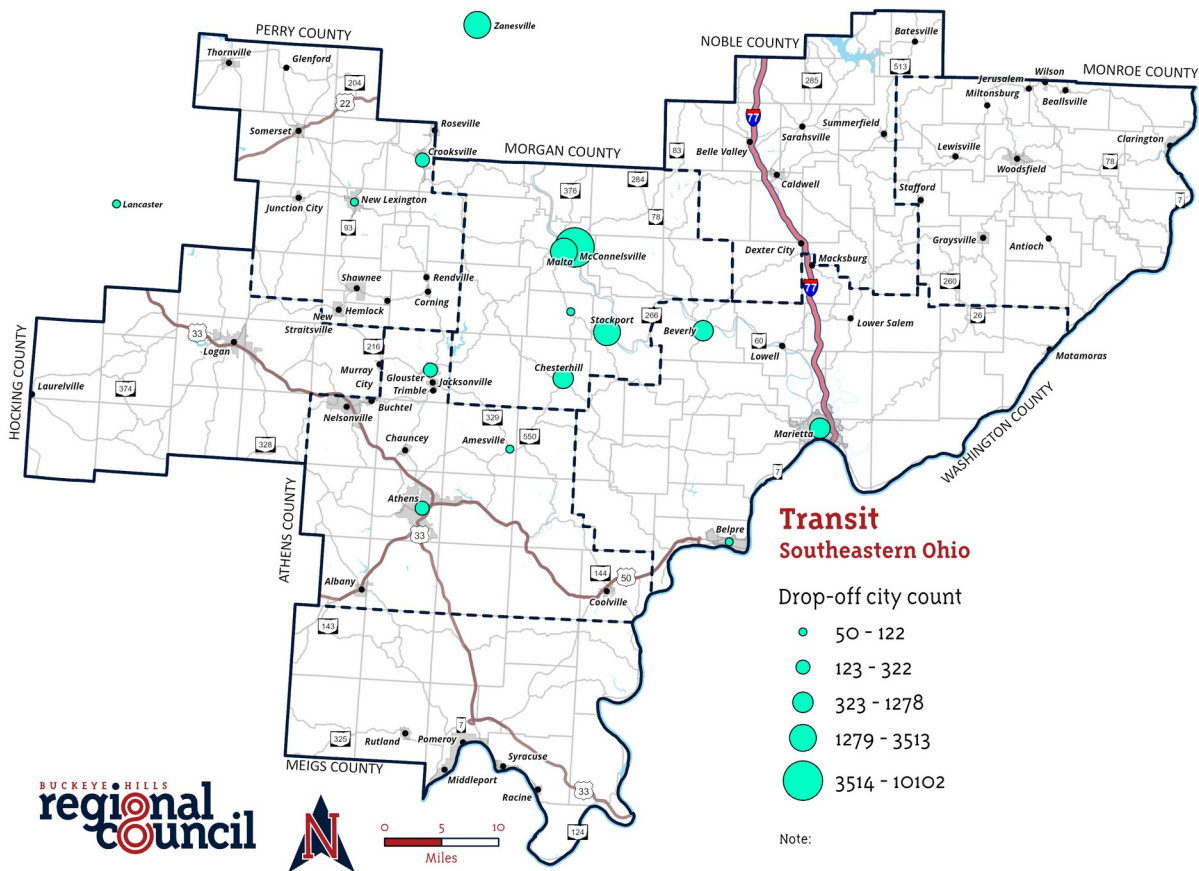
- **Bishopville**
- **Bristol**
- **Deavertown**
- **Eagleport**
- **Hooksburg**
- **Joy**
- **Meigs**
- **Morganville**
- **Moscow Hills**
- **Neelyville**
- **Pennsville**
- **Plantsville**
- **Reinersville**
- **Ringold**
- **Rokeby Lock**
- **Rosseau**
- **Roxbury**
- **Todds**
- **Triadelphia**
- **Unionville**

There is one census-designated place identified:

- **Rose Farm**

Because the majority of residents live outside these villages in dispersed rural townships, transportation plays a critical role in connecting Morgan County residents to healthcare, employment, education, and social services both locally and in nearby regional hubs. Morgan County is located in southeastern Ohio along the Muskingum River, south of Zanesville and north of Marietta. The county is rural in nature, with residents dispersed across small communities and townships.

Trip Generators



Cartography by ALLAN K'OOO | May 2026
<http://www.buckeyehills.org> | 740.374.9436
 For information about data sources, please contact a GIS Specialist at Buckeye Hills

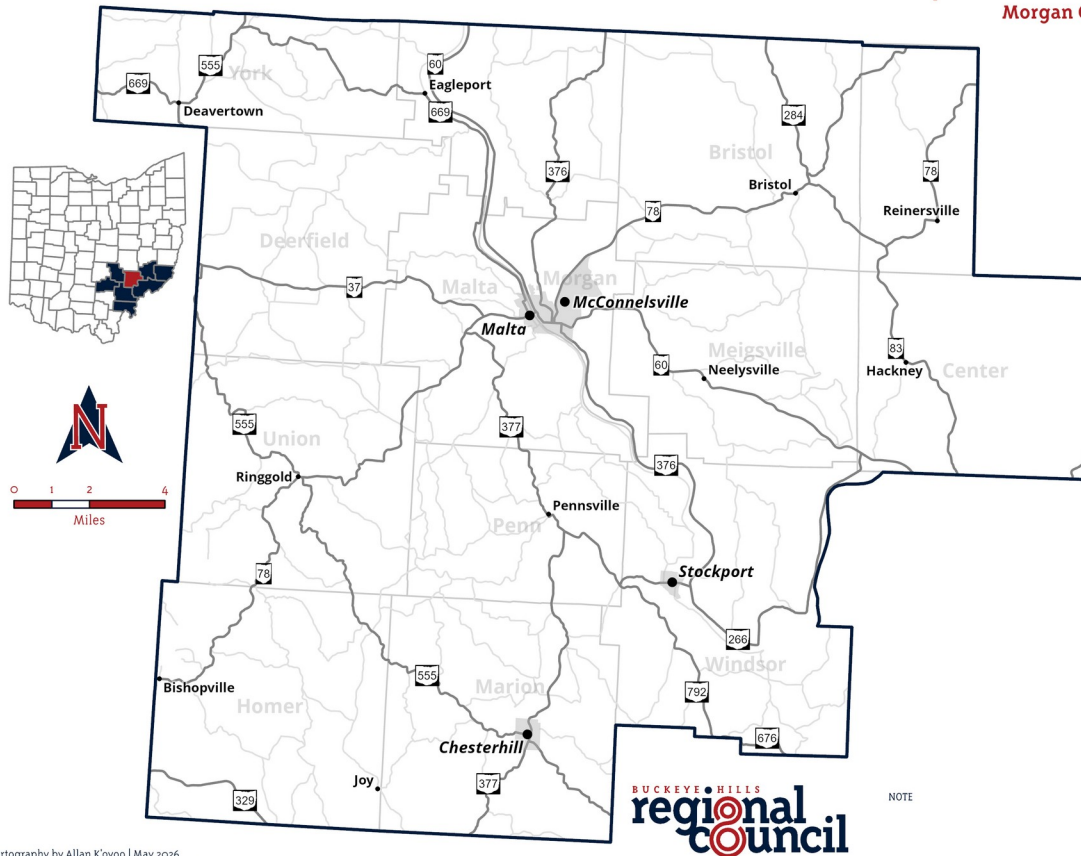
Towns that we travel to at least 50 trips per year:

- Belpre
- Beverly
- Blue Rock
- Caldwell
- Chesterhill
- Columbus

- Glouster
- Lancaster
- Malta
- McConnelsville
- Marietta

- New Lexington
- Pennsville
- Stockport
- Waterford
- Zanesville

Transportation Network Morgan County, Ohio



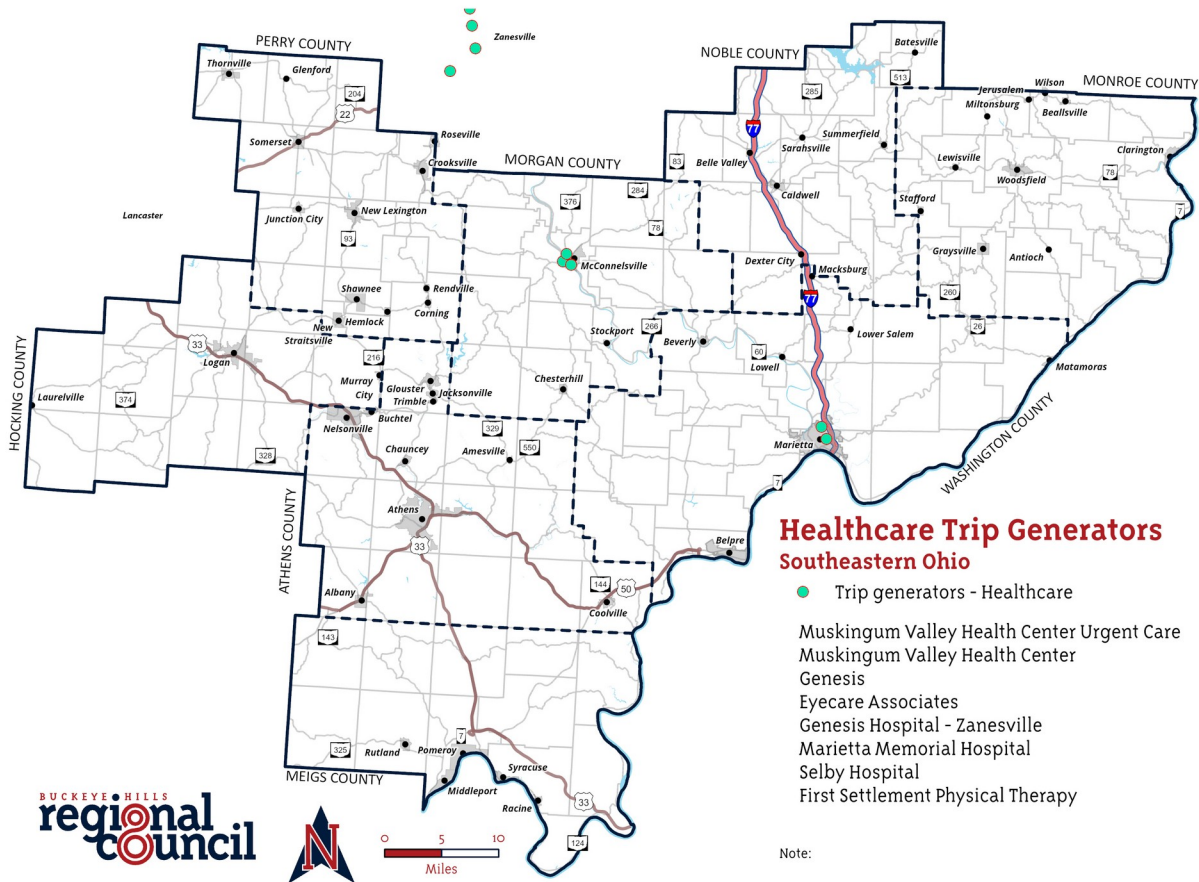
Cartography by Allan K'oyoo | May 2026
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Transportation Network in Morgan County, Ohio

The transportation network in Morgan County is primarily centered around State Routes 60, 78, 37, 376, and 555, which connect the county's major communities including McConnelsville, Malta, Stockport, Chesterhill, and Pennsville. The map illustrates how these roadways serve as critical travel corridors for residents accessing employment, healthcare, education, shopping, and public services both within and outside the county.

McConnelsville and Malta function as the primary transportation hubs due to their central location and connection to several state routes. The county's rural geography and limited roadway network create transportation challenges for residents living in outlying communities, particularly in the southern and eastern portions of the county. Reliable transportation

infrastructure remains essential for connecting residents to regional destinations and support services throughout southeast Ohio.

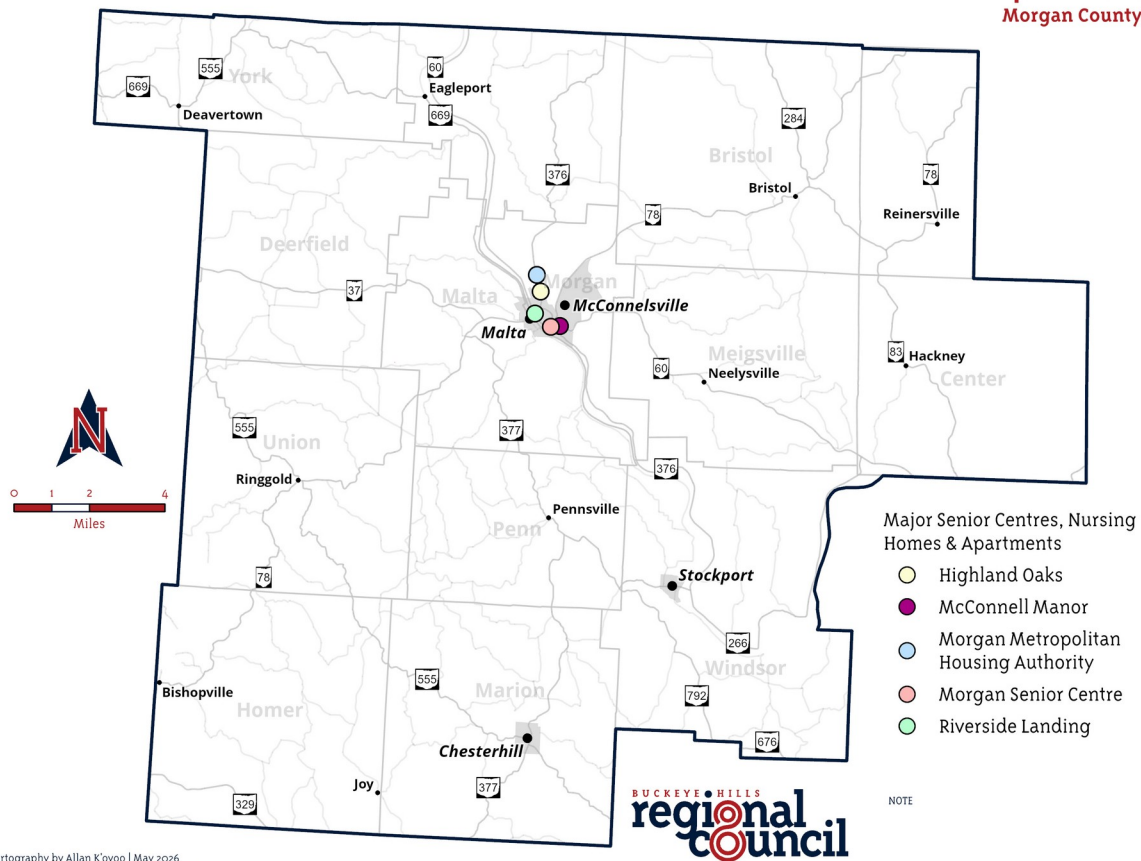


Cartography by ALLAN K'OYOO | May 2026
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Major Healthcare Facilities:

