GREENE COUNTY, NEW YORK

[DRAFT] COORDINATED TRANSPORTATION PLAN

ADOPTED NOVEMBER 2026



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Executive Summary

The first section of the plan provides an overview of the history of coordinated transit planning, how regulations shaped plan content, sources of funding, goals, and acknowledges the many participants within the process that made this plan possible. The introduction contextualizes the plan.

The second section offers an inventory of the region's transportation options, demographic insights, survey data, and other information necessary to understand the basis for projects and programs planned.

Section Three discusses service gaps identified with special respect for the elderly, disabled, and low-income populations, then coordination actions.

The final section concludes with a series of prioritized strategies for improving public transportation in Greene County informed by public sentiment, research, and agency ability.

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SECTION 1: INTRODUCTION



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Acknowledgements

This plan has been a cooperative effort among the many individuals, organizations, and funders involved in Greene County's transportation system.

Greene County Legislature

Funding and staff time allocated through the Greene County Legislature made this plan possible. Members of the 2026 session are:

- Michael Bulich, District 1, Catskill
- Michael D. Lanuto Jr., District 1, Catskill
- Matthew F. Luvera, District 1, Catskill
- Jay Lucas, District 1, Catskill
- Charles A. Martinez, District 2, Coxsackie
- Thomas M. Hobart, District 2, Coxsackie
- James W. O'Connell, District 3, Athens
- Greg Davis, District 4, Greenville
- Patrick S. Linger, Chairman, District 5, New Baltimore
- Jim Thorington, District 6, Prattsville, Ashland, Windham, Jewett
- Daryl E. Legg, District 7, Halcott, Lexington, Hunter
- Harry A. Lennon, District 8, Cairo
- Sherry B. True, District 8, Cairo
- Patty Handel, District 9, Durham

Transportation Advisory Board

An advisory board of transportation providers and human service agencies (TAB) was established on October 19, 2017 pursuant to Resolution No. 333-17. Members include the following agencies, departments, and businesses:

- James Hannahs Director, Greene County Economic Development, Tourism, & Planning
- Samantha Kaschel, Mobility Manager, Arc Mid-Hudson
- Amanda Lyons, Director, Greene County Department of Human Services (Youth & Aging)
- Kira Pospesel, Commissioner, Greene County Department of Social Services
- Laura Churchill, Director, Greene County Department of Public Health
- Jason Fredenberg, Director of Community Services, Greene County Mental Health
- Tyler Lynch, Director, Greene County Veterans Service Agency
- Florence Lorenz, Executive Director, Community Action of Greene County
- Victoria Walsh, President, Columbia Greene Community College
- Beth Stewart, President, Greene County Chamber of Commerce
- Claire Parde, Executive Director, the Healthcare Consortium
- Amanda Karch, Executive Director, Columbia Greene Workforce Development Board

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- Dorothy Urschel, President and CEO, Columbia Memorial Hospital
- Edward Campany, Consultant
- Private transit operators

Community

Special thanks to the members of the public who took time to provide their direct insights.

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Regulatory Context

The Federal Transit Administration (FTA) under *the Fixing America's Surface Transportation Act*, formerly the Moving Ahead for Progress in the 21st Century Act (Map-21); formerly the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETRA-LU), requires FTA sponsored projects and programs be, "derived from a locally developed, coordinated transit-human services transportation plan." In addition, FTA regulation on the Rural Transportation Program (5311) require these projects be selected from a coordinated plan. Accordingly, this coordinated plan has been developed through a process including representatives of public, private, and nonprofit organizations concerned with good public transit projects and programs.

Sources of FTA funding received by Transportation Advisory Board members include:

- Section 5310: Enhanced Mobility Of Seniors And Individuals With Disabilities. This funding benefits the needs of the elderly and persons with disabilities.
- Section 5311: Formula Grants For Rural Areas. This funding provides capital, planning, and operating assistance supporting public transportation in counties with less than 50,000 persons.

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Process Overview

This plan identifies transportation improvements in and connecting to Greene County, accommodates the special needs of people with disabilities, older adults, and individuals with disabilities, and provides for the ongoing coordination among transit providers and human service agencies for plan implementation.

Input from the public and from special populations took the form of a digital survey distributed by Greene County Staff and Greene County's Mobility Manager. Other sources of information informing initial projects and program concepts included specialized agency input, an inventory of current and historic transportation services in Greene County, and demographics analysis.

Goals and objectives were based primarily on common subjects of concern made apparent through survey feedback. This choice ensures alignment of projects with the priorities of ridership, and of special needs populations participating in the survey. Goals and objectives substantially align with or expand upon those required by New York State for any coordinated plan. These goals are:

1. Enhancing Access
2. Increasing Awareness
3. Administrative Capacity
4. Modernization
5. Advocacy

Each participating agency identified in Section 2 was individually solicited for their views, asked to correct errors in draft text, and asked to provide additional detail. The draft was then compiled from component agency input and distributed to the entire Transportation Advisory Board for collective input and coordination.

Initial concepts were refined, clarified, and prioritized through two iterations of review and comment by the Transportation Advisory Board. The first iteration relied primarily on the public survey as a basis for low, medium or high project priority. The second iteration adjusted the baseline following TAB discussion. Therefore, projects and program prioritization should reflect both public preferences and agency ability.

