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COLUMBIA COUNTY TRANSPORTATION PLANNING ANALYSIS

February 2023

Approved for distribution for the purposes of public feedback and stakeholder engagement

Columbia County Transportation Planning Task Force

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INTRODUCTION AND EXECUTIVE SUMMARY

PURPOSE

The 2022 Columbia County Transportation Planning Analysis supports the Columbia County Board of Supervisors and other transportation providers to better meet the transportation needs of county residents, particularly persons with limited incomes, older adults, and individuals with disabilities.

PROCESS

In April 2022, Chairman of the Board Matt Murell formed the Transportation Planning Committee and appointed the following members:

- Michael Chameides, Supervisor, Hudson 3rd Ward, Sub Committee Chairperson
- Richard Scalera, Supervisor, Hudson 5th Ward
- Clifford Weigelt, Supervisor, Town of Claverack
- Ronald Knott, Supervisor, Town of Stuyvesant
- James Breig, Controller, Columbia County
- Chris Muller, Deputy County Attorney, Columbia County
- Marissa Hogencamp, Purchasing Agent, Columbia County
- Michael Johnston, Johnston Transportation
- Claire Parde, Director, Columbia County Community Healthcare Consortium
- James Funk, Columbia County Community Healthcare Consortium
- Kevin McDonald, Administrator, Columbia County Office for the Aging
- Robert Gibson, Commissioner, Columbia County Dept. of Social Services
- Patrice Perry, Director, Columbia County Planning Department
- Michelle Tullo, AICP Housing Justice Director, City of Hudson
- Raymond Jurkowski, County Engineer, Columbia County

The Transportation Planning Committee was tasked with conducting the research and analysis for the 2023 Columbia County Transportation Planning Analysis, which they are undertaking in three phases. Over six meetings, the committee collected and reviewed existing services and needs. This document reflects the key points of information and the completion of Phase 1.

In Phase 2 of the planning process, the Transportation Planning Committee will seek public feedback and engage stakeholders. The Transportation Planning Committee will schedule public

hearings as well as process for people to submit feedback in writing. In Phase 3, the Transportation Planning Committee will reflect on the learnings of Phase 2, and along with the initial Columbia County Transportation Planning Analysis, create an updated Columbia County Transportation Coordination Plan. The final plan will include:

1. An assessment of transportation needs for individuals with disabilities, older adults, and persons with limited incomes.
2. An inventory of available services that identifies areas of redundant services and gaps in services.
3. Strategies to address the identified gaps in services.
4. Identification of coordination actions to eliminate or reduce duplication of services and strategies for more efficient utilization of resources.
5. Prioritization of implementation strategies.

EXISTING RESEARCH

Our analysis builds on previous research and local planning documents. The 2017 [“Columbia County Transportation Coordination Plan”](#) is of particular importance, which is the County’s official plan and has been [approved by the New York State Department of Transportation](#). This report includes the committee’s evaluation of the progress on the action items from the 2017 plan.

The 2017 [“Housing Needs Assessment of Columbia County, NY”](#) notes how rising housing prices increase the need for public transportation: “Families who once rented homes and apartments near the urban centers of the county are thus forced to move further out into the country, where they face transportation issues back to major centers of employment and to schools.”

The Columbia Greene Workforce [2017-2020 Local Plan](#) notes, “The lack of public transportation in our rural area is always an issue that limits not only access to the Career Center, but also access to other workforce preparation services, and job opportunities for many of our most in-need residents.”

In assessing the viability of expanding on-demand transportation services, Spark of Hudson surveyed over 800 people in 2021. They found:

- Preference for weekend services
- Top destinations included grocery stores, downtown Hudson, and healthcare facilities

EXISTING SERVICES SUMMARY

Columbia County runs [public transportation routes](#), requiring four active vehicles. A fifth vehicle is occasionally used to allow for vehicle maintenance. Using the number of riders per public transportation mile is an informative metric for public transportation. Using this metric allows

us to compare routes with drastically different annual mileage and normalizes ridership across annual differences in mileage. In addition, public transportation costs are directly related to mileage.