- Muskingum Valley Health Urgent Care
- Muskingum Vally Health Care
- Genesis
- Genesis Hospital
- Eyecare Associates
- Marietta Hospital
- Selby Hospital
- First Settlement Physical Therapy

Trip Generators Morgan County, Ohio

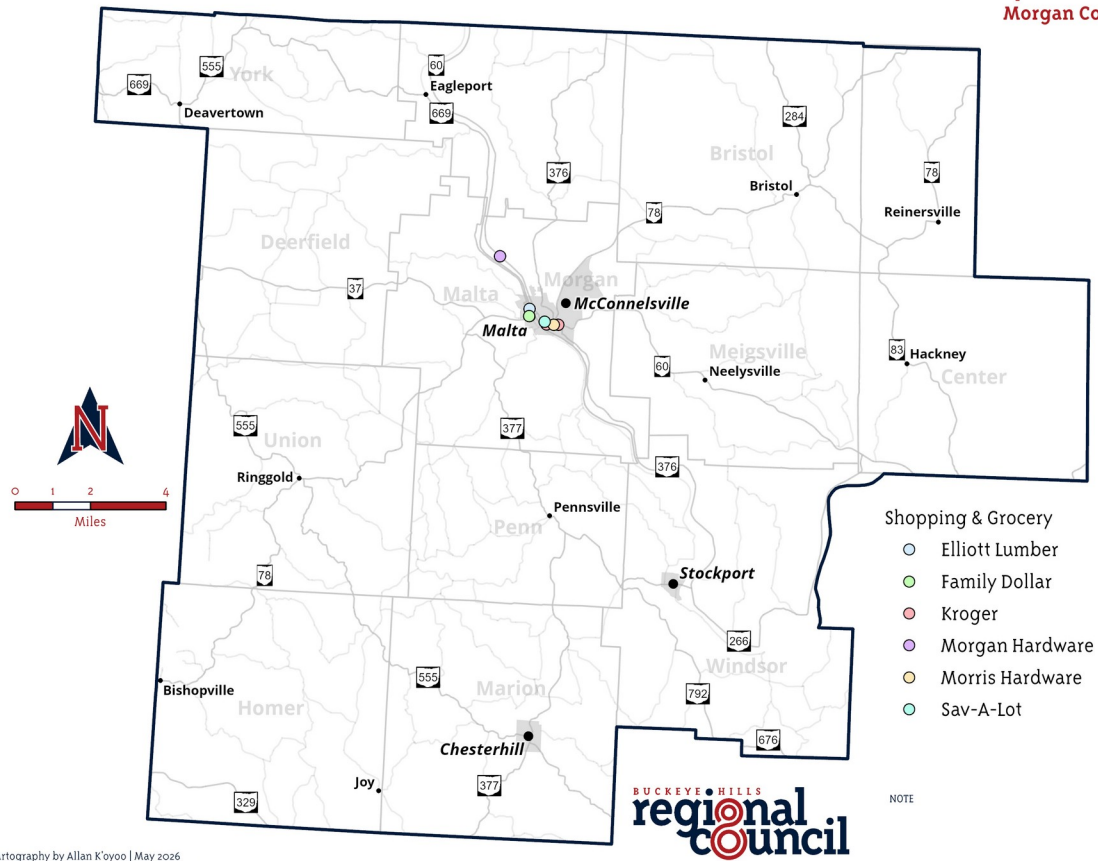


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 For information about data sources, please contact a GIS Specialist at Buckeye Hills

Major Senior Centers, Nursing Homes and Apartment Complexes:

- Morgan County Senior Center
- McConnell Manor
- Riverside Landing
- Highland Oaks
- Morgan Metropolitan Housing Authority

Trip Generators Morgan County, Ohio

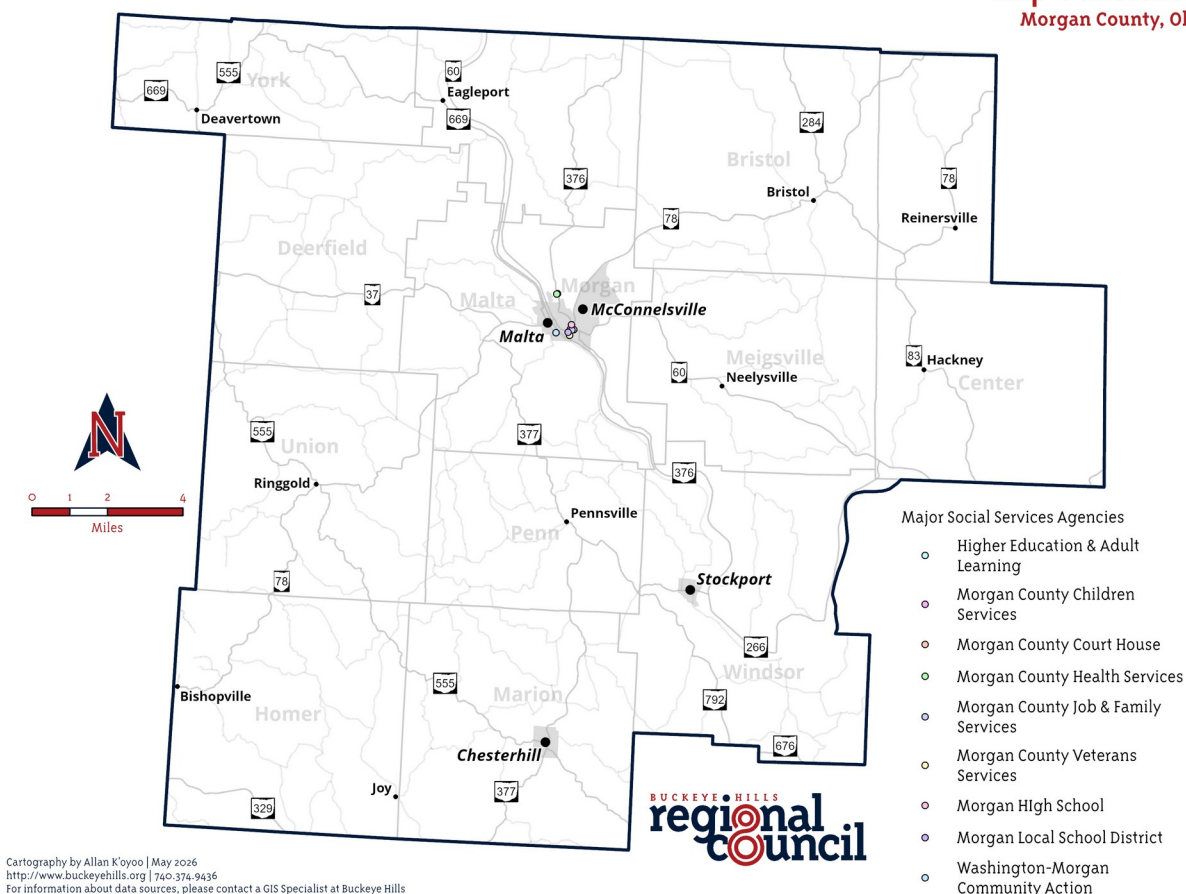


Cartography by Allan K'oyoo | May 2026
<http://www.buckeyehills.org> | 740-374-9436
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Shopping and Grocery:

- Sav-A-Lot
- Kroger
- Meyers Specialty Market
- Family Dollar
- Dollar General
- Morris Hardware
- Elliott Lumber
- Morgan Hardware

Trip Generators Morgan County, Ohio



Most major trip generators in the county are located in the Village of McConnellsville. This is a map of the major trip generators in Morgan County including governmental offices, major shopping areas, and doctors' offices. Identification of these facilities is listed below. Major healthcare facilities including doctors' offices, mental health facilities, and urgent care included:

Major Social Services Agencies:

- Morgan County Children services
- Morgan County Health Dept.
- Morgan County Courthouse
- Morgan County Department of Job and Family Services
- Morgan County Veteran's Service commission
- Morgan/Washington Community Action

Major Education Facilities

- Morgan Local School District
- Morgan/Washington Play & Learn pre-school

Other Influences in Trip Generators

- ***Population Centers***

Morgan County can be classified as very rural, with few population centers of any size. As noted previously in this planning report, the largest center in the County. McConnelsville, has a population of 1,626, and adding neighboring Malta's 555, the County's largest center, by far, has just 2,181 people. The two villages at the southern end of the county are Chesterhill, with 276 residents, and Stockport, with 483. Eleven townships have populations that are larger than Stockport's. Thus, aside from McConnelsville/Malta, there are no significant population clusters in the County, and the Buckeye Southeast Transit system has to be designed for notably decentralized service.

- ***Housing and Special Populations***

There are two nursing and rehab centers in the County, and both are located in the McConnelsville area. Their residents are served by public transit, as well as by vehicles owned and operated by the homes themselves. These centers are Highland Oaks Health Center, located at 4114 State Route 376 in McConnelsville, and Riverside Landing, located at 856 S. Riverside Drive in McConnelsville, on the south side of town. The two centers do not generate significant demand for the transit system, although Highland Oaks draws other elderly and disabled county residents because of its rehab center.

The county has a limited number of housing developments that also generate customers. These include the McConnel Manor assisted housing facility, centrally located at 9th Street and Main Street in McConnelsville, Windsor Village apartments, located at 1208 Main Street in Stockport, and Morgan Metropolitan Housing Authority 4580 N. St. Rt. 376 NW in McConnelsville. An analysis of manifests found that a percentage of trips were generated by residents of these concentrated apartment complexes. However, the existence of special needs or subsidized housing of significant size in Morgan County is limited to nonexistent, and transit demand is more decentralized than in urban areas where there are concentrations of such housing.

- ***Shopping***

McConnelsville is the retail center for Morgan County, although it would appear that significant "leakage" of retail activity occurs with county residents shopping in adjacent communities such as Zanesville, Athens, and Marietta. A very small number of rides were attributed to shopping as a trip purpose, and a seasonal shuttle service to Zanesville did not draw the number of passengers that were projected, but will be revisited in the future. Since subsidized rides cannot generally cross county boundaries (aside from special projects such as the shuttle service) unless they serve a medical need, there are very few riders interested in shopping in a nearby center such as Zanesville and other surrounding cities.

- **Medical Facilities**

Morgan County has a limited number of medical facilities. It was noted from manuscripts that transit services were used to reach virtually all of them. Physician's offices include:

- Genesis Prime Care, 4279 N SR 376, McConnellsville, Ohio
- Muskingum Valley Health Center, 859 N. Main St., Malta Ohio

Primary care physicians can only refer specific problems to specialists in other counties; such specialists are listed in the Morgan County directory in communities including Zanesville, New Lexington, Glouster, Marietta, Nelsonville, Lancaster, Newark and Athens. Buckeye Southeast Transit constantly faces the challenge of grouping rides for system efficiency.

Virtually all the in-county medically related destinations were in McConnellsville, but the riders were coming from a variety of areas within the County. Rides were greatly dispersed, geographically and over time, making it difficult to strategically combine rides and routes. Further, as noted previously, there is no hospital in Morgan County, and residents have a variety of preferences regarding their hospital of choice, (and doctors refer patients to a variety of hospitals, depending upon the area of specialization needed, and the orientation of the resident toward outside cities).

- **Places of Employment**

The Buckeye Southeast Transit system is used extensively by people on DJFS-sponsored employment programs. Those people are typically assigned to a job site owned and operated by a public entity, but only one or two employees are typically working in any one place. Thus, the need to provide individual rides to unique destinations, without the ability to effectively combine riders in one efficient ride, is again nonexistent. In general, such employment is largely concentrated in the McConnellsville area, with the Riecker Building, Senior Center, fairgrounds, and other public facilities available. Subsidized employees have also historically worked at the Community Action office in Malta and other locations in the county.

In terms of concentrations of private sector employment within the County, there are several manufacturers along State Route 60 north of McConnellsville that Buckeye Southeast Transit does provide rides to and from work.

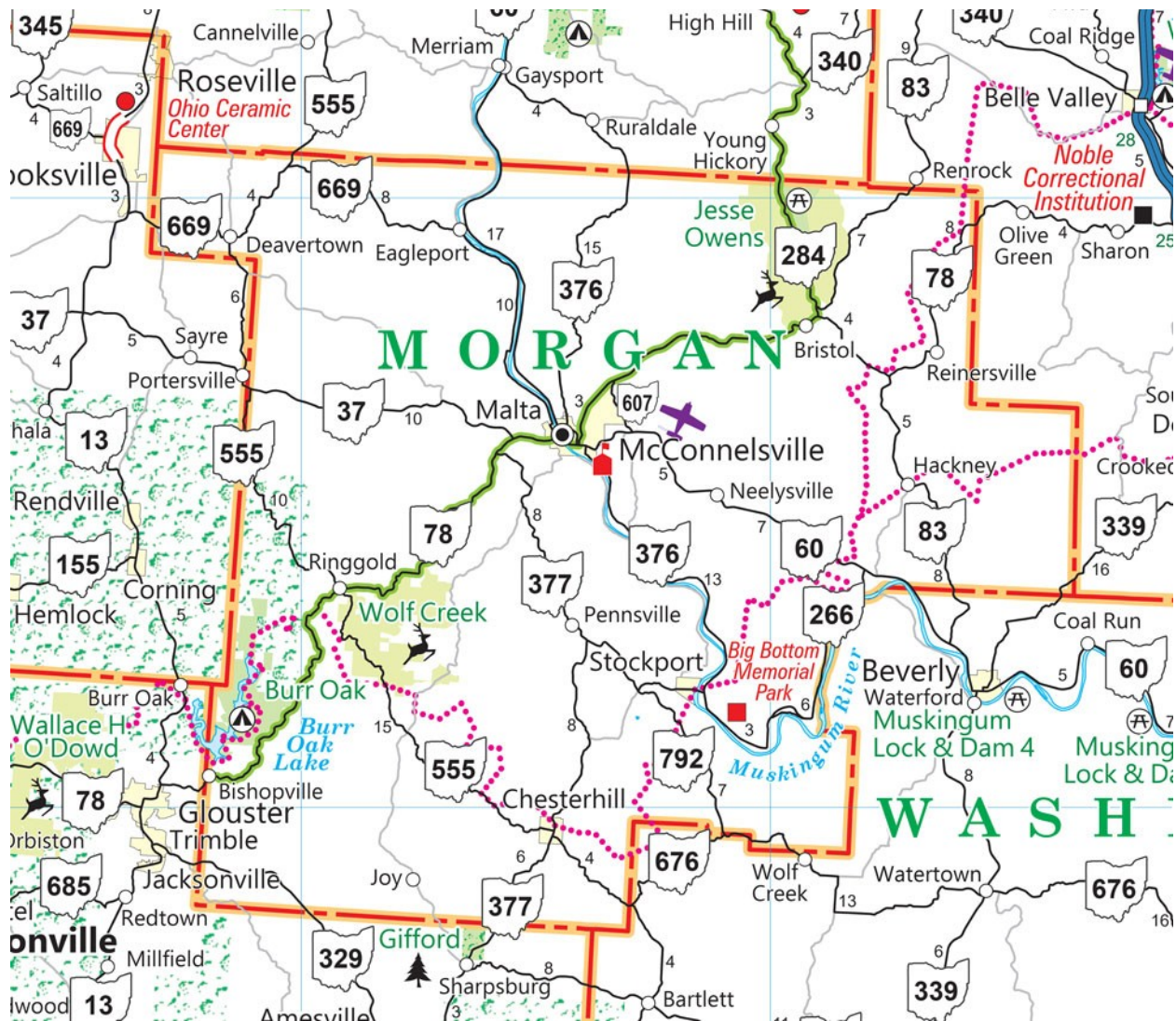
Population Demographics

Morgan County is located in southeastern Ohio along the Muskingum River, between Zanesville and Marietta. The county had an estimated population of approximately 13,532 in 2024 and remains one of the least densely populated counties in the state. Residents are widely dispersed across rural areas, with relatively few concentrated population centers and the population is estimated to drop to 12,231 by 2030.