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SECTION 2: RESEARCH



Greene County Overview

Geography

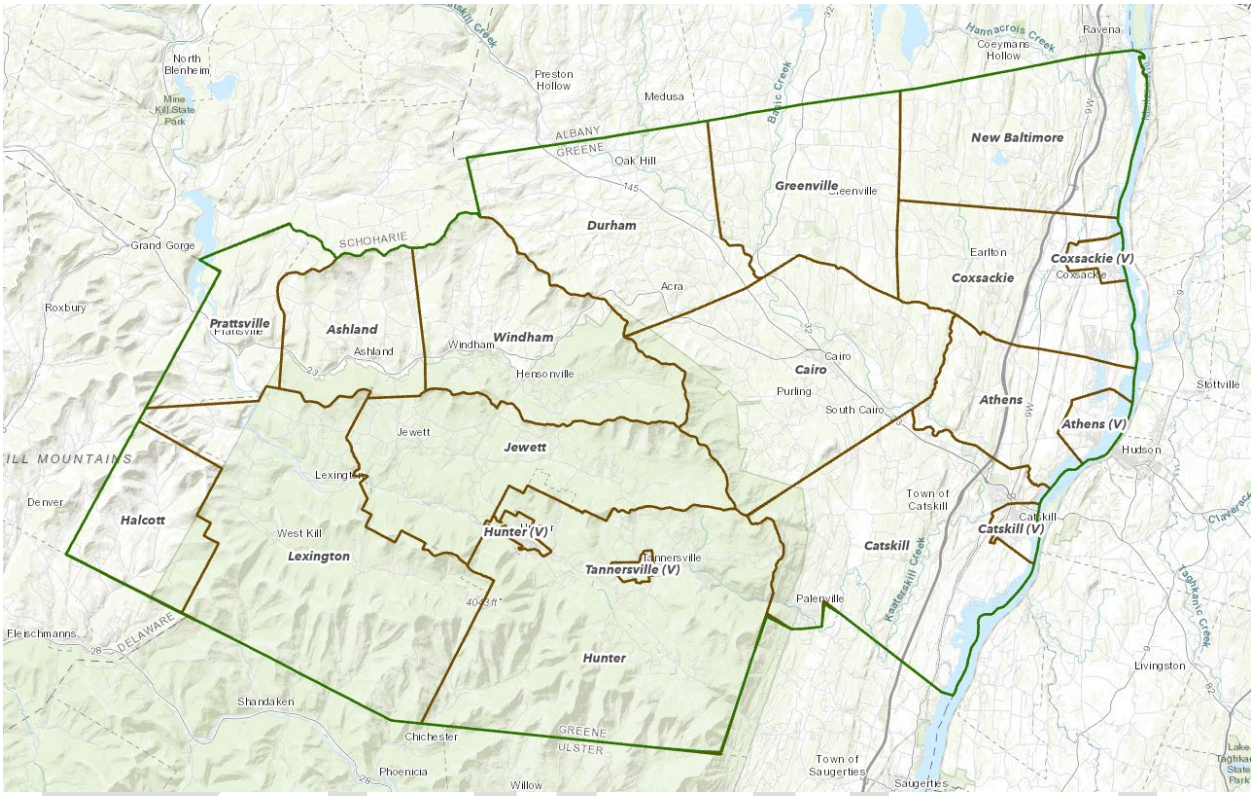


Figure 1. Greene County Location Map. Source: Greene County GIS. https://gis.gcgovny.com/greenewebmap/

Greene County is a rural County located in the Northern Catskills and upper Hudson River Valley, with its County seat of Catskill about 30 miles south of Albany. It has rural routes encompassing 19 towns and villages. Mountaintop towns in the west of the County are sparsely populated in comparison to the river towns along the Hudson River in the east. Due to geographic spread and rural nature of the countywide municipalities, these demographics creates a unique challenge for the development of a comprehensive public transportation system. For example, travel distances are longest in rural areas, walking and biking for utility are less feasible alternatives to public transportation, and essential medical services, major employers, and colleges service more than just Greene County.

Demographics

A variety of organizations provide transportation services to disadvantaged populations and others without access to private vehicles. According to the U.S. Census 2024 American Community Survey, the following disadvantaged populations are represented by transit providers throughout the County:

- Disabled population: 6,792 = 15% of county population
- Elderly population: 11,442 = 24% of county population

- Low Income population: 4,433 = 10% of county population

While disadvantaged populations require additional transit needs, members of the general public consider many factors to utilize public transportation include the rising costs of fuel and commuting. These needs were identified as a result of a public survey analysis, further defined in Section 3 of this plan. Public transportation is coordinated through a monthly meeting of the Transportation Advisory Board.

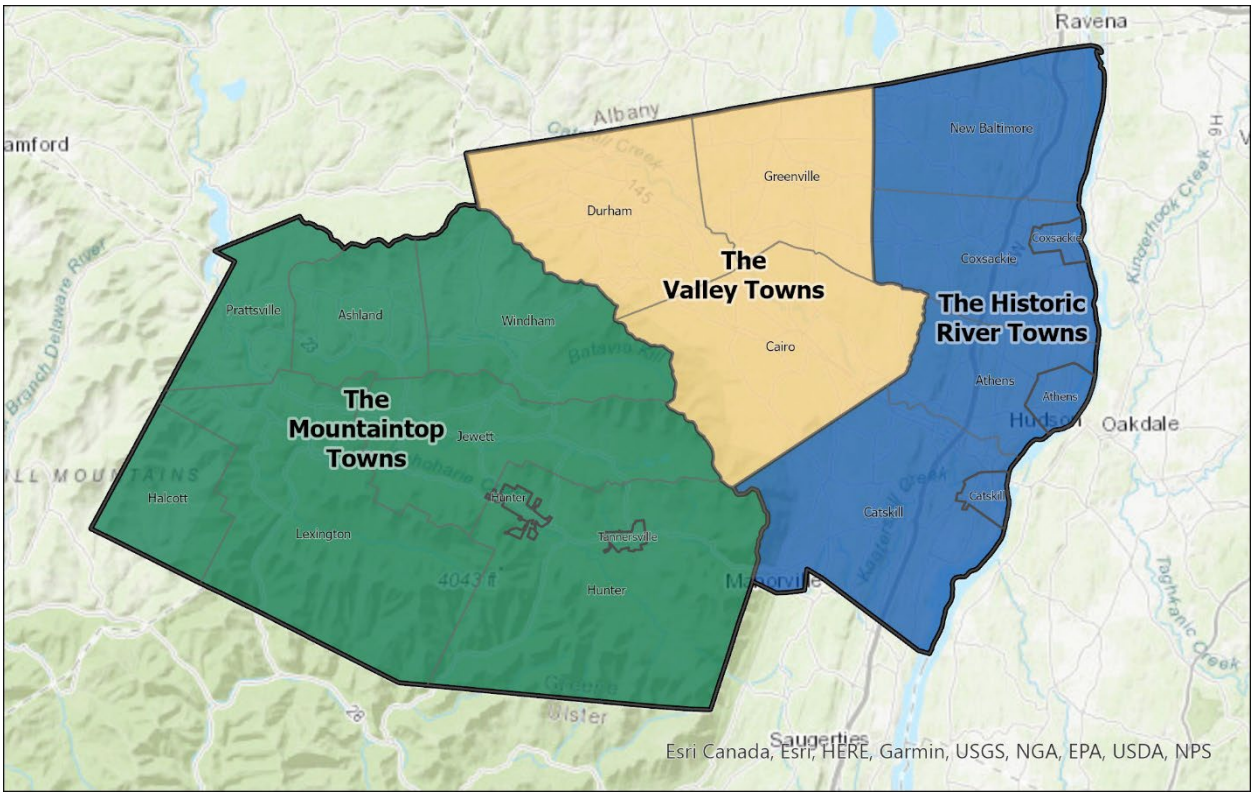


Fig.2 Greene County Map by Region. Source: Greene County Geographic Information System

Within the County, there are five village and fourteen towns constituting three distinct transit areas: The Historic River Towns - Athens, Catskill, Coxsackie and New Baltimore; the Valley Towns – Cairo, Durham and Greenville; and the Mountaintop Towns – Ashland, Halcott, Hunter, Jewett, Lexington, Prattsville and Windham. The most heavily populated communities are the Town of Catskill (11,321), Coxsackie (7,776) and Cairo (6,700).[1] Higher population densities tend to mean more riders can be booked for the same trip, thus population density typically informs efficient routes.

Greene County has an estimated population of 47,238, with a disability rate of 11.1% for those under the age of 65, a poverty rate of 11.3% and a senior population rate of 25.5% for those 65 and older according to the United States Census (as of July 1st, 2025).

[1] *Source: US Census 2024 ACS: 5 yr. Estimates*

Transit Survey

In 2026, Greene County conducted a community transportation study to gather current information from residents regarding transportation use, barriers, unmet needs, and potential service improvements. The survey results provide valuable insight into transportation needs throughout Greene County and help identify areas where existing services may be improved or expanded. A total of 134 substantially completed responses were received from residents throughout Greene County as part of the update to the Greene County Coordinated Transportation Plan.