- Public transportation served over 30,000 riders in 2022.
- Since 2011, riders/miles have increased on the Shopping Shuttle. For the other routes, riders/mile decreased.
- Since 2017, all routes have had a decrease in riders/mile. The Covid pandemic significantly impacted ridership. This analysis does not include 2022 data.
- Columbia County has limited ridership data for 2012 - 2017, which may reflect the need for more consistent staffing/planning.
- Annual costs were flat from 2011 to 2021. Correcting for inflation, costs are down. State revenue is up and offsets the decrease in fare revenue and increase in operations costs.

In addition to public transportation, numerous public and private, not-for-profit agencies in Columbia County provide transportation services to Columbia County residents. Collectively, these agencies utilize over 100 vehicles and more than 50 full-time and part-time staff to deliver more than 40,000 trips per year. These combined transportation services provide more rides to residents than the county's public transportation system.

Almost all transportation providers reported difficulty keeping up with the demand and suggested that county residents would benefit from increased service delivery. The lack of additional vehicles and staff are the two most significant limitations on scaling up these programs.

DEMOGRAPHICS SUMMARY

The latest demographic data may help identify areas of the county with the most significant opportunity for transportation services.

1. Municipalities with the most no-vehicle households: Hudson, Kinderhook, and Livingston
2. Poverty and Disability by municipality: Hudson has the highest percentage and total number of residents in poverty. Kinderhook has the second-highest total. Hillsdale has the highest percentage of persons with a disability.
3. Municipalities with the biggest population gain are Clermont, Greenport, Livingston, and Austerlitz.
4. The municipalities with the highest density: are Hudson, then Kinderhook, Greenport, and Stockport.
5. Residents over 60 are the primary public transportation users. And the over 70+ population is predicted to increase significantly over the next ten years.

MAPPING SUMMARY

The Columbia County Transportation Planning Committee mapped sites of interest. Map layers include:

1. Large employers, which are concentrated in the Hudson/Greenport area, with additional large clusters in Kinderhook, Chatham, and Claverack
2. Government services, which are concentrated in Hudson
3. Medical facilities, which are primarily in Hudson — and also Kinderhook
4. Multiple Unit Housing, which is more prominent in the western half of the county, with the most concentration along Route 9.
5. Recreation sites, libraries, and educational institutions, which appear throughout the county

FUNDING AND STAFFING SUMMARY

The 2017 Columbia County Transportation Coordination Plan identified accessing funding as a priority action. The Federal and State governments provide significant financial support for Columbia County's Public Transportation program. Yet, it has been difficult for Columbia County to utilize available funds fully. By not filing proper paperwork during the filing window, Columbia County has missed opportunities to apply for capital expenses and reimbursement. The Columbia County DOT application process can also be challenging to navigate and assumes that there is a local administrator with a high level of specific knowledge. Yet, Columbia County has not consistently had a staff person with this task in their job description and adequate training and staff time.

The 2017 Columbia County Transportation Coordination Plan identified staffing a transportation coordinator or mobility manager as a priority action. The role of transportation coordinator could potentially be combined with other related roles.

EMERGENCY MANAGEMENT SUMMARY

The Columbia County Transportation Coordination Plan does not address issues related to Emergency Preparedness & Response/Recovery. Columbia County should either include emergency preparedness, response, and recovery in the next version of the plan or create a separate Emergency Preparedness Transportation Plan.