The largest municipality is the village of McConnellsville, the county seat, with an estimated population of about 1,662. Other incorporated villages include Malta with about 555 residents,

Stockport with about 482, and Chesterhill with about 274. Larger township population areas include Windsor Township with about 1,871 residents, Malta Township with about 1,659, Marion Township with about 1,172, and Bloom Township with about 958.

This rural settlement pattern and dispersed population create ongoing transportation challenges, requiring services that can effectively reach residents throughout the county's townships, villages, and unincorporated communities.

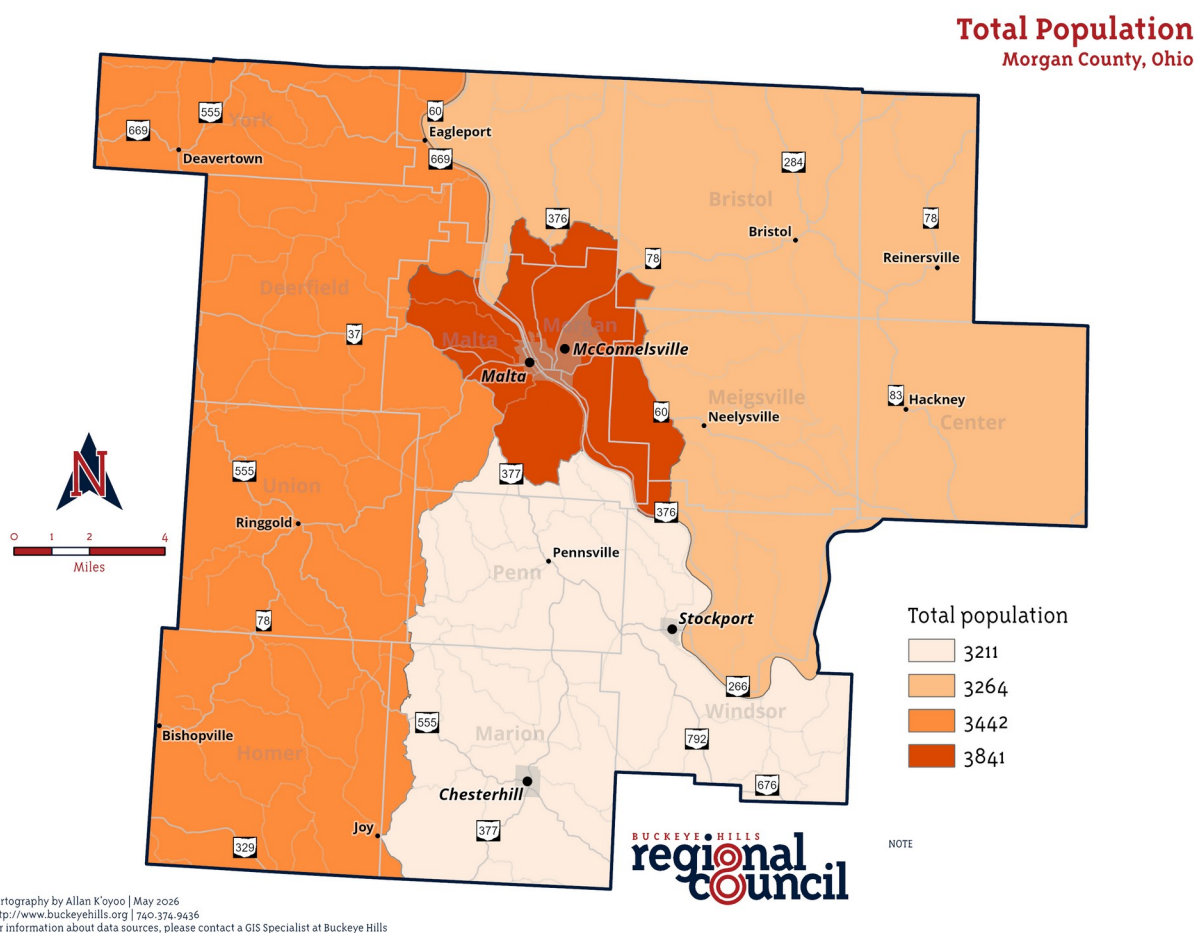


Morgan County Population

Year	Pop.	Growth	% Change
2030	12,321	-1,211	-11.7%
2025	13,532	-224	-1.63%

2020	13,756	-749	-5.16%
2010	15,033	839	5.91%
1990	14,194	-47	-0.33%
1980	14,241	1,866	15.08%
1970	12,375	-372	-2.92%
1960	12,747	-89	-0.69%
1950	12,836	-1,391	-9.78%
1940	14,227	644	4.74%
1930	13,583	-972	-6.68%
1920	14,555	-1,542	-9.58%
1910	16,097	-1,808	-10.1%
1900	17,905	-1,238	-6.47%

Five additional townships (Malta, Marion, Homer, Windsor, Meigs, Meigs, Homer, Deerfield, Bloom and Morgan) had populations exceeding 800 people. It is clear that the county's population is indeed spread throughout the geography of the county, with only McConnellsville appearing to be a true regional center. There is thus a great need to be receptive to transportation needs and demands throughout the county, throughout its four incorporated municipalities, several other unincorporated communities, and fourteen townships.



This table shows a number of relatively high-population areas throughout the county, although the Malta-McConnellsville area, including Malta and Morgan Townships, is a clear population

center, with their combined population. While Malta/McConnellsville is in the northern portion of the county, several areas in the south also have populations of over 3,000, such as Windsor Twp./Stockport and Marion Twp./ Chesterhill. Even Homer Twp. in the extreme southwest.

Elderly Population

Following national trends, Morgan County has a large cohort of “baby boomers”, with 967 people aged 45 to 54 and another 2,275 between 55 and 64 and 1,013 between 65 and 69. The total population of the county is broken down by age in the following table.

Populations by Age 2023 American Community Survey est. Population

Age	Total
Under 5	700
5-19 years	2,480
20-24 years	721
25-44 years	3,043
45-64 years	3,782
65 years and more	3,125

The county’s population aged 65 and over totals 3,125, accounting for 23.1 percent of the total population. There are 521 family households with householders aged 65 to 74, 252 with householders aged 75 to 84, and 27 with a householder aged 85 or over. For non-family households (largely, people living alone), there are 310 with a householder aged 65 to 74, 315 aged 75 to 84, and 110 aged 85 and over.

An important population group for public transportation is the elderly population. Among the 2,463 Morgan County residents aged 65 or over, 157 are in group quarters, 185 are males living alone, and 520 are females living alone. Six in ten of these elderlies, or 1,411, are in family households.

Just over half of the county’s elderly (51.7 percent, or 1,203) are in the four more populous areas of Malta/Malta Twp., McConnellsville/Morgan Twp., Stockport/Windsor Twp., and Chesterhill/Marion Twp. The elderly population is well dispersed throughout the county, requiring significant travel to serve them. A significant number reside in the more rural areas, and their continued independence and ability to maintain their residence may depend upon outside transportation providers.

Disabilities

The 2023 American Community Survey tallied 5,672 disabilities among the Morgan County population for persons aged 65 years and over. 9.6% of the population in Morgan County Ohio has a disability. The disabilities were classified as sensory, physical, mental, and self-care. All have some bearing upon demand for public or outside transportation. The table below classifies disabilities by type and by age group. Note that some individuals may have more than one disability, so this table is not a count of the number of disabled people, but rather the number of disabilities.

Disabilities and Elderly Morgan County

Disability/Elderly	Age 65 and over
Elderly	3,177
Disabled	1305
Total	5,672

People in Poverty in Morgan County

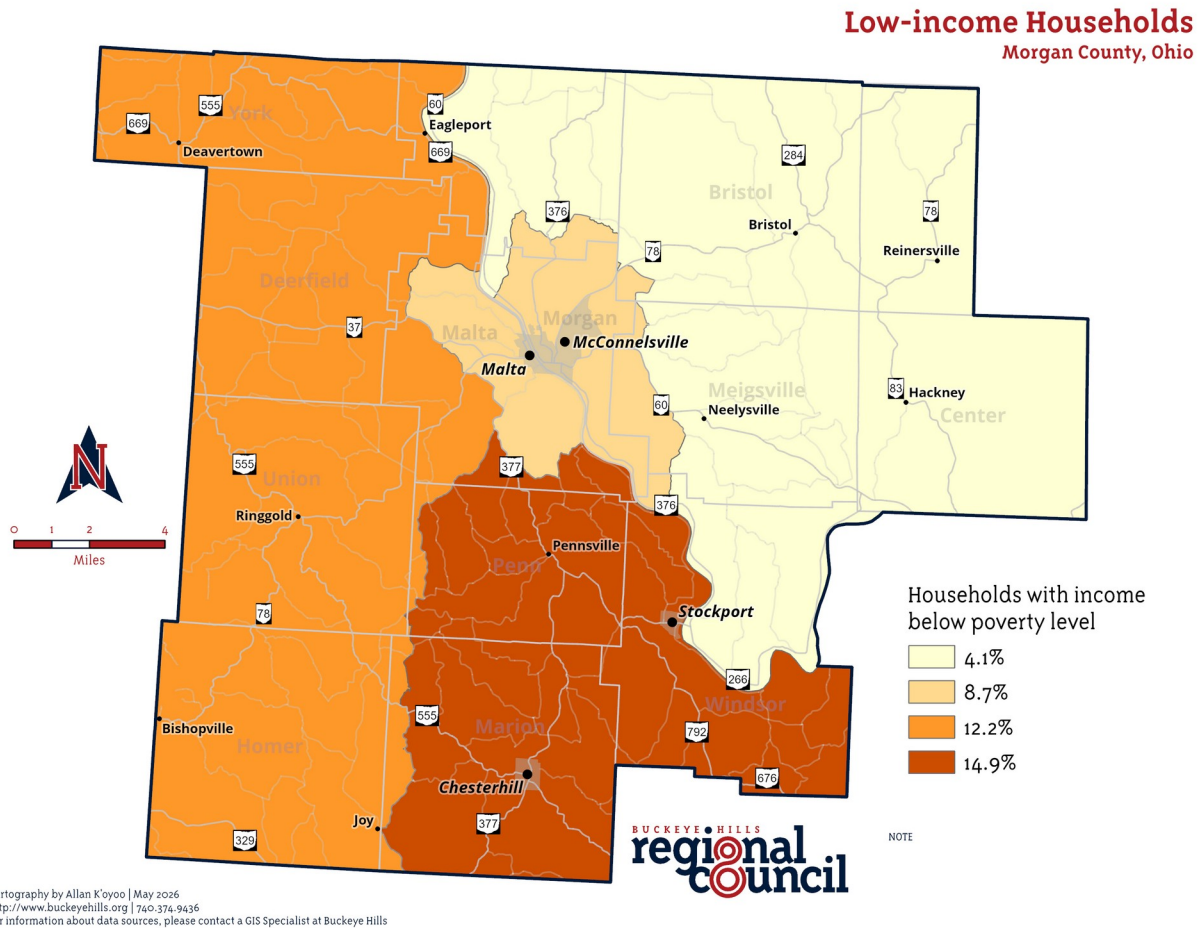
- 2023 Census Reporter and Data USA, **14.3 %** of Morgan County’s population is estimated to live below the poverty line.
- The “Ohio County Profiles — 2024 Edition” (by the Ohio Office of Research) gives more detailed breakdowns: Among all families in Morgan County, **12.8 %** are estimated to have incomes below the poverty threshold. The profile also shows breakdowns by income relative to the poverty level (e.g. “below 50 % of poverty level,” “100 %–124 % of poverty level”).
- In 2023, Morgan County’s population is estimated around **13,646**
- For children aged 5–17, the number in poverty (i.e. “related children in families in poverty”) was about **438** in 2023.
- For those under 18, the number in poverty was estimated at **607** in 2023.

Child Poverty (Ages 5–17)

One of the more consistent series is from the 2023 Census/SAIPE estimates for related children in families in poverty.