Survey results indicate access to transportation remains a significant concern, particularly for residents who do not drive, live outside existing transit corridors, need transportation outside traditional weekday service hours, or are unfamiliar with the transportation services currently available.

Among respondents who answered the applicable questions:

- 84 of 134 respondents (63%) reported never using Greene County Transit during a typical week.
- 34 of 134 respondents (25%) reported not having a valid driver's license.
- 30 of 134 respondents (22%) reported having a disability or health condition that limits their ability to travel independently.
- 67 of the 125 respondents (54%) who provided a usable age were aged 60 or older.
- 76 of 134 respondents (57%) who reported household income had annual household income below $50,000.

The survey also identified several recurring barriers to transportation. Of the 112 respondents who answered the question regarding transportation challenges, 44 (39%) reported they were unsure what transportation services were available, 37 (33%) indicated that service was not available where they lived, 36 (32%) identified limited hours or days of service, and 34 (30%) reported no stop or route was close enough to their home or destination. Accessibility and mobility barriers, technology and scheduling concerns, transportation cost, and reliability are transportation challenges.

When asked which improvements would most benefit respondents or their communities, the most frequently selected improvement was additional public bus routes or connections, selected by 78 respondents. This was followed by longer service hours or weekend service (58), increased outreach and better information about available transportation (48), and more frequent service on existing routes (33). Respondents expressed interest in increased access to taxi or rideshare services, additional volunteer driver or medical transportation options, easier scheduling, and transportation assistance.

Interest in expanded service hours was significant. Of the 124 respondents, 79 (64%) indicated they would use both weekend and evening service, 18 (15%) indicated they would use weekend service, and 6 (5%) indicated they would use evening service. Overall, 103 (83%) respondents indicated that they would use at least one form of expanded weekend or evening service.

Open-ended comments confirm these findings. Respondents frequently identified the need for better public awareness of available transportation, service to areas not currently reached by fixed routes,

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improved connections to neighboring counties and regional destinations, transportation to medical care, and service that accommodates employment, shopping, and other activities occurring outside current operating hours.

The 2026 Greene County Transit Study findings support transportation needs previously identified through Greene County's Coordinated Planning process with updated community-level evidence regarding the relative importance of those needs. Results indicate future coordination efforts should emphasize enhancing geographic access, expanded service hours, regional connections, public information and outreach, service frequency, and flexible transportation options for residents who cannot effectively access existing fixed-route service.

The complete 2026 Greene County Transit Study instrument and detailed survey results are included as Appendices A and B of this Plan.

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2026 Greene County Transit Community Transportation Study Results

The 2026 Greene County Transit Community Transportation Survey received 134 substantially completed responses. Percentages are calculated using the number of respondents who answered each question unless otherwise noted. Several questions allowed respondents to select more than one answer, percentages for those questions may total more than 100%.

Key Findings

Finding	Number	Percent	Summary
Current GCT use	84	63.2%	reported using Greene County Transit 0 times (never) in a typical week.
Driver's license	34	25.8%	reported that they do not have a valid driver's license.
Disability/health limitation	30	22.6%	reported a disability or health condition that limits independent travel.
Age 60 or older	67	53.6%	of respondents providing a usable age were age 60 or older.
Household income below $50,000	76	57.6%	reported annual household income below $50,000.
Expanded service interest	103	83.1%	indicated they would use weekend service, evening service, or both.

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Respondent Profile

Age

125 respondents provided a usable age.

Response	Number	Percent
Under 18	0	0.0%
18-24	3	2.4%
25-34	15	12.0%
35-44	18	14.4%
45-54	22	17.6%
55-59	0	0.0%
60-64	17	13.6%
65-74	34	27.2%
75 or older	16	12.8%

Town or Village of Residence

Responses are shown as entered by respondents; similar place names may appear separately (for example, Catskill and Village of Catskill).

Response	Number	Percent
Catskill	46	34.3%
Cairo	18	13.4%
Greenville	9	6.7%
Leeds	7	5.2%
Athens	7	5.2%
East Durham	6	4.5%
Village of Catskill	6	4.5%
Durham	4	3.0%
Coxsackie	4	3.0%
Prattsville	4	3.0%
Palenville	4	3.0%
Outside Greene County	3	2.2%
Lexington	3	2.2%
Windham	3	2.2%
Hunter	3	2.2%
Village of Tannersville	2	1.5%
Ashland	2	1.5%
New Baltimore	2	1.5%
Village of Athens	1	0.7%

Approximate Annual Household Income

Response	Number	Percent
Under $25,000	53	40.2%
$25,000 to $49,999	23	17.4%
$50,000 to $74,999	13	9.8%
$75,000 to $99,999	11	8.3%
$100,000 or more	15	11.4%
Prefer not to answer	17	12.9%

Valid Driver's License

Response	Number	Percent
Yes	98	74.2%
No	34	25.8%

Disability or Health Condition Limiting Independent Travel

Response	Number	Percent
Yes	30	22.6%
No	93	69.9%
Prefer not to answer	10	7.5%

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Transportation Currently Used

Respondents could select more than one option. Percentages are based on the 132 respondents who answered this question.

Response	Number	Percent
Greene County Transit (public bus)	32	24.2%
Personal Vehicle	68	51.5%
Friends / Family for rides	25	18.9%
Taxi or livery service	13	9.8%
Medical or Medicare Transportation	12	9.1%
Volunteer driver or senior ride program	6	4.5%
Ride-share	4	3.0%
Other write-in transportation	21	15.9%

Distance to Nearest GCT Route

The survey instructed respondents to enter zero if unsure. Non-numeric responses indicating uncertainty were grouped with 0/unsure.

Response	Number	Percent
0 / unsure	84	67.7%
More than 0 to 0.5 mile	15	12.1%
More than 0.5 to 1 mile	6	4.8%
More than 1 to 5 miles	5	4.0%
More than 5 miles	14	11.3%

Weekly Use of Greene County Transit

Response	Number	Percent
0 times (never)	84	63.2%
1 - 2 times	38	28.6%
3 - 4 times	8	6.0%
5 or more times	3	2.3%

Frequency of Using GCT for the Same Destinations

Response	Number	Percent
Never	57	45.6%
Not often	17	13.6%
Sometimes	14	11.2%
Often	18	14.4%
Always	19	15.2%

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Reasons for Riding Public Transit

Respondents could select more than one option. Write-in responses indicating that the respondent does not use public transit are not included as a reason for riding.

Response	Number	Percent
Convenience	36	41.4%
Cost effectiveness	34	39.1%
Reliability	28	32.2%
Comfort	17	19.5%
Environmental benefits	16	18.4%
Access County Services	13	14.9%
Disability or mobility limitation	13	14.9%
Frequency of service	10	11.5%
Speed	3	3.4%

Main Transportation Challenges

Respondents could select more than one option. Percentages are based on the 112 respondents who answered this question.

Response	Number	Percent
I am not sure what services are available	44	39.3%
Service not available where I live	37	33.0%
Limited hours or days of service	36	32.1%
No stop or route close enough to my home or destination	34	30.4%
Accessibility or mobility barriers (steps, distance to stops, etc.)	11	9.8%
Technology issues (booking, apps, websites, etc.)	7	6.2%
Safety or reliability concerns	5	4.5%
Cost or affordability	4	3.6%

Improvements That Would Most Benefit the Community

Respondents could select more than one option. Percentages are based on the 119 respondents who answered this question.