CONSIDERATIONS AND OBJECTIVES

During the planning process, several themes emerged:

1. How to best expand access to transportation services so more people can get to the places they need to go when they need to

2. Create solutions designed specifically for people's needs — different people may need different transportation services. For instance, some people might be better served by a door-to-door, dial-a-ride service that would shorten wait and travel times.
3. Consider potential climate-smart solutions, including the electrification of vehicles and other means of reducing greenhouse gas emissions
4. Consider current and potential funding sources and shape the plan strategically
5. Consider the capacity to implement transportation goals and whether to create a new staff position
6. Create a plan that has clear goals and prioritization
7. Create a plan with realistic assessment and solutions, with clear expectations of who manages each action item and service within the plan

2022 FINDINGS

Since the 2017 [Columbia County Transportation Coordination Plan](#), the County added a youth transportation route to help students access valuable educational programming. The County is working on expanding Shopping Shuttle Public Transportation to add afternoon and evening hours, as well as Sunday Service. The County also piloted a route to Columbia Greene Community College but closed the pilot due to a lack of ridership in the program. The public transportation routes established in the 2017 plan have not significantly changed.

The public transportation fleet was overhauled in 2019 and the County has a new bus in production. The county has made significant improvements to public transportation publicity and route descriptions, including the development of maps, schedules, brochures, and signage.

PROGRESS ON 2017 ACTION ITEMS

The following are the action items from the 2017 [“Columbia County Transportation Coordination Plan,”](#) along with the committee’s evaluation of progress to date.

ITEM #	2017 ACTION ITEM	PROGRESS BY 2022
ITEM #1	Improve the image of public transportation by educating the public on how to use the system and to encourage non-riders to become riders. Provide individualized special events focusing on certain population groups.	Unknown
ITEM #2	Improve on publicizing public transportation and create a more visual presence in the county through use of various media.	1) Created route maps 2) County updated signs, which are posted in Hudson and Greenport 3) County designed, printed, and distributed route booklets 4) News coverage has increased 5) There is a new county website: publictransportation.columbiacountyny.com

ITEM #3	Improve upon and recognize the need for personal assistance to passengers with individual needs.	All public transportation services meet Federal statutes. We would need more staff for additional assistance
ITEM #4	Improve upon and emphasize the safety and reliability of riding a bus to the general public.	1) County printed bus route schedules and aligned printed schedule with actual route 2) County established emergency alert system to notify riders during breaks in service
ITEM #5	Concentrate on applying for funding through 5311, 5310, JARC and New Freedoms program in order to minimize expenses to the customer and open other opportunities to the transportation system.	1) County resumed 5311 funding application and is catching up on back payments 2) Now applying for 5311 and STOA funds consistently 3) County could do more to access new funding streams 4) County is seeking subsidy from private foundation 5) County accessed federal prevention funds to support creation of a youth bus 6) A change in the way that the Mental Health Association delivers its Personalized Recovery Oriented Services (PROS) Program decreased the demand for Medicaid-reimbursable healthcare transportation.
ITEM #6	Consider increasing operational hours of transportation outside of the Monday thru Friday.	1) Shopping Shuttle now has Saturday hours 2) Currently seeking a program to extend evening and weekend hours
ITEM #7	Consider extending the Saturday Service for employment, medical, shopping and social.	Currently seeking a program to extend the evening and weekend hours
ITEM #8	Development of employment routes and shuttle services – main corridors including Inter-County and Intra-County. Employment connecting routes for	Progress Unknown

	Albany service throughout Columbia County, possible mid-day Albany route	
ITEM #9	Work to implement a universal pass or swipe card system that will interconnect with other public transportation services in the county and neighboring counties.	This was explored but found to be not easily attainable from the provider's perspective. This task might create more work or different work
ITEM #10	Encourage the transportation advisory committee to continue to meet and discuss future improvements and participants to the system.	1) After a break in the transportation advisory committee, the Public Transportation Subcommittee formed and meets regularly 2) Transportation Planning Subcommittee convened to refresh the County plan
ITEM #11	Provide for the accommodation of accessory items - bikes, strollers, walkers, grocery bags, etc.	Reviewed options on a new bus purchase, but it would have been a significant cost increase
ITEM #12	Improve upon hours of operation of the transportation system particularly in the Central and Eastside area where the major employment, shopping centers and county seat are located. <i>Note: The action item says "Eastside" but the locations listed are the central and western part of the county.</i>	1) Shopping Shuttle includes Hudson and Greenport 2) Albany route offers service to the Western towns
ITEM #13	Work to keep the cost of public transportation minimal to those individuals who are seeking assistance from county government and whose only means of transportation to and from the service organization may be by the county public transportation.	No cost increases
ITEM #14	Improve upon matching the transportation schedule with seasonal changing, tourist-based employment and educational semester to allow greater access to the low income and student-based population seeking work and education.	1) No major change to the schedule. 2) Created afterschool and summer youth bus 3) Piloted Columbia Greene Community College bus, but the pilot did not generate adequate ridership.