Year	Children (5–17) in poverty	Notes
2019 ~ 427		baseline
2020 ~ 363		drop during early pandemic period

Year	Children (5-17) in poverty	Notes
2021	~ 461	rebound
2022	~ 476	slight increase
2023	~ 438	modest reduction



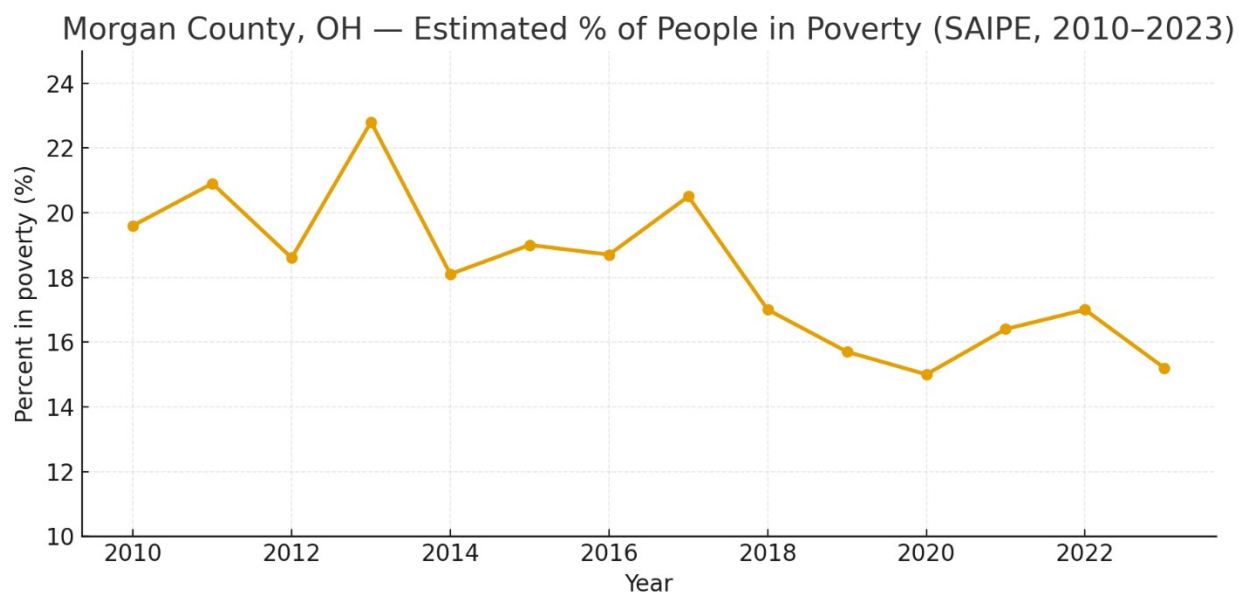
Demographic Factors

2023 Low poverty level Income Data by Community

Metric	2024 Estimate / Data	Notes & Comparisons
Population	13,532	Slight decline from earlier (~13,646 in 2024 profile)
Number "Below 50% of poverty level"	820	This is a deeper level of poverty (severe poverty)
Number "50% to 99% of poverty level"	1,116	People whose incomes are between half and full of the federal poverty line
Number "100% to 124% of poverty level"	674	Those just above the poverty line, but still quite

Metric	2024 Estimate / Data	Notes & Comparisons
poverty level"		low income
Households / Families in poverty	362 families	This is the number of family units below poverty in the 2025 profile
Median household income (	\$55,971	An increase over the earlier median of ~\$51,056

From the “2025 Edition” profile, one can infer that while many remain near or below the poverty thresholds, the distribution across severity levels is being tracked.



For purposes of transportation planning, it is important to know where the “market” exists, geographically, within the county. The information on the previous page presents data on elderly, disabled, and low-income populations, and their extent, throughout the county. As the county’s largest population and business center, McConnelsville and Morgan Township combined also have the highest number of elderlies, disabled, and lower-income individuals. However, concentrations can also be found especially in the Malta and Stockport areas. These population centers are significant enough to warrant consideration when planning essential services such as transportation.

Local Demographic and Socio-Economic Data

Morgan County's estimated 2025 population is **13,647** with a growth rate of 0.15% in the past year according to the most [recent United States census data](#). Morgan County is the 86th [largest](#)

county in Ohio. The 2010 population was **15,033** and has seen a growth of -9.22% since that time.

13,532

Total Population

33

Population Density (mi²)

86

Population Rank (State)

0.15%

Annual Population Growth

Population by Race

White	12,349	90.46%
Two or more races	698	5.11%
Black or African American	399	2.92%
Other race	172	01.26%
Asian	18	0.13%
Native American	15	0.11%

Economics and Income Statistics

Morgan County 's average per capita income is \$44,655. Household income levels show a median of \$59,351. The poverty rate stands at 12.91%.

Families: A family includes the owner or renter of the home along with everyone related to them - whether through birth, marriage, or adoption. This includes relatives like spouses, children, parents, siblings, grandparents, and any other family members.

Households: A household includes all the people who occupy a housing unit (such as a house or apartment) as their usual place of residence.

Non-Families: A nonfamily household is either someone living alone or when the owner/renter lives with people they aren't related to, like roommates.

Families	\$69,440	\$83,029
Households	\$59,351	\$70,286
Non-Families	\$24,925	\$38,182

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Demographic Data Analysis Summary of Morgan County, Ohio

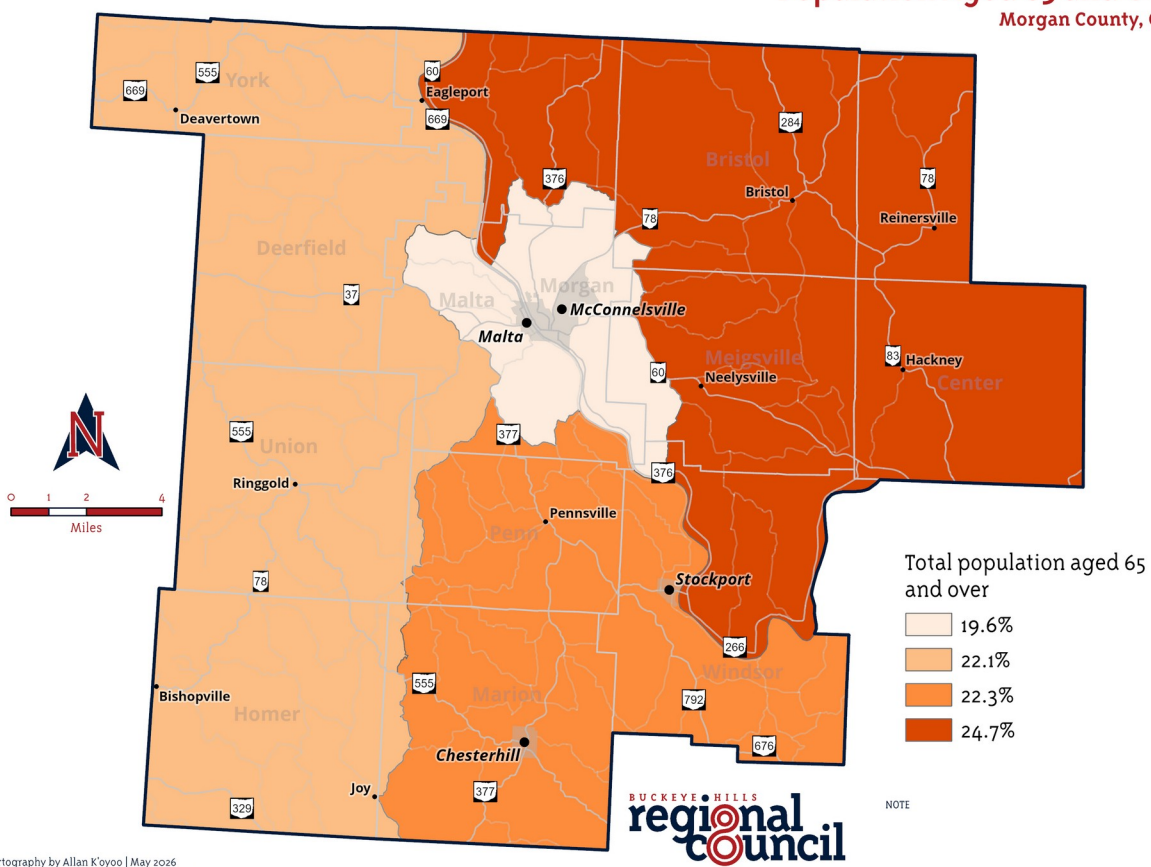
An analysis of demographic and socio-economic data in Morgan County indicates several transportation-related challenges tied to income levels, household composition, and poverty rates. The county's average per capita income is \$44,655, while the median household income is \$59,351. The overall poverty rate is 12.91%, reflecting a significant portion of residents who may experience financial barriers to transportation access. Income statistics also show notable differences between household types. Median family income is substantially higher than non-family households, which often include individuals living alone or with non-relatives. Non-family households report significantly lower income levels, suggesting that older adults, individuals living alone, and other vulnerable populations may face increased difficulty accessing reliable transportation options. The demographic and socio-economic data were aggregated by Census Block Group to identify areas with higher concentrations of individuals most likely to require transportation assistance. These populations may include older adults, individuals with disabilities, low-income households, and residents without access to a personal vehicle.

This analysis is valuable because it helps identify geographic areas where transportation needs are greatest. The data can then be compared with the locations of major trip generators—such as medical facilities, employment centers, grocery stores, senior services, and educational institutions—as well as the availability of existing transportation services. By evaluating these relationships, transportation providers and community stakeholders can better identify service gaps, improve coordination efforts, and prioritize resources to meet the mobility needs of Morgan County residents.

Map of Population Density of Individuals Age 65 and Older

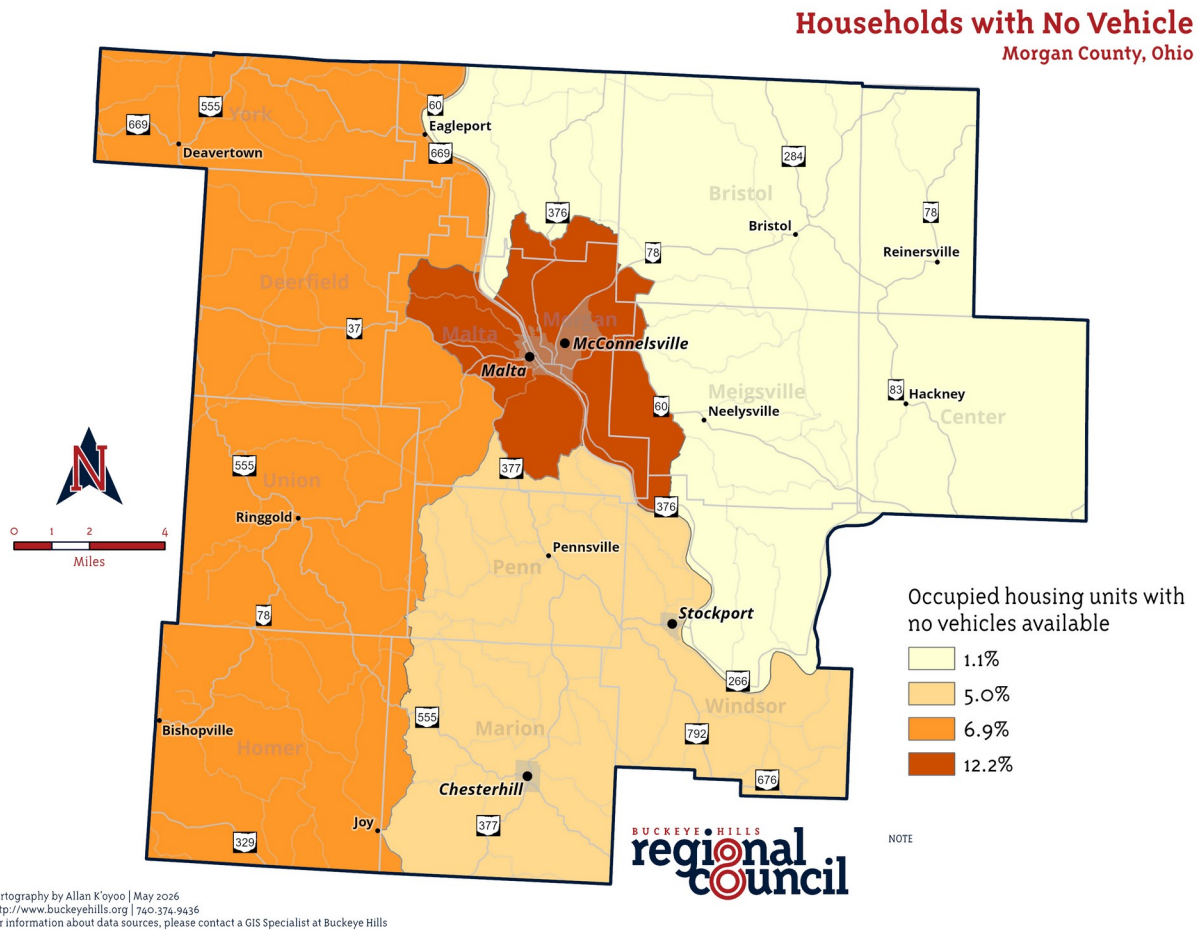
Population Aged 65 and Over

Morgan County, Ohio



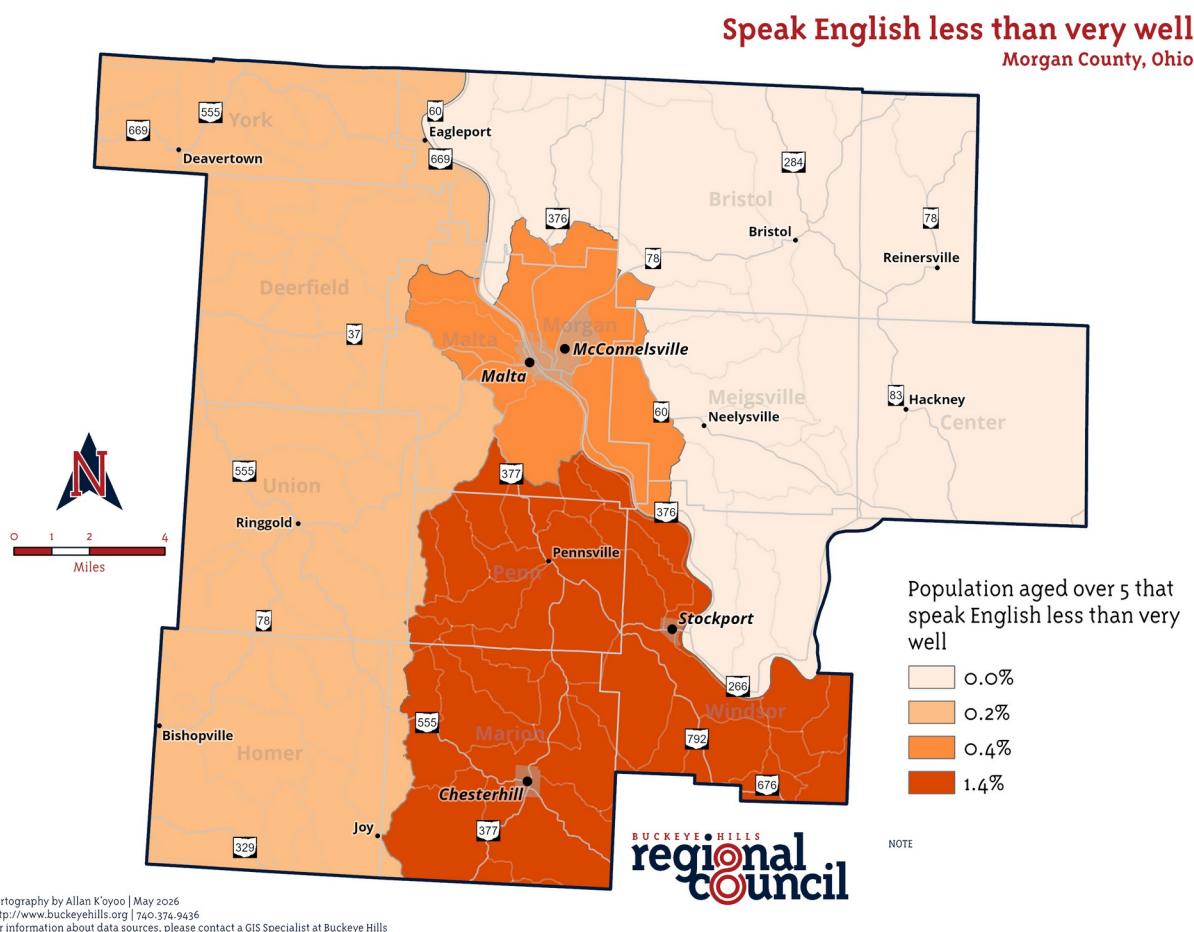
Cartography by Allan K'oyoo | May 2026
<http://www.buckeyehills.org> | 740.374.9436
 For information about data sources, please contact a GIS Specialist at Buckeye Hills

Map of Number of Households with no vehicle



The exhibit above indicates the areas where the number of zero vehicle households is above the Ohio average. The absence of a vehicle in the household is often an indication of the need for transportation services.