Response	Number	Percent
More public bus routes or connections	78	65.5%
Longer hours or weekend service	58	48.7%
More outreach and better information about what's available	48	40.3%
More frequent service on existing routes	33	27.7%
Increased access to taxis or rideshare (Uber, Lyft, etc.)	24	20.2%
More volunteer drivers or medical ride options	17	14.3%

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Response	Number	Percent
Easier scheduling (call center, app, or one-stop system)	14	11.8%
Lower fares or transportation assistance	8	6.7%

Interest in Weekend and/or Evening GCT Service

Response	Number	Percent
Weekends	18	14.5%
Evenings	6	4.8%
Both weekends and evenings	79	63.7%
I would not use weekend or evening service	21	16.9%

Open-Ended Comments

Open-ended comments were reviewed for recurring subjects. A single comment may be counted in more than one subject, so percentages do not total 100%. The subjects summarize comments rather than reproducing individual responses.

Response	Number	Percent
More routes/stops or geographic coverage	22	36.1%
More information/outreach/visibility	6	9.8%
Evening/weekend/expanded hours	10	16.4%
Regional/inter-county connections	13	21.3%
Medical/pharmacy access	11	18.0%
Senior/Human Services shopping bus and door-to-door assistance	13	21.3%

Other Transportation Reported

Open-ended responses were grouped into broad categories. A response may be counted in more than one category when multiple transportation types were mentioned.

Response	Number	Percent
Personal vehicle	16	17.0%
Friends/family/volunteers	12	12.8%
Taxi/Uber/Lyft	10	10.6%
Human Services/Senior Shopping Bus	16	17.0%

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Service Providers

The importance of having current information on transportation services to base coordination decisions cannot be over emphasized. At the time this planning process began, there was no comprehensive list of transportation providers in Greene County. Neither was a list of providers receiving funding for transit available through the New York State Public Transportation Bureau, Government Accountability Office, or even the Federal Transit Administration describing which agencies are awarded their funds in Greene County. An early step in this planning process was the reconvention and expansion of the Transportation Advisory Board to gather as much information on transportation resources in the County as can be readily collected and combined for a comprehensive view. Now firmly reactivated, the Transportation Advisory Board intends to continue to meet, refine service coordination opportunities, and act as a primary source for information essential to improving public transportation in Greene County.

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Greene County Transit (GTC)



Public Transportation For Everyone!

The Arc Mid-Hudson (ARC) has been Greene County's third-party transit operator since 2015. Since then, the County purchased 10 buses through a Balancing Incentive Program (BIP) grant and leases them back to the ARC for operations. The ARC's routes were merged with the County's mountain top runs, daily shuttle, and weekday shuttle in Catskill. Greene County Transit has 8 routes that will deviate up to ¾ mile off its route. No route uses marked stops. All buses can be flagged down anywhere along their routes.

Greene County Transit (GCT) initiated operations on June 1, 2016 with 5 routes running Monday through Friday, starting in Catskill, and traveling to surrounding towns before returning to Catskill. Routes run once in the morning and once in the afternoon, including stops at senior housing, medical facility, and stores.

A free shuttle pass is included with all routes. The Shuttle moves around Catskill three times a day, Monday through Friday, including stops at a medical facility, shopping, senior housing, County building, and a local park.

The mountaintop runs are weekly, Wednesday to the Hunter, Tannersville area and Friday to the Windham/Prattsville area.

In the first 7 months of operation there were over 6,500 riders and in 2017 over 11,400 riders rode with GCT. As of the end of 2025, GCT hosted over 16,000 rides.

On September 20, 2018 Greene County Transit added a new route - Route 711. The route brings people from locations in Catskill (Greene County), crosses the Rip Van Winkle Bridge and goes into Columbia County.

There are stops at Columbia-Greene Community College, Columbia Memorial Health (Hospital) and The Hudson Amtrak Station and then returns to Catskill. This "loop" runs four times in the morning (6:00 am – 10:00 am) and four times in the afternoon/evening (3:00 pm – 7:00 pm).

From March 27, 2020 until July 2020, Greene County Transit changed its Route Deviated Service to a Dial-A-Ride a scheduled appointment service. This was due to decreased ridership during the COVID-19 pandemic and to avoid spreading the Coronavirus. Dial-a-Ride only picked up and dropped off on the GCT published pre-existing routes and charged the posted fare.

Public announcements are made on multiple social media platforms, our Greene County Facebook, our GreeneCountyTransit.com website, in our vehicles, multiple radio stations and TV announcements in Greene County, NY and its surrounding areas.

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Regular deviated fixed-route service returned in July of 2020 with COVID protections still in place. Some of those protections included face masks, sanitizing stations, disinfecting common areas, social distancing and more.

See Appendix B for GCT Route Schedule.

Service Area:	Greene County
Funding Source:	STOA, Federal 5311
Additional Funds:	Fares, County Funding, Cost Share DHS (Aging)
Types of Service:	Public, Seniors, Disabled, Low Income
	Route Deviated Service 6 routes per day/5 days per week 2 routes 1 time per week 1 Catskill shuttle, 3 runs per day/5 days per week Dial 'A' Ride Service / 5 days per week by appointment
Fares:	All routes are $3.00 each way with free shuttle pass Shuttle $2.00 all day Deviations, up to ¾ mile off route $10.00 each way plus fare 10% discount with 40 or more prepaid passes purchased
Days and Hours:	Monday through Friday Routes typically 6am – 5pm Shuttle 9am – 10am, 11am – 12pm, 1pm – 2pm Route 711 (Columbia County) 6am- 12:50pm, 1:15pm – 7:15pm
Fleet Composition:	Total of 10 vehicles 1- 18-Passenger Bus w/ 2 wheelchair stations and bike racks that are leased by GCT from the County.
Staffing Model	Administration: 2 County Staff Members from EDTP Operations: Director of Transportation, Assistant Director of Transportation, Transportation Supervisor, Driver Trainer, Dispatcher, Administrative Assistant, 12 GCT Drivers

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Greene County Veterans Services Agency

The Veterans Service Agency provides weekday transportation to and from Albany Stratton VA Medical Center and assistance with disability compensation with pick-up and drop-off at home. The service is free to all honorably discharged Greene County Veterans who do not have their own transportation, or need transportation due to a medical condition, or their dependents. There are occasions where transportation is provided to non-medical activities that will be beneficial to a veteran. They average approximately 1200 rides per year.

Service Area:	Greene County
Funding Source:	Greene County Government, Veterans Department Budget
Additional Funds:	
Types of Service:	Veterans
	Shuttle service with multiple park-n-ride locations across the County Door-to-door service dependent on driver availability On Demand runs 5 days per week, appointments must be scheduled at the VA between 8am and 1pm.
Fares:	None
Days and Hours:	Monday through Friday, no Federal holidays 7:00am to 3:00pm, 40 hours a week One week's notice required
Fleet Composition	Toal of 4 vehicles: 2 wheelchair accessible vans 2 smaller vans
Staffing Model	Contracted with a third party

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Greene County Department of Human Services / Department of Aging

Homebound Medical Transportation

DHS offers homebound medical transportation, and a shopping bus available to seniors aged 60 or older. Homebound medical transportation is contracted through Catholic Charities of Columbia and Greene Counties available for those not covered by Medicaid up to 4 times each month.

Self-ambulatory passengers are paired with a volunteer driver scheduled by catholic charities. Wheelchair bound passengers are booked with Coxsackie Logistics.

Shopping Bus

Through a memorandum of understanding with GCT, Greene County Department of Human Services provides vouchers to Greene County residents aged 60 or older wishing to utilize GCT services. Seniors are picked up at their door, driven to Catskill for shopping and errands (including medical appointments), and then have lunch at a local Senior Center before returning home. Typically, no lead time is needed unless utilizing Dial 'A' Ride, which requires notice according to GCT availability and policies.

Special Trips

With a minimum of 8 reservations, special trips can be booked throughout the year as capacity allows.

Senior Transportation

GCDHS does not provide direct closed-door transit services for transportation to countywide senior centers. However, through a memorandum of understanding with GCT, they provide vouchers for any rider wishing to utilize existing GCT services for shopping, senior center visits, or general transportation needs.

Colonie Center

There is a $10.00 fee per person due at the time of departure / boarding. Reservations must be made no later than 4:30pm the Friday prior to the trip for a minimum of 8 passengers.

Service Area:	Greene County, with medical transport to neighboring counties
Funding Source:	Title III B of the Older American's Act NYSOFA AAA Transportation
Additional Funds:	Department of Aging, County Funded
Types of Service:	Fixed Route with On-demand first come first served

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	Medical appointments for non-Medicaid seniors through volunteer transport. 60 years or over Shopping for seniors, 60 years or over Trips to nutrition sites for noontime meals for seniors, 60 years or over Special trips throughout the year
Fares:	Voluntary contributions are to be accepted and determined based on route and program type utilized by GCDHS policy.
Days and Hours:	Monday through Friday, no transport on holidays or inclement weather. Hours and notice required dependent on the contracted service.
Fleet Composition	Various based on fleet of separate contractors.
Staffing Model	Contracted through third-party agreements.

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Columbia Greene Healthcare Consortium

The Healthcare Consortium is a private, not-for-profit organization that is based in Hudson (Columbia County) and serves the residents of Columbia and Greene Counties. The mission of the organization is to increase access to healthcare services and support the health and well-being of the people in its rural community. Since 1999, the Consortium has managed the Children and Adults Rural Transportation Service (CARTS), which provides door-to-door non-emergency medical transportation services, primarily to Columbia County residents. While the point of origin for these trips is generally in Columbia County, the destinations include several healthcare providers and facilities in Greene County. Additionally, through a contract with Columbia Memorial Hospital, CARTS transports patients staying in the inpatient psychiatric unit, many of whom are Greene County residents. Finally, through a contractual relationship with the Greene County Department of Human Services (GCDHS), CARTS also provides transportation services to GCDHS clients, including Greene County senior citizens and veterans.

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Service Area:	Columbia, Greene and adjacent counties; MA; CT
Funding Source:	Medicaid; NYSDOT 5310; Foundation Grants; grants and contracts
Additional Funds:	Contributions
Types of Service:	Non-emergency medical transportation (NEMT)
Days and Hours:	Monday through Friday, 8:00 a.m. to 4:00 p.m.
Fleet Composition:	Sedans, minivans, and two wheelchair-accessible vehicles

The Arc Mid-Hudson

The Arc Mid-Hudson provides transportation for intellectually and developmentally disabled people from residences throughout Greene, Ulster and Putnam County to designated work sites and Arc programs. In Greene County, The Arc Mid-Hudson operates day habilitation programs in Catskill and Cairo.

Service Area:	Greene, Ulster and Putnam County
Funding Source:	Medicaid, Federal 5310
Additional Funds:	Self- funded
Types of Service:	Specialized transportation/ Paratransit for clients with disabilities to and from their homes to various Arc program locations in Greene and Ulster County.
	Greene County – 2 fixed routes daily
Fares:	None
Days and Hours:	Monday through Friday, closed major holidays 6am – 6pm.
Fleet Composition:	1 15 passenger van and 1 7 passenger vehicle
Staffing model	Director of Transportation, Assistant Director of Transportation, 4 Transportation Supervisors, Transportation Safety Officer, Transportation Maintenance Coordinator, 3 Driver Trainers, 3 Administrative Assistants, 38 CDL Drivers

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Greene County Department of Social Services

Medicaid Answering Service

In 2011 NYS redesigned its Medicaid program, dividing the state into six regional service areas. Medicaid Answering Service(MAS) was awarded the 1st contract under this structure and signed on to provide Non-Medical Emergency Transportation (NEMT) for the Hudson Valley Region and Greene County. In 2016, MAS was awarded a second 5-year contract to provide Medicaid transportation to the Hudson Valley Region.

Medical Answering Services (MAS) has since been selected again by the New York State Department of Health (NYSDOH) to continue managing NEMT in Greene County under a state contract. This is MAS's 3rd such contract with the State, following earlier agreements.

MAS transitioned as the sole Medicaid transportation broker in New York in 2023, replacing multiple local managers. MAS secured the contract through competitive procurement and has been managing the program since August 2023. The Greene County award is part of this statewide brokerage model, ensuring consistent service across all counties.

The Medicaid transportation program ensures Medicaid eligible individuals can travel to and from medical appointments at no cost.

MAS Responsibilities: scheduling and arranging trips (public transit, taxi/livery, ambulette, ambulance, or mileage reimbursement), managing contact centers, conducting utilization review, handling administrative functions for the program. Trips are not provided for pharmacies, gyms, schools, or grocery stores.

MAS services are significant for regional transit coordination as it is well resourced and many other providers do not service those eligible for MAS services.

Service Area:	New York State
Funding Source:	Medicaid
Additional Funds:	
Types of Service:	State Contracted, approved transporters scheduled through MAS
	Medical transportation for approved recipients
	No fixed services, on demand repetitive in nature
Days and Hours:	Monday through Sunday - on call basis
Fleet Composition:	Various - depending on providers
Staffing model	Staffed by MAS

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Greene County Public Health

Staff and Patient Services



Source: Greene County Public Health. Accessed August, 2026.

The Public Health Dept. fleet provides in-home services to Greene County staff, transports specimens, and is used for staff training. The Mobile Health Clinic Van provides direct clinical services in Greene County but is not available to the general public.

Service Area:	Greene County
Funding Source:	County
Additional Funds:	DOH Grants
Types of Service:	Employee usage only utilized for vaccines, in-home child assessments and meetings, mobile health van clinic services.
Days and Hours:	365 days a year
Fleet Composition:	5 vehicles

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Staffing Structure	Vaccine Administration: • Deputy Director per diem • Supervising Public Health Nurse In-Home Child Assessments: • Director of Early Intervention Mobile Health Van Clinic Services: • Community Health Worker Program Assistant (in charge of fleet)

Preschool Special Education Program

The Preschool Special Education Program is mandated in NYS Education Law 4410. Under 4410, each county in NYS may be required to provide special education services for eligible 3- to 5-year-old children with disabilities. Eligible children are approved for services by their local school district Committee on Preschool Special Education (CPSE) and receive an Individual Education Plan (IEP). Depending on level of need, children may receive services at home or in a center-based special education program. Transportation is a service option provided to each child approved for center-based services. Families are encouraged to transport their own children to programs & can receive mileage reimbursement toward their expenses. Otherwise, children needing transportation to programs are referred to contracted providers. Currently, Coxsackie Transport is Greene County's preschool transportation provider. Since this transportation service & its funding is child & program specific and is authorized according to each child's IEP, the ridership cannot be combined with any other transportation service except when no preschool passengers are aboard a vehicle.