Summary of Population Speaking English Less Than Very Well in Morgan County, Ohio



The map illustrates the percentage of the population age 5 and older in Morgan County who report speaking English “less than very well.” Overall, Morgan County shows relatively low rates of limited English proficiency across most townships and communities. The highest concentrations are located in the southern and southeastern portions of the county, particularly within Penn, Marion, and Windsor Townships, where rates reach approximately 1.4% of the population. Moderate concentrations are also present in areas surrounding Malta and McConnellsville. Northern and eastern portions of the county, including Bristol, Center, and surrounding townships, show the lowest percentages, with some areas reporting little to no

population experiencing limited English proficiency. While the overall percentages remain small, the data highlights areas where language barriers may impact access to transportation, healthcare, employment, and public services. Understanding these geographic patterns can help transportation and community service providers better address communication needs and improve access to essential services throughout Morgan County.

Assessment of Available Services

Conducting an evaluation of service provider capabilities and analyzing the existing gaps and duplications of services for transportation resources in each community provides transportation planners with the information needed to implement changes that will improve the network of transportation resources and services in Morgan County and across county lines. The Morgan County Mobility office lead agency identified stakeholders to participate in the assessment of available services. These stakeholders included those who were represented in the current or past planning committees, as well as others who the planning committee identified as being appropriate stakeholders.

Interviews were conducted with each of the identified stakeholders. Opportunities to comment and participate in the planning process were given to each of the identified stakeholders. The purpose of the interview was to offer the stakeholders an opportunity to discuss the specific transportation services, gaps, needs, and priorities for their respective service areas or communities. When applicable, information reported in the previous coordinated plan was used to supplement information gathered during this planning effort.

Buckeye Southeast Transit

The primary source of public and contracted transportation in Morgan County is Buckeye Southeast Transit, which operates out of its offices at 900 south Riverside Dr. in McConnelsville. Office hours are 8:00 a.m. to 4:00 p.m., and they can be reached at (740)962-9125, or through Ohio Relay Service at 1-800-750-0750. Web-site: www.buckeyesoutheast.com. Normal hours of operation are Monday through Friday from 7:00 a.m. until 5:00 p.m., although the service can operate later into the evening if needed. As with most rural demand public transit systems, a 48-hour advance reservation is required, and same-day reservations are considered only when space is available, and it is possible to fit the ride in the day's schedule. Efforts are made, however, to accommodate same-day service when possible.

Buckeye Southeast Transit passenger policies include the following: Children under 13 must be accompanied by an adult. Personal care attendants (those who are designated or employed to assist a passenger) can ride free, but the scheduler/dispatcher should be advised if an attendant will be riding, when the ride is scheduled. Drivers can, upon request, provide door-to-door assistance from the main door of origin to the main door of destination, but drivers cannot

provide assistance if there is more than one step to be maneuvered. Further, drivers are prohibited from entering the passenger's home or any private residence.

A cancellation can be made at least two hours before the scheduled pick up. A no-show occurs when a passenger does not cancel and does not appear within five minutes of the vehicle's scheduled arrival at the point of pickup- during the "on-time" service window of 15 minutes before to 15 minutes after the scheduled pick-up time. No-shows are charged the amount of the trip, and three no-shows within a 30-day period and failure to pay for those no-show trips results in a 30-day denial of service.

Buckeye Southeast Transit operates on a combination of fare box revenues, contract revenues from local entities for which it provides rides, and state and federal operating funds. Capital needs such as new vehicles are included in a capital plan and funded in part by federal or state grants.

Morgan County Senior Center (Office on Aging)

The Morgan County Office on Aging has its office at 10 West Main Street, centrally located in downtown McConnelsville. The agency provides transportation to any senior age 60 or older, and although they cannot charge for their transportation services, they accept donations from riders. Seniors call the center directly to schedule a ride, and any senior requesting a ride that they cannot provide, and who cannot be rescheduled for another day, is given the contact information for Buckeye Southeast Transit.

The Office on Aging provides transportation services between 8:00 a.m. and 4:00 p.m., Monday through Friday. Seniors can usually call the center by 10:00 a.m. to schedule a ride for that day, but it is recommended that they call the day before. The Center primarily operates with three vans and car; the newer van (2017) has a lift and can seat up to 5 passengers. Service can be door to door, as needed. It is estimated that the Office provides over 100 trips every month.

A Center official stated that ride purposes are quite varied, including medical needs, shopping (commonly pharmacy and groceries), hair appointments, the library, nursing homes, and transportation to and from congregate meals at the Reiker building. Medical appointments are scheduled at any time. Regularly scheduled out-of-county trips are made to destinations including Columbus, New Lexington, Athens, Beverly, and Zanesville, based on expressed needs.

The Office on Aging has benefited from out-of-county doctors working with them to coordinate appointments to keep travel schedules as efficient as possible. The Center can be reached at 740/962-5600. Website: www.morgancounty-oh.gov/seniorcenter

Most rides are arranged one day in advance. The Office has three staff members trained to drive. Officials project an increase in demand for transportation among seniors, and are witnessing an increase in “younger elderly” requesting services. Increases may come as people work later in life and with more interest in recreational trips.

Morgan County Developmental Disabilities Board

The Morgan County Developmental Disabilities offices are located at 155 East Main St. McConnelsville, Ohio. Transportation was provided by this facility until 2015 for some forty mentally and developmentally disabled persons. MCBBB is no longer a Medicaid provider, and they contract all rides with Buckeye Southeast Transit. It is typically directly from local levy dollars provided by the Developmental Disabilities Board

Buckeye Southeast Transit and private non-medical transportation providers ensure that all individuals served are transported to employment and day habilitation (“dayhab”) facilities throughout the county.

Typical services covered on behalf of the DD Board include transportation to dayhab services, and transportation to places of employment for disabled individuals. Buckeye Southeast Transit can operate as late as 5 p.m. in cases where employees need to be picked up. It has been noted that demand is increasing for the younger, 0-22 age cohort.

Website: www.morgandd.org

Skilled Nursing Homes in Morgan County

Morgan County has two skilled nursing homes, Riverside Landing, located south of McConnelsville at 856 S. Riverside Drive, and Highland Oaks Health Center, located at 4114 S.R. 376 in McConnelsville.

Riverside Landing provides transportation services to its residents, and they typically schedule appointments on weekdays between 8:00 a.m. and 5:00 p.m. They share a bus and a van with their sister facility in Washington County, and when this transportation cannot meet the needs of both facilities, they call Public Transit or an ambulance service. The most common rides they provide involve trips from the nursing home to doctors' offices in Zanesville or right within McConnelsville.

The Riverside Landing vehicle is also used for resident outings to various destinations, such as to restaurants or parks. It is estimated that some 1,000 trips are made annually. Riverside Landing coordinates with Buckeye Southeast Transit. The corporation pays all associated costs, and pays an estimated \$10,000 annually for Public Transit, ambulance and stretcher services.

Website: <https://continuinghc.com/skilled-nursing-rehabilitation-facilities/riverside>

Highland Oaks Health Center also operates their own van to help transport residents to medical appointments and other outings. Highland Oaks also provides rehabilitation services on site and their facility is a destination for a number of County residents with appointments for rehabilitative services. Buckeye Southeast Transit has provided transportation services for a number of these residents. Website:

https://www.trilogyhs.com/senior-living/oh/mcconnelssville/highland-oaks//?utm_source=GMB&utm_medium=organic

Morgan County Department of Job and Family Services (DJFS)

The Morgan County DJFS is not a direct ride provider but is involved as a partner in supporting transportation services for income eligible residents with a need for such services. The DJFS office is in the Riecker Building at 155 E. Main Street in McConnelssville, and they can be reached at 740-962-4616. Website: www.dcfoffices.org

Morgan County DJFS helps fill clients' transportation gaps in two important ways. First, the office provides gas vouchers to eligible persons with a license and insurance, who need help in paying for fuel for their own vehicles. In 2025, the County DJFS office provided 1,898 vouchers to 241 clients, representing an expenditure of \$38,711.75 on trips to medical appointments.

Second, DJFS contracts with Morgan County Transit (currently at \$4 per mile) to provide rides to program-eligible clients. These beneficiary clients are largely Medicaid-eligible recipients, although they may need rides relating to work activities, and may be Food Stamps or Ohio Works First eligible.

Morgan County Veterans Services Commission

The Morgan County Veterans Services Commission is located at 135 S. Kennebec Avenue in McConnelssville and can be reached at 740-962-4181. This agency provides rides for military veterans living within Morgan County. They offer scheduled rides to Veterans' Services medical facilities in Columbus and Chillicothe, & the Chalmers P. Wylie VA Clinic in Columbus. They provide all rides through Buckeye Southeast Transit.

The office can also provide fuel cards for personal vehicles for medical appointments that are deemed as appropriate.

The office notes that a large portion of their clientele consists of Korean War veterans, but an increase in demand for services is projected with the growth of Vietnam veterans. www.morgancounty-oh.gov/veterans

Washington Morgan Community Action Commission

This two-county agency operates in Morgan County from its offices located at 50 West Third Street in Malta. The CAC administers a number of programs that provide direct services to the disadvantaged throughout the county. Services include Head Start, employment and training services, health services, family support for kinship caregivers, the Home Energy Assistance Program, and Weatherization services, among others.

Some CAC clients cannot travel to their office because they do not have a functioning vehicle, or caregivers cannot travel to the person for whom they provide assistance. The CAC coordinates with Buckeye Southeast Transit and Department of Job and Family Services on a regular basis, and referrals are routinely made between the agencies.

Website: <http://www.wmcap.org>

Organizational Characteristics

Agency Name	Directly Operates Transportation (Yes/No)	Purchases Transportation from Another Agency (if Yes, Who?)	Profit or non profit	Number of Annual 1 Way Commute Trips	Average Number of Trips	Are Vehicles Only Avail. for Human Service Clients
Buckeye SOUTHEAST Transit	Yes	no	Public non-profit	0	0	Yes
Morgan Senior Center	Yes	no	Public non-Profit	0	0	No
Morgan County Veteran's Office	No	no	Public non-Profit	0	0	no
Muskingum Valley Health	Yes	no	Public non-profit	0	0	no
Riverside Landing	Yes	no	Private for-profit	0	0	no
Highland Oaks	Yes	no	Private for-profit	0	0	no
Wash/Morgan	No	Yes	Public	0	0	no

Community Action			Non-Profit			
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The participating organizations provide a wide range of transportation including 7 of the participating organizations provide services on weekdays. 0 operate transportation on Saturdays and on Sundays. Evening services after 5 o'clock are operated by 0 organizations. The following table depicts the transportation service characteristics by agency.

Transportation Service Characteristics

Agency Name	Mode of Service	Days & Hours of Operation	Provides Medicaid-Eligible Trips (Y/N)	Level of Passenger Assistance Provided	Training Courses Required for Drivers
Buckeye SOUTHEAST Transit	Public Transit On-demand	8am-5pm	no	Curb to Curb, wheelchair accessible	Drug and Alcohol test Defensive Driving, First-aid, CPR, Wheelchair Securement
Morgan County Veterans office	Public Transit On-demand	8:30-4:30pm	yes	Wheelchair Accessible	Drug and Alcohol test Defensive Driving, First-aid, CPR, Wheelchair Securement
Morgan County Senior Center	Public Transit On-demand	8am-4 pm	yes	Wheelchair accessible	Drug and Alcohol test Defensive Driving, First-aid, CPR, Wheelchair Securement

Transportation-related expenses and revenues also differ by organization. Contracts are common revenue sources for transportation operators in Morgan County. The table below provides a summary of expenses and revenues for public and non-profit transportation programs.

Buckeye Southeast Transit Revenues and Expenses, comparison 2016 vs. 2020 vs. 2025 Budget

Item	2016	2020	2025
Passenger Fares	25,000	7,552	52,559
Contract Revenues	360,500	142,717	881,158
Federal Operating Funds	367,698	777,317	793,837
State Operating Funds	10,000		0
Other – contributed services	CM 42,235	4,279	121,999
Total Revenues	805,433	931,934	1,849,553
Salaries	410,083	497,934	997,437
Fringes	153,000	239,032	342,717
Contract Maintenance	36,735	3,269	116,636
Other Services	22,500	13,995	68,867
Fuels/Lubricants	113,015	61,294	143,921
Tires and Tubes	12,500	12,478	9,051
Other Materials	13,000	4,217	16,060
Utilities	12,000	21,741	67,188
Casualty/Liability Insurance	25,000	28,757	24,592
Travel and Meetings	1,000	1,116	9,192
Advertising and Promotional Media	2,500	2,629	5,858
Other Misc.	100	4,008	2,918
Interest Expense	4,000	2,895	0
Vehicle Material & supplies	0	30,024	24,689
Indirect cost	0	14,369	22,540
Motor Fuel Tax	0	11,552	18,823
General Administrative Facility Rent	0	5,579	16,720
Total Expenses	805,433	931,865	1,849,553

Transportation-Related Expenses and Revenues

Agency Name	Fare Structure	Donations Accepted (Y/N)	Full-Time & Part-Time Drivers	Full-Time & Part-Time Schedulers/Dispatchers	Revenue Sources	Total Annual Transportation Expenses
Buckeye Southeast Transit	\$1 per trip in county	no	10 full time 13 Part time	4 fulltime 2 part time	ODOT Contracts	\$1,849,553

The following table illustrates the technology used by each transportation provider for scheduling, dispatching, and/or GPS tracking vehicles.