Service Area:	Columbia, Greene, Ulster, Rensselaer & Albany Counties
Funding Source:	New York State Education Department
Additional Funds:	County Funded
Types of Service:	Door to door transportation for Greene County 3–5-year-old children with special needs from home to center-based special education programs & back. This service is in operation from September through June with an additional 6-week summer session running in July and August. The transport company is responsible for providing car seats.
Transportation Provider	Contractor is awarded through bid process.
Days and Hours:	Transportation is provided according to school calendars and school hours – typical business runs twice on school days: AM pick up at home / drop off at school and PM pick up at school / drop off at home.

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Fleet Composition:	Various – use of vehicle depends on route & number of children on route. Total vehicles: Cars 1-2 children/ vans -5/ Sprinters 9-11, transits 9-11, small school bus -20.
Staffing model	An aide accompanies each driver to monitor and assist child passengers.

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In Flight, Inc.

In Flight, Inc. is a non-profit organization empowering people with developmental disabilities. Transportation services are provided in Dutchess, Ulster, Columbia and Greene County.

In Greene County, day habilitation programs and an I-SAIL (Success Academy for Independent Living) program are offered.

Service Area:	Dutchess, Ulster, Columbia and Greene
Funding Source:	Medicaid, Federal 5310
Additional Funds:	Contributions
Types of Service:	Specialized transportation/ Paratransit to and from program services.
Fares:	None
Days and Hours:	Monday through Friday 8am – 4pm
Fleet Composition:	In Flight: 3 w/c accessible busses, 2 7-passenger vans I-SAIL: 1 7-passenger van, 1 10-passenger van

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Coxsackie Transportation

Coxsackie Transport is a company offering school, preschool, and Medicaid transportation. The regulations with school and preschool services limit the degree of coordination with the exception of return trip deadhead miles between pickups.

Service Area:	Columbia, Greene, Albany Counties and additional areas
Funding Source:	Medicaid, Private Operational Contracts, County funding
Additional Funds:	Fares and self-funded – contract depending
Types of Service:	Various – school bus, open public, Medicaid, private
Days and Hours:	Monday through Sunday - 24 hours
Fleet Composition:	100 plus vehicles – buses, vans, cars, limo

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Community Action of Greene County

In 2010 Community Action of Greene County was providing transportation to low-income individuals for work related purposes. They operated one round trip route per day coordinating with employment locations and hours and Department of Social Service hours. The service provided rides for clients on a fixed route with deviations and on demand services, as needed. Funding dried up in 2011 and the program ended.

In 2017 MAS reached out to Community Action to see if they would be interested in creating a volunteer transportation program to provide transportation to medical appointments for Medicaid recipients.

Community Action did apply to become eligible as a Medicaid transporter and is continuing to research all the specifics of having such a program.

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Independent Living Center of the Hudson Valley

A nonprofit providing limited transportation services to consumers utilizing programming at The Independent Living Center of the Hudson Valley.

Service Area:	Greene & Columbia Counties
Types of Service:	Door to door transportation to ILCHV, Hudson Office
Days and Hours:	Limited service based on availability
Fleet Composition:	2 wheelchair accessible vans: 1 in Troy, NY and 1 in Hudson

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Greener Pathways

A community-based outreach program committed to helping individuals and families who are struggling with chemical dependency. Transportation is provided to support people in taking steps toward recovery by getting them to detox, group treatment, sober support, meetings, court appointments, etc. when other transportation options are not viable due to cost or other issues.

Service Area:	Columbia & Greene Counties
Funding Source:	Opioid State Targeted Response Grant (Federal money)
Types of Service:	Door to door transportation
Days and Hours:	Monday – Friday, 8:00am to 5:00pm?
Fleet Composition:	Total vehicles: 2 1 10-passenger van, 1 SUV

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Other Transportation Options

Trailways has two fixed routes, which come through the County going to New York City and Albany. Stops are limited to Hunter, Tannersville, Windham, Cairo, Catskill and Palenville transporting riders to Kingston and continuing to New York City; and Catskill to the Albany area.

Various taxicab companies operate in the County and provide rides to fare-paying passengers in the valley and mountain communities. Numerous trips are outside of the County to neighboring Columbia County and Hudson-area taxicabs cross the Hudson River into Greene County.

Lyft and Uber have become available in some parts of the County as well.

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SECTION 3: DISCUSSION



Gaps in Service

This sub-section describes the service gaps which were self-assessed by each cohort through their answers and feedback indicated in the public survey. Self-reported information reflects public / ridership perceptions and priorities.

General

Priorities

1. Engage employers and program managers to align work schedules or other fixed appointments with the hours and destinations accessible through public transit
2. A guaranteed ride-home program
3. Collaboration with CDTA and UCAT as part of an enhanced mobility network

Operational Hours

1. Schedule accommodations for seasonal, weekend, and other work hours falling outside 9-to-5 work schedules

Routes / Accessibility

1. Inter-county transportation and service connections

Senior Cohort

Education

1. How to use the bus system
2. Assistance in getting familiar with routes, schedules, flagging, pickup locations and destinations

Assistance

1. With packages and/or groceries being put on/taken off the bus
2. With elderly passengers boarding / deboarding buses
3. Homebound meal delivery

Operational Hours

1. Extended hours are needed to accommodate shopping, and community events
2. A preference was stated for mid-day runs on routes

Routes / Accessibility

1. Older adults expressed difficulty reaching sparkly populated mountaintop and valley locations
2. Alignment of GCT and DHS services was requested

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Strategies for meeting the needs of the senior population should focus on providing education, coordinated assistance programs for seniors, and aligning route schedules to arrive / depart senior centers at preferred mid-day hours.

Low Income Cohort

Priorities

1. Reliability
2. Affordability
3. Convenience
4. Access to appointments and work opportunities
5. Route aligned with locations having affordable housing

Operational Hours

1. Ordinary 9-5 services rarely serviced commutes to positions requiring early morning or late evening shifts
2. Those working 10 hour shifts were most underserved by current hours of operation
3. Expanded Catskill shuttle hours were highlighted

Routes / Accessibility

1. Medical appointments
2. Court appointments[2]
3. Connecting Routes
4. Inter-county transportation, especially to / from Albany, Columbia, and Ulster, and park-n-ride to inter-county bus connections
5. Continuing education

Strategies to meet the needs of the low-income population should focus on reliable, affordable, and convenient transportation to appointments, work, affordable housing, expand hours of operation, and connect to or provide inter-county transportation options.

Disabled Cohort

Assistance Needed

1. Door-to-door pickup and dropoff
2. Coordinate medical visits and day rehabilitation program timing with medical transportation providers

Priorities

1. Availability of Americans with Disability Act (ADA) accessible vehicles

[2] Greene County court ordered appointments are paid for by Greene County.

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SECTION 4: COORDINATION ACTIONS



Goal 1: Enhancing Access

The following projects and programs will create a collaborative public transportation system with intuitive resources to educate passengers and convenient online mapping information.

Goal ID	Opportunities	Urgency	Importance	KPIs	Estimated Timeline	Agency
1.1	Encourage additional private sector involvement	High	High	3 Private providers on TAB	30-90 Days	All public providers
1.2	Expand and modernize dial-a-ride for additional interagency ridership	Medium	Medium	10% increase in ridership YoY	18-24 Months	GCT
1.3	CDTA Integration	Medium	Medium	At least one regional connection with an existing CDTA route	6-12 Months	Greene County
1.4	Dedicated 'handbook' outlining transit services available, the routes, and access points for the public and made available on website	Medium	High	Increased Medi transport ridership by 5% YoY; general ridership 10%	12-24 Months	Mobility Manager
1.5	Establish discount programs for various populations (veterans, seniors, etc.)	Low	Medium	Value of discounts provided compounded by universal fare structure	>24 months	GCT/All agencies
1.6	Maintain and update GCT/Mobility Manager website	Low	High	All routes digitally accessible, trackable, and digital transaction mechanism active	6 - 12+ Months	GCT

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1.7	Assess demand for off-hours operation	High	High	Delineated results from Survey and analyzed within 3 months	3 Months	Greene County
1.8	Amend routes to better accommodate common break times	Low	Low	Increased stop accuracy within 5 minutes of established times by 50%	12-24+ Months	All agencies
1.9	Coordinate ridership in the outlying areas with all providers to connect to the Capital and Mid-Hudson Regions	Medium	High	Existing connection points assessed within 3 months, connections made with regional public transit entities within 6 months; amended route guidance published to show connecting routes and times	3-6 Months	GCT / Mobility Manager
1.10	Coordinate with Columbia County and their providers	Medium	High	Coordinated marketing and connection materials published within 12 months	12 Months	Mobility Manager

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1.11	Meet with County transportation providers	High	High	Continued monthly TAB meetings while expanding membership	Ongoing	Greene County / Mobility Manager
1.12	Implement a pass or swipe card for GCT	Medium	High	Established digital payment system online and on buses	12-18 Months	Greene County / GCT
1.13	Improve upon and recognize the need for personal assistance to passengers with individual needs	Medium	Medium	Coordinate travel training and conduct transit needs assessment	6-24 Months	ARC / GCDHS / GCDSS
1.14	Provide dedicated space specifically for walkers, strollers, and grocery bags.	Medium	Medium	Install dedicated signage clearly indicating reserved space for these items on all busses.	6 Months	All agencies
1.15	Match transportation schedules with seasonal events and tourist-based employment	Medium	Medium	Designate representative to the tourism advisory council within 6 months; assess viability within 12 months	6-12 Months	Greene County / Mobility Manager

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1.16	Designate additional park-n-rides as needed	Low	Medium	Coordinate meeting with DOT and assess viability within 6 months	6 Months	Greene County / DOT / NYSTA
1.17	Coordinate GCDHS programming with the availability of transportation services	Medium	Medium	Increased maximum service productivity YoY	12-18 months	GCDHS / GCT / Mobility Manager

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Goal 2: Increasing Awareness

All transit providers will be part of a more reliable and recognizable asset for the County.

Goal ID	Opportunities	Urgency	Importance	KPIs	Estimated Timeline	Agency
2.1	Signage	Medium	High	One sign each route, 3 for medium traveled, 5 for highest	12-18 months	GCT
2.2	Inventory of all transportation modes and dedicated landing zone	High	High	Established home website dedicated to all public transit options, not just GCT, GCHS, or independent providers	6-12 Months	Mobility Manager
2.3	Advertising travel training for mobility-impaired riders	Low	High	New multi-media campaign with 500 paper fliers distributed, 2000 social media clicks, and at least a 5% click-through rate on email campaigns	6-12 Months	Mobility Manager
2.4	Establish quarterly training seminar at coordinated senior centers/ARCs throughout the county	Low	High	At least 4 seminars are held each year	3-12 months	Mobility Manager / GCDHS

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2.5	Advertising routes and services	High	High	Multiple mediums for advertising and updated platform from operator (Beyond website and pamphlets)	3-6 Months	Mobility Manager
2.6	Enhancing access via promotions and public awareness campaigns	High	High	Increased ridership 7-10% YoY	3-24 Months	GCT / Mobility Manager
2.7	Branding overhaul to increase promotions and awareness across system	Low	Medium	Branding autopsy completed and new brand launched within 18 months	12-18 Months	GCT / Mobility Manager
2.8	Increase partnership with local events and municipalities	Medium	High	Attend at least one event per month in various communities across GC	3 - 12+ Months	All agencies
2.9	Quarterly open houses and/or Q&A sessions with operator across various public venues in GC	Medium	Medium	4 Open houses per year with 10 questions answered at each session --> min. 40 questions per year answered	3-12+ Months	Greene County / Mobility Manager

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2.10	Designate representative from local schools and CGCC to the TAB	Medium	Medium	At least 25% of the GC schools represented on the TAB	6 Months	Greene County
2.11	Consolidate public information and resource distribution to one sole source	Medium	Medium	Continued inquiry volume to MM increases by 10% YoY	6-12+ months	Mobility Manager

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Goal 3: Administrative Capacity

The coordinated transit system will invest in human and working capital to ensure efficient and responsible operations.

Goal ID	Opportunities	Urgency	Importance	KPIs	Estimated Timeline	Agency
3.1	System consolidation and coordinated efforts	High	High	Drastically lowered 'crossover' and routes have been merged to optimize efficiency	6-12 Months	All agencies / NYSDOT
3.2	MPO Integration	Low	Low	Either included in regional existing MPO or create a new one	>24 months	Greene County
3.3	Increasing advertising revenue	Medium	Medium	10% increase in advertisement revenue YoY	>24 Months	GCT
3.4	Replacing the aging fleet	Low	Low	90% of fleet under 3 years old	>36 Months	All agencies
3.5	Coordinated Plan Item Implementation Tracking	High	High	Annual evaluation conducted by special committee chartered by TAB	Annually	Greene County / Mobility Manager
3.6	Prepare and submit grant application to NYSDOT	High	High	Grant submitted by Feb 1 2027	7 Months	Greene County / NYSDOT

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3.7	Renew operations agreement	High	High	Operator Contract Signed by 9/30.26	3 Months	Greene County / GCT / NYSDOT
3.8	Improve reliability	Medium	Medium	Increased stop accuracy within 5 minutes of established times by 50% (?)	12-24+ Months	All agencies
3.9	Coordination of Volunteer Driver/Escort programs	High	Medium	Increased volume of driver and escort volunteer hours by 5% (?)	12 Months	All agencies
3.10	Improve and enhance equipment and energy efficiency in the transportation system	Low	Medium	Assess specific areas of energy efficiency within system and assess viability within 12 months	12 Months	All agencies
3.11	Dispatch consolidation through a third-party broker	Medium	Medium	Established contract relationship with third party assuming roles as dispatch; overall YoY operating cost decrease 2%-5%	12-24 months	Greene County / GCT

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3.12	Collaborative driver trainings emphasizing best practices in safety	High	High	Annual driver training programs deployed, accident/incident rates declined by 10% YoY, insurance payments lowered by 5% YoY	12+ months	All providers / Mobility Manager
3.13	Enhanced cooperation amongst service providers for vehicle fueling and service	Low	Medium	Controlled fuel and service costs YoY (<=1% variance YoY)*	12+ months	All providers / Mobility Manager

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Goal 4: Modernization

The system's fleet will offer modern amenities in line with the expectations of its ridership.