Technology

Agency Name	Name of Scheduling Software	Do you have an App for Transportation (Y/N)?	Name of Dispatching Software	AVL System/ GPS (Y/N)
Buckeye Southeast Transit	CTS	no	CTS	Yes
Morgan County Office on Aging	none	no	none	no
Morgan County Veterans Commission	none	no	none	no

Assessment of Community Support for Transit

Lack of transportation has long been, and continues to be, a significant challenge for individuals and families living in poverty—particularly in rural communities such as Morgan County, where public transportation options are limited. Reliable transportation is essential for accessing employment, healthcare, education, grocery stores, and other critical services. Without it, many residents face barriers that directly impact their quality of life and economic stability.

Morgan County has consistently recognized the importance of improving transportation access throughout the region and has demonstrated ongoing support for local transportation initiatives and coordination efforts. In response to growing community needs, Morgan County partnered with the Ohio Department of Transportation (ODOT) in October 2020 to establish the Morgan County Mobility Management Program.

The Morgan County Mobility Manager position was created to strengthen transportation coordination and improve mobility opportunities for residents by:

- Increasing awareness and understanding of community transportation needs
- Promoting existing transportation services, resources, and programs
- Expanding transportation opportunities throughout the county
- Assisting individuals in accessing available transportation options
- Strengthening partnerships with local transportation providers, veteran services, healthcare organizations, and community agencies

With continued support from Morgan County leadership and the Transportation Advisory Committee (TAC), the Mobility Management Program has helped advance the goals identified in the county's transportation plan. Through strong community partnerships and a shared commitment to addressing transportation barriers, Morgan County continues to build a coordinated transportation network that receives broad community support and improves mobility for residents across the region.

Safety

Buckeye Southeast Transit

- Yearly County Safety Training for employees
- Safety Sensitive Position Training
- Distracted/ Defensive Driving Training
- Weather Safety Training
- CPR & First Aid Training
- Passengers Assistance Training
- Wheelchair Securement
- MUI and UI
- Covid-19 CDC Requirement
- Human Trafficking
- ADA Requirements
- CPR – First Aid
- Daily Vehicle Inspection

Morgan County Senior Center

- Drug & Alcohol
- Passenger Assistance Training (PAT)
- CORSA
- NIMS
- Confidentiality
- CPR- First Aid & Blood Borne Pathogens

Morgan County Veterans Services

- Drug & Alcohol
- Blood Borne Pathogens
- First Aid Kits
- Safety Equipment

Vehicles

Summary of Existing Transportation Resources

Morgan County transportation resources were evaluated through stakeholder interviews, community outreach, and review of previous coordinated transportation plans. The assessment identified existing services, transportation gaps, and opportunities for improved coordination among providers.

There is a total of 7 transportation providers in Morgan County

- **Buckeye Southeast Transit**
- **Morgan County Jobs and Family Services**
- **Morgan County Senior Center**
- **Highland Oaks**
- **Riverside Landing**
- **Muskingum Valley Health Center**
- **Veteran's Administration**

Buckeye Southeast Transit serves as the primary public transportation provider in Morgan County, offering demand-response transportation for medical appointments, employment, shopping, education, and other essential trips throughout the county and surrounding regions.

Additional transportation support is provided by the Morgan County Senior Center, Morgan County Developmental Disabilities Board, Riverside Landing, Highland Oaks Health Center, Morgan County Job and Family Services, Veterans Services, and Washington-Morgan Community Action Commission. These agencies provide or coordinate transportation for seniors, individuals with disabilities, veterans, low-income residents, and nursing facility residents. Buckeye Southeast Transit has 22 vans that are 100% equipped with wheelchair ramps and are fully wheelchair accessible.

Transportation services are coordinated among agencies to reduce duplication and improve efficiency; however, challenges remain related to increasing demand, limited vehicles, expanded service hours, same-day transportation requests, and long-distance medical trips. Continued collaboration and investment in transportation services remain important to meeting the mobility needs of Morgan County residents.

Assessment of Transportation Needs and Gaps

To better understand the needs of Morgan County, the planning committee examined research and data, as well as solicited input from the community in an effort to gather information about needs and gaps in transportation services. The demographic and socio-economic conditions of the study area are discussed in the Demographics Chapter of this plan. The following overview is an evaluation of the gaps in service based upon geographic data as well as from the perspective of the targeted populations, transportation providers, and the general public.

The TAC Committee contacted a variety of stakeholders in the area in an attempt to solicit input and request participation from any organization that could potentially be impacted by the coordinated transportation planning process. More information on how the Morgan County Mobility Management Office engaged stakeholders and the general public is available upon request.

The following methods were used to assess transportation needs and gaps:

- Assessment of data and demographics
- Virtual Public Meetings to solicit input
- Surveys of older adults, individuals with disabilities, and the general public

General Public and Stakeholder

Meetings/Focus Groups

Morgan County Mobility Office hosted and facilitated 4 quarterly local TAC meetings and focus groups to discuss the unmet transportation needs and gaps in mobility and transportation. 8 people participated in the meetings including 1 senior citizen and 1 disabled citizen. Neither made all the TAC meetings. During the meetings, the Morgan County Mobility Management office presented highlights of the coordinated transportation in the Morgan County and discussed the activities since the last Coordinated Public Transit Human Services Transportation Plan that have helped to address some of the unmet transportation needs and gaps in services for the area.

Following the initial presentation, the stakeholders were asked to review the gaps in transportation services and needs from the previous plan/or update and identify any gaps that were no longer valid and any new needs/gaps. The focus of the discussion was transportation for older adults, individuals with disabilities, and people with low incomes. However, several topics discussed also impact mobility options for the general public.

After the changes to the needs/gaps list were completed and new needs/gaps were added, each participant was asked to rank the needs/gaps using colored dots representing a high, medium, or low priority or that the remaining gap/need should be deleted. Participants discussed all mobility issues to achieve, preserve, avoid, or eliminate through coordination during the meeting. Coordinated transportation stakeholders will consider these unmet needs when developing transportation goals, strategies, and grant applications.

Surveys

Surveys for the 2026 Plan

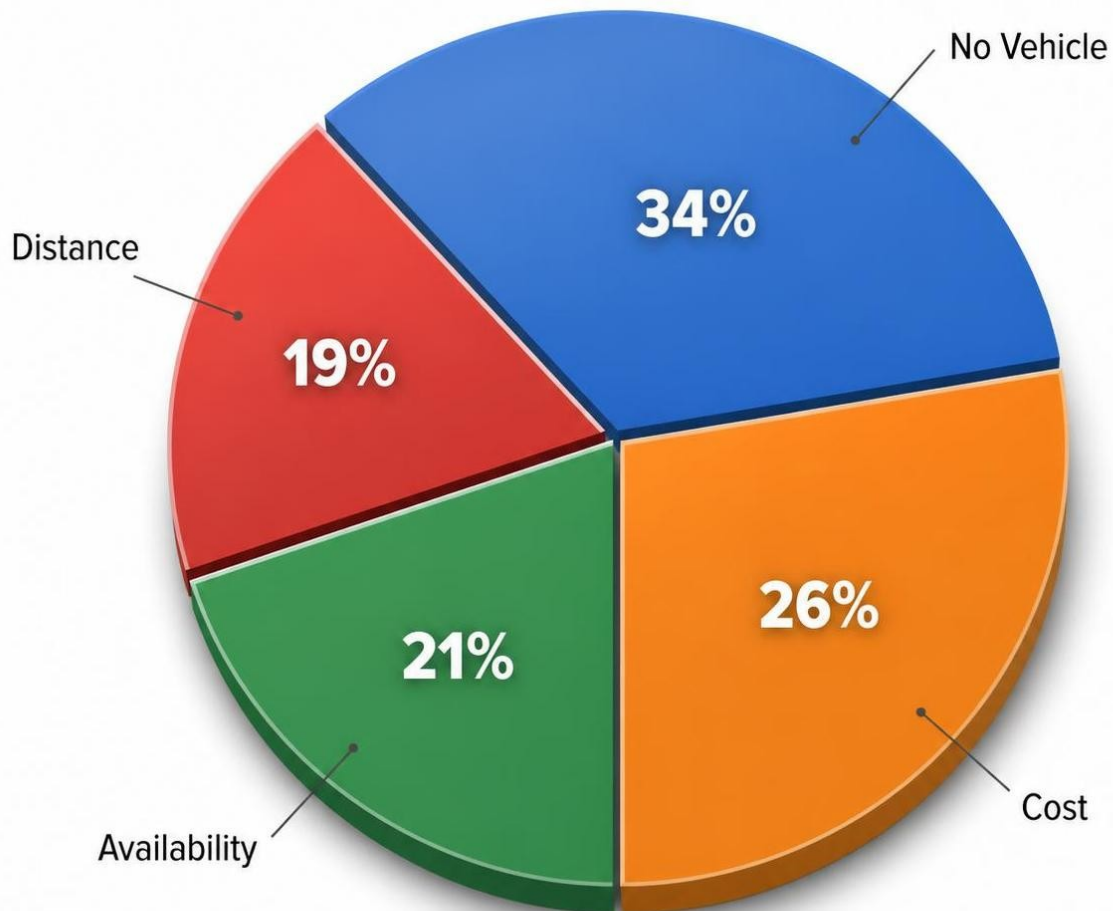
113 paper Surveys were collected in five local settings to gather public input and feedback from transit riders. Buckeye Southeast Transit passengers received surveys when boarding; transit staff collected completed forms. Additionally, responses came via the Morgan County Mobility Management Facebook page and from residents at Morgan Manor housing, the Morgan County Senior Center, and the Morgan County Fair. QR codes and an online survey there were a total of 51 surveys gathered making a grand total of 164 surveys collected.

The following summarizes the transportation survey results. Not every respondent answered every question.

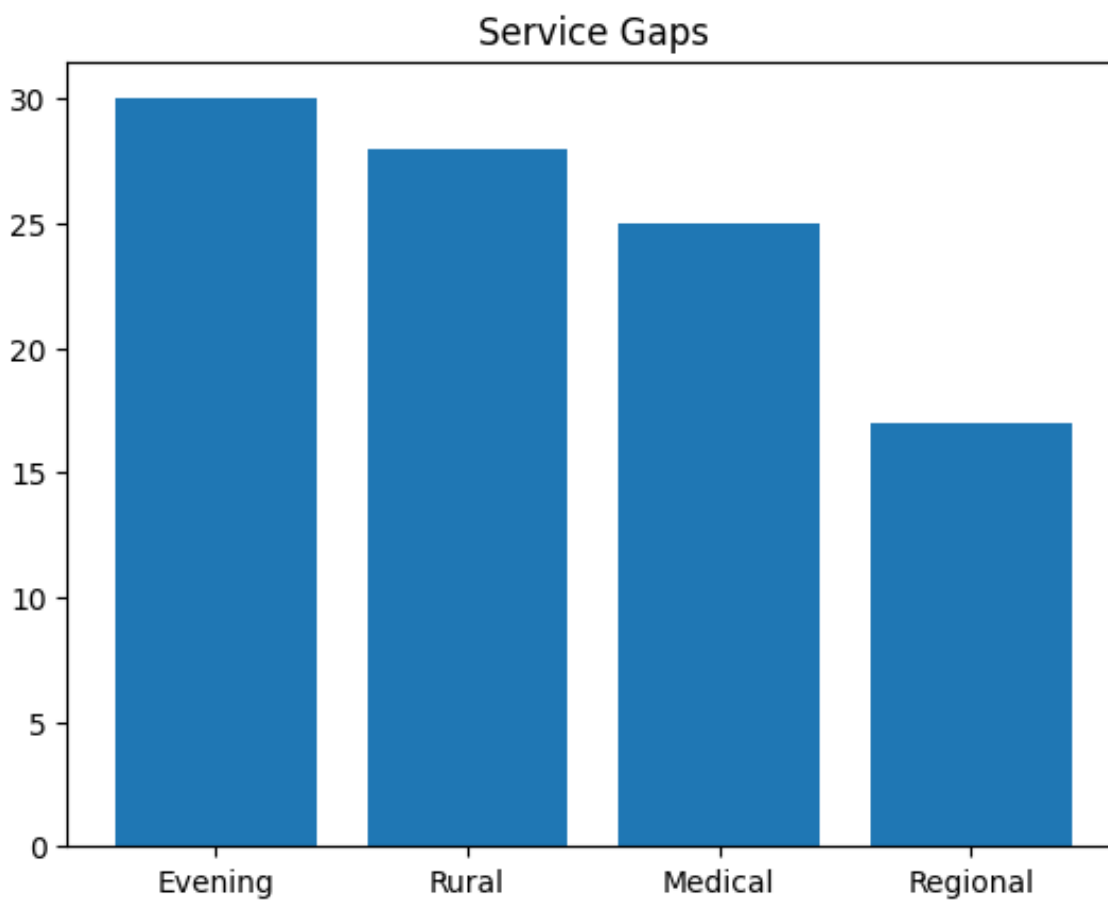
Key findings

- Most clients live in rural parts of the county where affordable transportation options are limited.
- Awareness of existing services and how to use them is low.
- Limited service hours (not early/late enough and limited weekend service) restrict access to employment, shopping, and medical appointments—this disproportionately affects second-shift workers. Many respondents said they would be willing to pay more per trip for expanded hours or improved service.
- Respondents frequently need transportation for medical appointments, often outside Morgan County. Affordable options for out-of-county trips are scarce, and several participants reported missing appointments because transportation was unavailable.

Barriers to Transportation – Morgan County, Ohio



The 2025 Morgan County survey shows major transit gaps: evening service is the biggest shortfall, followed by limited rural coverage, inadequate medical trips, and weak regional connections hindering healthcare access, work, socializing and travel outside the county. Together, these gaps point to a need for extended evening hours, expanded rural routes, more affordable out of county medical trips and improved regional coordination.