Goal ID	Opportunities	Urgency	Importance	KPIs	Estimated Timeline	Agency
4.1	Electronic Check in System	Medium	High	Established digital payment system online and on buses	12-18 Months	Greene County / GCT
4.2	Modernizing website for GIS integration	Low	Low	All route schedules updated, clarify boundaries of dial-a-ride service, and integration with NYS 3-digit website for all routes.	12 months	Greene County / GCT
4.3	Modernize the buses - Wi-Fi, electronic payment system	Medium	High	Established digital payment system online and on buses	12-18 Months	Greene County

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Goal 5: Advocacy

System-wide agencies and stakeholders will regularly engage with regulatory and advocacy groups well-versed in the priorities of rural transit.

Goal ID	Opportunities	Urgency	Importance	KPIs	Estimated Timeline	Agency
5.1	Communicate Regularly with NYSDOT on Regulatory Changes	High	High	Round Table established (outside of TAB) with DOT and Elected Officials included	1-3 Months	Greene County
5.2	Evaluating State Annual Budget for Transit Funding Changes Before and Following Adoption	High	High	Special TAB committee meeting semiannually chartered specifically for this purpose	30-90 Days	Greene County / Mobility Manager

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Appendix A: Transit Survey Questions

2026 Greene County Transit Community Transportation Study Instrument

The following survey instrument was used to collect community input regarding transportation use, transportation barriers unmet needs, and potential improvements to transportation services in Greene County. Survey responses were collected in 2026 and were used to inform the assessment of transportation needs and the development of strategies contained within the 2026 Coordinated Transportation Plan.

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About you

1. Age

2. Town or village where you live:
    - Ashland
    - Athens
    - Cairo
    - Catskill
    - Coxsackie
    - Durham
    - Greenville
    - Halcott
    - Hunter
    - Jewett
    - Leeds
    - Lexington
    - New Baltimore
    - Palenville
    - Prattsville
    - Windham
    - Village of Athens
    - Village of Catskill
    - Village of Coxsackie
    - Village of Hunter
    - Village of Tannersville
    - Outside of Greene County

3. What types of transportation do you currently use?
    - Greene County Transit (public bus
    - Volunteer driver or senior ride program
    - Medical or Medicaid Transportation
    - Taxi or livery service
    - Ride-share
    - Friends / Family for rides
    - Personal vehicle
    - Other: _____

4. Approximate annual household income: (Check one)
    - Under $25,000
    - $25,000 to $49,999
    - $50,000 to $74,999
    - $75,000 to $99,000
    - $100,000 or more
    - Prefer not to answer

5. Do you have a valid driver's license?

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- Yes
- No

6. Do you have a disability or health condition that limits your ability to travel independently?
    - Yes
    - No
    - Prefer not to answer

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Public Transit Use

7. How far (in miles) is the nearest Greene County Transit route from your home? (e.g. 0.25 = one quarter mile. Enter zero if unsure)

_____ MILES

8. Approximately how many times per week do you use Greene County Transit?
    - 0 times (never)
    - 1 – 2 times
    - 3 – 4 times
    - 5 or more times

9. How often do you use Greene County Transit to reach the same destinations? (e.g. work, shopping, medical appointments)
    - Always
    - Often
    - Sometimes
    - Not often

10. Why do you ride public transit? (Select all that apply)
    - Access County Services
    - Convenience
    - Comfort
    - Cost effectiveness
    - Disability or mobility limitation
    - Reliability
    - Environmental benefits
    - Frequency of
    - Speed
    - Other: _____

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Access, Barriers, and Priorities

11. If you have difficulty using Greene County Transit or other transportation when you need it, what are the main challenges? (Check all that apply)
    - Service not available where I live
    - Limited hours or days or service
    - No stop or route close enough to my home or destination
    - Cost or affordability
    - Accessibility or mobility barriers (steps, distance to stops, etc.)
    - Safety or reliability concerns
    - Technology issues (booking, apps, website, etc.)
    - I am not sure what services are available
    - Other: _____

12. What improvements would most benefit you or your community? (Check up to 3)
    - More public bus routes or connections
    - More frequent service on existing route
    - Lower fares or transportation assistance
    - Longer hours or weekend service
    - Increased access to taxis or rideshare (Uber, Lyft, etc.)
    - Easier scheduling (call center, app, or one-stop system)
    - More volunteer drivers or medical ride options
    - More outreach and better information about what's available

13. If available, would you use Greene County Transit on weekends and/or evenings?
    - Weekends
    - Evenings
    - Both weekends and evenings
    - I would not use weekend or evening service

14. Additional comments about your transportation needs or ideas for improving transportation options in Greene County:

15. Are you using other transportation other than Greene County Transit?

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Appendix B: GCT Routes

Arc Mid-Hudson Operated Greene County Transit (GCT) Route Deviation Public Transit Routes

Route Number	Route Name	Weekdays of Service	Route Times	Towns
700/701	Blue/Purple Line	Monday - Friday	7:00 am - 10:25 am; 1:00 pm - 4:30 pm; Some locations are on request only.	Catskill, Coxsackie, Jefferson Heights, Leeds, Cairo & Athens
702	Orange Line	Monday - Friday	8:18 am - 9:50 am; 1:00 pm - 2:58 pm	Catskill, Kiskatom, Cairo
706	Brown Line	Monday - Friday	6:50 am - 8:45 am; 2:15 pm - 4:20 pm	Catskill, Earlton, Greenville, Durham, Oak Hill, Acra, Cairo, Leeds
708	White LIne	Wednesday ONLY	8:00 am - 10:33 am; 2:15 pm - 4:40 pm	Catskill, Palenville, Haines Falls, Tannersville, Hunter, Jewett, Lexington, Prattsville, Ashland, Hensonville, Windham, Acra
709	Red Line	Friday ONLY	7:50 am - 10:23 pm; 2:15 pm - 4:40 pm	Catskill, Leeds, Cairo, Acra, Windham, Ashland, Prattsville, Lexington, Jewett, Hensonville, Hunter
710 Catskill Shuttle	Yellow Line	Monday - Friday	9:00 am - 10:00 am; 11:00 am - 12:00pm; 1:00 pm - 2:00 pm	Village of Catskill
711	Teal Line	Monday - Friday	6:00 am - 7:00 am; 7:00 am - 8:00 am; 8:15 am - 9:15 am; 9:15 am - 10:15 am; 10:45 am - 11:45 am; 11:45 am - 12:45 pm; 1:15 pm - 2:15 pm; 2:30 pm - 3:30 pm; 4:00 pm - 5:00 pm; 5:15 pm - 6:15 pm; 6:15 pm - 7:15 pm	Catskill, Columbia-Greene Community College; Columbia Memorial Hospital, Hudson Train Station

See website: https://www.greenecountytransit.com/Routes-Schedules