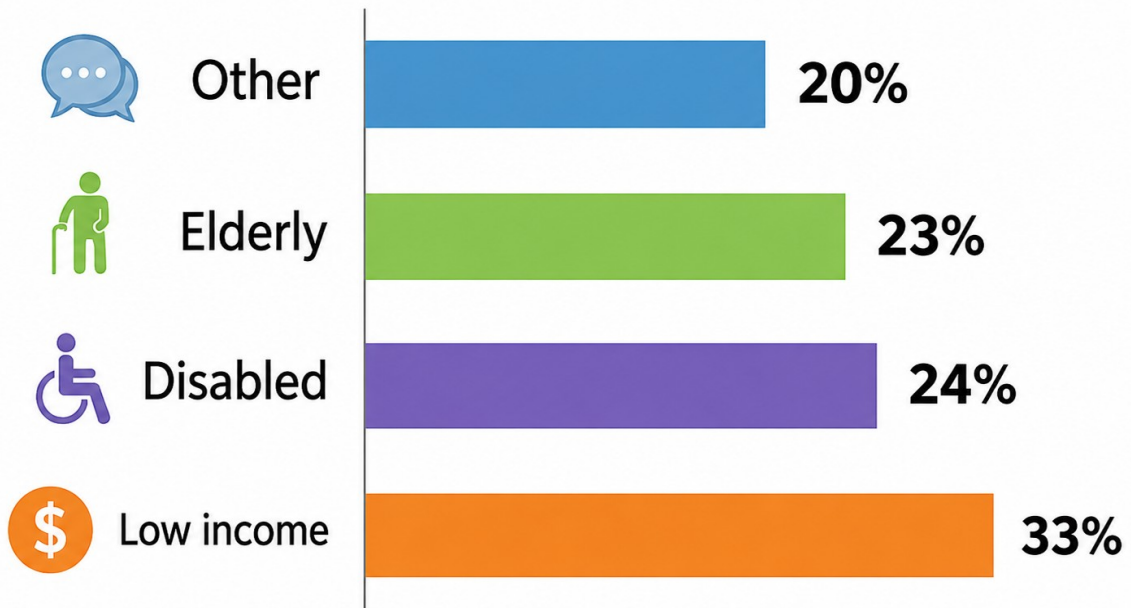


94.9% of Morgan County is aware of Buckeye Southeast Transit and only 5.1% isn't aware of public transportation. With the New Facebook page, web page and brochure's we will be able to reach the population that doesn't know about Public Transit in Morgan County, in an effort to serve all of the population.

Our survey gathered responses from residents throughout Morgan County. Notably, 73% of Morgan County residents participating in the survey indicated a consistent access to Buckeye Southeast Transit. Regarding demographics participants were identified as disabled (24%), elderly (23%), low income (33%), and other (20%). These demographic segments—the disabled, the elderly, and low-income families are our primary focus for transportation outreach and education,

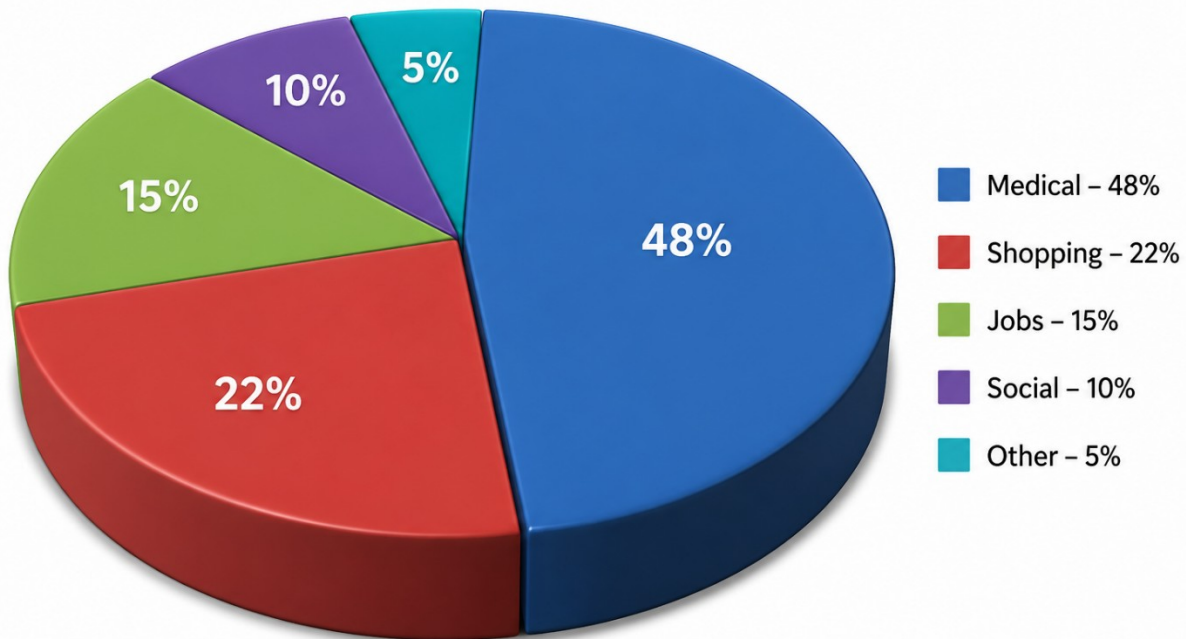
collectively comprising 80% of the survey population. Our objective is to develop a comprehensive transportation system accessible to all.

I consider myself



Destinations of riders

Buckeye Southeast Transit Trip Purpose



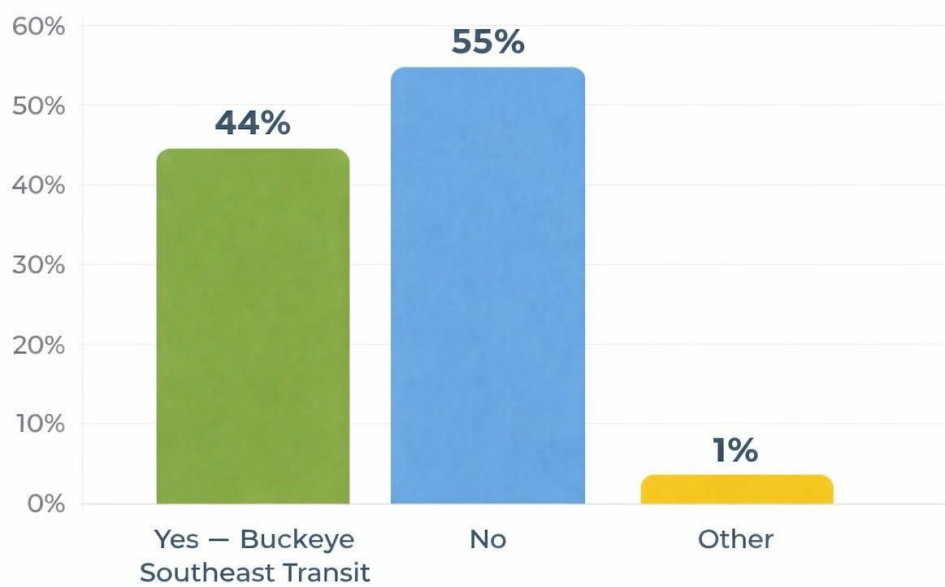
Buckeye Southeast Transit riders rode the transit system a total of 32,852 trips in and out of Morgan County Ohio.

48% of those trips were Medical related, 22% were shopping related, 15% were Employment related, 10% Social and 5% was other trips to town or other to places in Morgan County Ohio.

Frequency of Use

Have you used Buckeye SOUTHEAST TRANSIT

Survey responses (percent)



55% have never used Buckeye Southeast Transit while 44% have and 1% have used another service. We need to educate and reach the other 56% of the people that have never used public transportation. If we educate the public more and add new bus stops throughout the county, we will be able to reach the 60.2% of the population that has never used public transportation.

Challenges to Coordinated Transportation

In addition to identifying needs, the planning committee gathered information from stakeholders and used their own professional experience to identify challenges to providing coordinated transportation services. Coordinating communication and participation of the agencies and businesses finding the Needs and closing the gaps in between the organizations.

1. Lack of evening and weekend transportation options
2. Transportation for employment for 2nd and 3rd shifts is not available
3. Fixed routes
4. Bus stops and shelters
5. Marketing and education regarding transportation options
6. Access to safe active transportation routes
7. Decrease cost to the public
8. Funding for Transit
9. Sustaining the Mobility Manager
10. Reliable transportation for elderly
11. Reliable transportation for the disabled
12. Lack of bike paths and walking trails
13. Improved new sidewalks
14. Lack of river access on the Muskingum River
15. Ambulette services in the county

Summary of Unmet Mobility Needs

The following table describes the identified unmet transportation needs that were identified and the method used to identify and prioritize each need. Needs are listed in order of their rank in highest to lowest priority.

Prioritized Unmet Mobility Needs

Rank	Unmet Need Description	Method Used to Identify and Rank Need
1	Funding for Public Transit	Surveys, Interviews and Stakeholders
2	Sustaining a Mobility Manager	Surveys, Interviews and Stakeholders
3	Community Access for the Elderly and Disabled people	Surveys, Interviews and Stakeholders
4	Fixed Public Transit Routes	Surveys, Interviews and Stakeholders
5	Improving Public Transit Bus Stops	Surveys, Interviews and Stakeholders
6	Widening State Routes for Bike Paths, Walking Trails along roadways	Surveys, Interviews and Stakeholders
7	Ambulette services in the county	Surveys, interviews and Stakeholders
8	Improving and creating sidewalks in Villages and communities in Morgan County.	Surveys, Interviews and Stakeholders
9	Create more Muskingum River and waterway activity	Surveys, Interviews and Stakeholders
10	Develop River Access on St. Rt. 60 North and promote Muskingum River Water Trail	Surveys, Interviews and Stakeholders

Goals and Strategies

Developing strategies to address gaps and needs/goals and the implementation of Strategies for improving transportation for Morgan County should address the service gaps and user needs identified in this plan if they are to be effective. As described, the gaps and unmet needs were based on information obtained from geographic analysis, the attendees participating in the meetings, and responses to the public survey.

Based on information gathered throughout the planning process, the Morgan County Mobility Office developed the following strategies to address the gaps and unmet transportation needs. Priority levels are assigned by considering the primary funding sources that could be available to support plan implementation compared to the importance of meeting this unmet need expressed by the public and stakeholders. Not all strategies are activities specifically eligible for funding under the existing programs, nor is it guaranteed that sufficient funding will be available to achieve every strategy identified. In addition, the local stakeholders will need to provide support and commit to pursuing the strategies if they are to be accomplished. Nonetheless, these strategies have been tailored to the identified primary gaps and needs.

Goal #1:

Goal: Sustaining Mobility Management Program for coordination of services throughout Morgan County.

Needs Being Addressed:

1. Morgan County has a large number of out of county trips which takes vehicles out of use for hours resulting in a limited number of trips that can be performed.
2. Continued education regarding transportation options in Morgan County is needed.
3. Elimination of duplicated trips will save agencies money and could lead to better hours of operation for the public.

Strategy:

Apply for funding through the ODOT Mobility Management program and increase partnerships for local revenue for match.

Action Steps:

1. Continue to employ a Mobility Manager.

2. The Mobility Manager will continue to work with agencies in Morgan County with hosting regular meetings, offer trainings and distribute outreach materials.
3. Continue the work of updating the coordinated plan to help identify any new unmet needs and develop goals to overcome those needs.
4. Educate the population of Morgan County about their transportation options.
5. Attend trainings, develop outreach materials, and continue to develop a communication process to achieve coordinated transportation.
6. Make transportation easier and safer for all.

Parties Responsible for Leading Implementation: Morgan County Development Office

Parties Responsible for Supporting Implementation: All Agencies that provide or create transportation in Morgan County.

Resources Needed: ODOT, FTA and County Partners

Potential Cost Range: \$60,000-\$120,000 dependent on funding available for the Morgan Mobility Management Program, including salary for Mobility Manager

Potential Funding Sources: 5310 Grant

Performance Measures/Targets:

1. Organize multiple schedules and riders to eliminate duplication and reduce the number of out of county trips.
2. Work with other transit focused organizations to secure funding to expand transportation.
3. Improve how to reach customers utilizing advanced technology to minimize duplications. Track what outreach option works best to reach the citizens of Morgan County.

Goal #2

Goal: Continue 5311 & 5339 funding for Buckeye Southeast Transit

Needs Being Addressed: Affordable, county-wide, door-to-door transportation services for seniors and individuals with disabilities and all citizens of Morgan County.

Strategy:

Apply for funding through the 5311 & 5339 ODOT programs and continue partnerships for contract service for local revenue from agencies in the area.

Action Steps:

1. Collect data and financial histories.
2. Request and advocate for an increase of 5311 & 5339 funding and a decrease for local and contract match needed.
3. Apply for increased funding for the Buckeye Southeast Transit program.

Parties Responsible for Leading Implementation: Morgan County Development Office, Morgan County Mobility Management Office, Ohio Department of Transportation

Parties Responsible for Supporting Implementation: Ohio Department of Transportation, Federal Transit Administration, Morgan County Board of Developmentally Disabilities, Morgan County Department of Aging and Morgan County Veterans Office.

Resources Needed: Funding, staff time, contract services, building space, vehicles, publications or printing, local cash, technology, capital needs and funds.

Potential Cost Range: \$700,000

Potential Funding Sources: 5311 & 5339 programs

Performance Measures/Targets:

1. Increase of funds allowable
2. Application of funds allowable
3. Acceptance of application for funds requested

Goal #3:

Goal: Expansion of fixed transit routes with schedules throughout the county.

Needs Being Addressed: Unavailability of affordable public transportation services connecting residents to job access, health care, social events, social service agencies, and educational opportunities.

Strategy:

Continue to assess the needs of the community and coordinate with public transit to offer fixed-route services to connect rural areas of the county to resources in the business centers.

Action Steps:

1. Identify and document need for expansion of services. Include project in the local Coordinated Transportation Plan.
2. Continued outreach of expansion of services with local governments, businesses, individuals, and organizations.
3. Create a pilot project based on data and public input.
4. Identify funding sources.

Parties Responsible for Leading Implementation: Buckeye Southeast Transit

Parties Responsible for Supporting Implementation: Ohio Department of Transportation, Federal Transit Administration

Resources Needed: Funding, staff time, contract services, customers, building space, vehicles, maintenance, publications or printing, local cash, technology, capital needs

Potential Cost Range: \$50,000, Dependent on routes and frequency of services

Potential Funding Sources: Federal 5311 & 5339 programs, State of Ohio general fund. Morgan County Job and Family Services, local fare reimbursements, local service contracts.

Performance Measures/Targets:

1. A completed pilot budget of the project
2. Application of funding sources completed
3. Expansion of services

Goal #4:

Goal: Provide a wide variety of transportation options that promote community access for people who are elderly and people with disabilities.

Needs Being Addressed:

1. Promote access which will allow for full integration into the community.
2. With access to the community a person can tap into local opportunities and build new relationships.
3. Access to the community through walking paths and/or sidewalks and the expanded availability of various modes of transportation, (cars, vans, bicycles, wheelchairs, motor driven wheelchairs, golf carts, etc.)

Strategy:

Partner with local authorities to assess current opportunities for access to the community as well as existing or potential barriers to access.

Action Steps:

1. Identify stakeholders who will participate in the assessment and planning process.
2. Assess current situation
3. Work with stakeholders to begin planning process and identify and prioritize areas of need.
4. Develop and implementation plan and identify the various funders who will be involved.
5. Implement plan.

Parties Responsible for Leading Implementation: Morgan County of Developmental Disabilities, Morgan County Mobility Management office, Morgan County Developmental office

Parties Responsible for Supporting Implementation: Relevant Stakeholders

Resources Needed: ODOT, Local Officials, Private sector

Potential Cost Range: To be determined by size of the project

Potential Funding Sources: Grants, Local development money, private contributions

Performance Measures Targets:

1. Measuring current access to the community rates to new rates after completion of the project.
2. Setting and meeting funding goals.
3. Completion of projects.

Goal #5:

Goal: Improving Bus Stops

The need to enhance passenger awareness and confidence in public transportation assets can only be improved by making changes to public transportation infrastructure in order to enhance the image of the system and improve the experience. The goal is to attract people to use the public transportation service and give them relief to the weather elements by creating optimized and user-friendly infrastructure, including bus stop shelters, a maintenance regime with hotline for reporting faults and damage, more bike parking and more readily available transit/transportation public information.

Strategy:

Conduct outreach to the public, stakeholders, local officials, Buckeye Southeast Transit, and other transportation providers to determine the need for public transportation infrastructure improvements.

Action Steps:

1. Document need for public transportation infrastructure
2. Continued outreach and support for improving Morgan County bus stops
3. Coordinate with local governmental offices to explore the feasibility of bus stops in the Villages of McConnelsville, Malta, Chesterhill, Stockport or Village in Morgan County
4. Identify potential funding sources

Parties Responsible for Leading Implementation: Morgan County Mobility Management office, Buckeye Southeast Transit. Morgan County Development Office

Parties Responsible for Supporting Implementation: Morgan County Local transportation provider and funding sources, all Villages in Morgan County.

Resources Needed: Funding, staff time, contract services, bus shelters, publication and printing, local cash, technology, capital needs

Potential Cost Range: Dependent on how many Bus stops that are installed. \$45,000

Potential Funding Sources: Contract revenues, ODOT 5310 & 5311, Morgan County Board of Developmental Disabilities, Morgan County Department of Job and Family Services

Performance Measures/Targets:

1. Completion of needs study
2. Completion of budget model and analysis of funding needed
3. Application and awarding of funding
4. Implement a pilot deployment or demonstration project
5. Completion of additional public transportation infrastructure enhancements

Goal #6:

Goal: Work with the Ohio Department of Transportation to widen State Routes 60/37/78/376 within Morgan County to include bicycle lanes, turn lanes, which is possible during the repaving of the state routes.

Needs Being Addressed:

1. Increase availability of active transportation for Morgan County commuters challenged by a disability.
2. Reduce health disparities within Morgan County's lower socioeconomic population by providing safe bicycling routes for access to employment and health care.
3. Improve overall health outcomes for Morgan County residents by providing safe routes for biking.

Strategy:

Work with the Ohio Department of Transportation prior to resurfacing projects to discuss the feasibility/availability of funding to widen State Routes 60/78/37/376 to include bicycle lanes.

Action Steps:

1. Morgan Mobility Management office schedule meetings with ODOT officials.
2. Determine resurfacing schedules.
3. Discuss feasibility of availability of funding to complete the widening of State Routes St Rt. 60/78/37/376 within Morgan County.

Parties Responsible for Leading Implementation: Morgan County Mobility Manager, Morgan County Development Office, Morgan County Tourism office

Parties Responsible for Supporting Implementation: Morgan County Mobility Office. Morgan County Development office

Resources Needed: ODOT and partner participation

Potential Cost Range: To Be Determined based on the availability of funding.

Performance Measures/Targets:

1. Measured by the number of meetings held between responsible parties.
2. Measured by the completion of feasibility study of the project.

3. Measured by the number of miles of State Highway widened for active transportation.
4. Measured by the dates for completion of project.

Goal #7:

Goal: Provide a wide variety of transportation options that promote community access for all populations for the Muskingum River.

Needs Being Addressed:

1. Promote access which will allow for full integration into the community and tourist.
2. With access to the community a person can tap into local opportunities and build new relationships.
3. Gaining Access to the Muskingum River and water sheds through boat ramps, Bike/walking paths and/or sidewalks and Parking lots that expand availability of various modes of transportation, (Boats, Canoes, Kayaks, Paddle boats, Paddle boards, Jet Skis, etc.)

Strategy:

Coordinate with Ohio Department of Natural Resources to create improved access.

Action Steps:

1. Identify stakeholders who will participate in the assessment and planning process.
2. Assess current situation
3. Work with stakeholders to begin planning process and identify and prioritize areas of need.
4. Develop and implementation plan and identify the various funders who will be involved.
5. Implement plan.

Parties Responsible for Leading Implementation: Ohio Department of Natural Recourse office, Muskingum River Parkway, Morgan County Mobility Management office, Morgan County Developmental office, Villages of McConnelsville and Malta, Ohio

Parties Responsible for Supporting Implementation: Relevant Stakeholders

Resources Needed: ODNR, Local Village and County Officials, Private sector

Potential Cost Range: To be determined by size of the project

Potential Funding Sources: ODNR Grants, Federal grants, Local development money, private contributions

Performance Measures Targets:

1. Measuring current access to the community rates to new rates after completion of the project.
2. Setting and meeting funding goals.
3. Completion of projects.

Goal #8:

Goal: Sidewalks in Morgan County and the four villages (McConnelsville, Malta, Stockport, Chesterhill and unincorporated Pennsville) to improve the safety for active walking and biking commuters.

Needs Being Addressed:

1. Raise awareness of the new laws involving slow moving vehicles including bicycles, wheelchairs, and pedestrian traffic on the highways.
2. Decrease auto/pedestrian/bicycle crashes throughout Morgan County through education and awareness campaign.
3. Increase the number of communities utilizing the “Your Move Ohio and Walk.Bike.Ohio” Campaign.
4. Increase the number of communities with complete streets and sidewalks projects to improve active commuter’s safety.

Strategy:

Coordinate with village councils on sidewalk inventory/future plans. Apply for assistance with an active transportation plan from ODOT. Apply for funding to make new sidewalk infrastructure and make needed repairs to older sidewalks.

Timeline for Implementation: Ongoing

Action Steps:

1. Continue to meet with additional village councils to introduce complete street concept and to garner support of the "Your Move Ohio" and "Walk.Bike.Ohio" initiatives.
2. Meet with Morgan County Sheriff's Office, local Police Departments, Morgan County and Emergency Management Agency, school officials, to introduce ideas of an active transportation safety education campaign.
3. Train police & sheriff officers in bicycle safety to share with families and individuals in Morgan County.

Parties Responsible for Leading Implementation: Morgan County Mobility Management office, Development office and the Villages

Parties Responsible for Supporting Implementation: Morgan County Mobility Management office, Development office and the Villages

Resources Needed: Community support, Your Move materials (ODH), Walk.Bike.Ohio (ODOT), location for campaign material distribution, advertising dollars, training for local law enforcement in bicycle safety

Potential Cost Range: To be determined

Potential Funding Sources: ODOT, Grants and matching funds

Performance Measures/Targets:

1. Measured by the number of villages/communities applying for complete street funding/grants
2. Measured by the number of distribution sites for "Your Move Ohio and Walk.Bike.Ohio" campaign materials
3. Measured by the number of county wide advertising campaigns completed.
4. Measured by the number of law enforcement trained to provide bicycle safety classes
5. Measured by the number of individuals receiving bicycle safety classes.

Goal #9:

Goal: New Ambulette services for the community and new ambulances for the fire department.

Needs Being Addressed: Ambulances are needed in Morgan County to transport all patients to Doctor's appointments and to the hospital and medical emergencies. To provide an affordable out of county transportation for individuals covered by Medicaid and other insurances and out of pocket pays.

Need being addressed: Getting our population the care and the medical emergency needs in hurry, Elevating missed medical appointments for elderly and/or individuals with disabilities or other mobility problems. Getting to doctors and hospital appointments.

Strategy:

Research funding sources to assist the local EMS in buying a new ambulance. Research ambulette services in the area and discuss expansion to Morgan County.

Timeline for Implementation: Ongoing

Action Steps:

1. Research ambulance vendors to get the best price of an emergency ambulance.
2. The Mobility Manager will be responsible for coordinating feeder trips with other out of county transportation entities when funding is not available to pay for transportation. They will also be responsible for researching and finding funding to pay for transportation.

Parties Responsible for Leading Implementation: ODOT, Mobility, Manager, M-M Fire Dept., TAC members and other transportation entities outside Morgan County.

Resources Needed: 5310, Grants, Levies and other funding sources.

Potential Cost Range: An estimated cost of \$250,000

Potential Funding Sources: ODOT, 5310, Grants, Tax abatements, Morgan County Development office

Performance Measures/Targets:

1. Research Ambulances and their cost, and ambulette services
2. Seek funding opportunities that matches the goal
3. Bring a outside company in for the ambulance transportation service.

Plan Adoption Process

The Mobility Manager will use this 2027 plan to strengthen partnerships with public, private, and nonprofit organizations to meet the transportation needs of all Morgan County residents, including low-income, elderly, and disabled populations. Public meetings will continue to be held in universally accessible locations, and surveys will be collected regularly to support data-driven tracking and improvements. Through this plan the Mobility Manager will continue work on the following priorities:

1. Expand the Planning Committee to include additional representatives from transportation providers and agencies whose clients depend on transit, plus local government officials and rider representatives. The committee will meet quarterly to review system-wide progress, improve coordination, assess effectiveness in reaching underserved populations, and develop recommendations for changes.
2. Advance technology adoption to increase operational efficiency and customer convenience. Key initiatives include developing an interactive website for trip scheduling, payments, trip-sharing opportunities, and service information; integrating automated notifications (email, SMS, or voice) tied to scheduling for pickup and return times; implementing GPS tracking for fleet oversight; and offering electronic payment options such as pre-paid cards, online payments, tokens, or vouchers.
3. Expand mobility options for people with special needs by coordinating with neighboring county transit authorities to facilitate travel to regional population centers and essential services outside Morgan County.
4. Develop coordinated or shared-services models to reduce duplicated trips and administrative overhead, with the dual goals of expanding service availability and lowering costs for riders and providers.
5. Increase outreach and engagement across Morgan County to raise awareness of services, solicit community input, and build partnerships with local organizations and stakeholder groups.

List of Planning Committee Participants

The planning committee consists of representation from local agencies as well as participation of individuals with disabilities, older adults, and members of the general public. More information about the planning committee is available upon request by contacting

TAC Committee Agency Representation

Name	Agency
Bobby White	Morgan County Mobility Management Office
Shannon Wells	Morgan County Development Office
Karen Hinkle	Buckeye Southeast Transit
Amber Wilson	Morgan County Office on Aging
Wendy Gorrell	Morgan County Developmental Disabilities
Adam Triplet	Morgan County Veterans Commission
Rus Clifton	Morgan Local School Bus garage
Angie Finley	Morgan Metropolitan Housing Authority
Karleigh Locke	ODJFS
Stephanie Thompson	United Ministries
Jenna Jenkins	Muskingum Valley Health Center
Jeff Michaels	Morgan County Health Department
Bill Sheppard	General Public Rider/Senior Citizen
Kristi Vincent	Washington/Morgan Community Action
Cody Bowen	Reach for Tomorrow
Patrica Bates	Highland Oaks
Trica Mumaw	Riverside Landing

In addition to participants listed above, the planning committee also included representation of older adults, people with disabilities and members of the general public. In addition to hosting a planning committee, Morgan County Mobility Management and other planning committee members also conducted a wide variety of activities designed to increase involvement of community stakeholders in identifying community resources, addressing community needs, and setting goals and priorities. More information about the efforts that occurred is available upon request. To request additional information please contact:

Morgan County Mobility Management
Bobby White
1-740-962-1338
bobby.white@morgancounty-oh.gov

List of Annual Reviews and Plan Amendments

It is required that this plan be reviewed by the planning committee annually, with reviews occurring in the final quarter of the year. For more information on when the next annual review will occur, how to be involved in the annual review process or to request information on how to make changes or corrections to this plan between annual reviews, please contact:

Bobby White

Morgan County Mobility Manager

1-740-962-1338

Definitions

There are several terms used throughout the plan that may be unique to transportation providers or human service agencies. The terms are defined here for reference.

Coordination – Collaborative efforts toward understanding and meeting the mobility needs in the most appropriate, cost effective, and responsive manner.

FAST Act – Congress established the funding for Federal Transit Administration programs through authorizing legislation that amends Chapter 53 of Title 49 of the U.S. Code. On December 4, 2015, President Obama signed the Fixing America’s Surface Transportation (FAST) Act, reauthorizing surface transportation programs through Fiscal Year 2020.

Gaps in Service – A break in the continuity of available transportation resources such as a break between hours of operation or a break between two or more geographic areas.

Lead Agency – The organization responsible for facilitating outreach; composing a plan that meets the requirements of current Federal and State legislation; maintaining documentation from the planning process and making it available upon request; and leading stakeholders through annual reviews, amendments, and updates of the plan. The Lead Agency also is responsible for submitting the adopted Coordinated Plan and all amendments or updates to participating stakeholders and ODOT.

Planning Committee – (indicate if the planning committee has another formal name) The Planning Committee is composed of key community stakeholders. The Planning Committee members agree to actively participate in the planning process and act as the plan advisory and adopting entity.

Ridership – The total number of passengers who boarded transportation vehicles are counted each time they board a vehicle.

Section 5310 Program – Enhanced Mobility of Seniors & Individuals with Disabilities (49 U.S.C. 5310) provides Federal formula funding for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. The program aims to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options.

Section 5311 Program – The Formula Grants for Rural Areas program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000 where many residents often rely on public transit to reach their- destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program. Subrecipients may include state or local government authorities, nonprofit organizations, and operators of public transportation or intercity bus service.

Section 5307 Program – The Urbanized Area Formula Grants program (49 U.S.C. 5307) makes federal resources available to urbanized areas and to governors for transit capital and operating

assistance in urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more.

Transportation – Transportation is broadly defined to include traditional transit, human service agency services, on-demand (taxi-like) services, bicycle and pedestrian programs and amenities.

Unmet Transportation Needs – Transportation that is wanted or desired but is not currently available.

Plan Adoption

This Transportation Plan was adopted by the Morgan County Commissioners on

Heidi Maxwell, President

Cecil Mayle

Steve Best