ITEM #15	Open discussion between the transportation providers and the educational systems to discuss the need to accommodate students to/from college and after school or college activities that may need a ride.	1) Created afterschool and summer youth bus 2) Piloted Columbia Greene Community College bus, pilot did not generate adequate ridership
ITEM #16	Designate and identify through signage and advertising areas of park-n-rides for individuals seeking to access the public transportation routes.	Progress unknown
ITEM #17	Improve and enhance equipment and energy efficiency in the transportation system.	Purchased new buses, but no specific attention to energy efficiency within the fleet
ITEM #18	Additional Staffing - Transportation Coordinator or Mobility Manager determine the degree or success for transportation services, cost savings, accessing funding and accommodation for currently unmet needs	Public transportation finances are managed by the Controller's Office, but there is not a transportation coordinator or mobility manager

EXISTING SERVICES: PUBLIC TRANSPORTATION

Columbia County Transportation operates three public transportation routes across the county. The “County” route has three different routes, depending on the day. For more information on public transportation services, see publictransportation.columbiacountyny.com

EXISTING PUBLIC TRANSPORTATION ROUTES

Columbia County operates five fixed service bus routes throughout the county.

Route	Locations	Loop/Day	Time for 1 loop	Days/Week	Route Style
Albany	Hudson, Greenport, Stottville, Kinderhook, Valatie, Schodack, and Albany	4	2:20	5	Public Transit (Follows fixed route on a specific schedule)
Shopping	Hudson and Greenport	7	1:13	6	Public Transit (Follows fixed route on a specific schedule)
County: Claverack	Claverack and Greenport	1	4:10	1	Group Field Trip (Most riders get on at the beginning of the route, and then route and schedule is adjusted to meet the needs of the group)
County: Germantown	Claverack, Germantown, Greenport, Stottville, and Stuyvesant	1	5:40	2	Group Field Trip (Most riders get on at the beginning of the route, and then route and schedule is adjusted to meet the needs of the group)
County: Philmont	Philmont, Ancramdale, Copake, and	1	5:30	1	Group Field Trip (Most riders get on at the beginning of the route, and then

	Greenport				route and schedule is adjusted to meet the needs of the group)
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Riders can enter or exit the bus anywhere along the route. Riders can use the locations and times listed in the bus schedules for planning purposes.

As an accessibility measure, Columbia County Public Transportation will deviate up to ¼ mile off the route to pick up individuals who cannot get to the established route. Riders looking to route deviations can call the County by 4 PM the day prior to the ride to arrange the deviation. All routes are operated by Michael S Johnston LLC.

2022 Columbia County Public Transportation Fare Rates

CASH FARE RATES			CONSUMER RATES		
From:	To:	Cost:	From:	To:	10 Trips
Hudson	Greenport	\$1.00	Hudson	Albany	\$40.00
Hudson	Columbiaville	\$2.00	Columbiaville	Albany	\$38.00
Hudson	Kinderhook	\$2.00	Kinderhook	Albany	\$36.00
Hudson	Valatie	\$2.00			
Hudson	Albany	\$5.50			
Columbiaville	Kinderhook	\$2.50			
Columbiaville	Valatie	\$2.00			
Columbiaville	Albany	\$5.00			
Kinderhook	Albany	\$4.50			
Valatie	Albany	\$4.50			

Southern County and Philmont Bus Route Fares:

\$2.00 Each way for all passengers

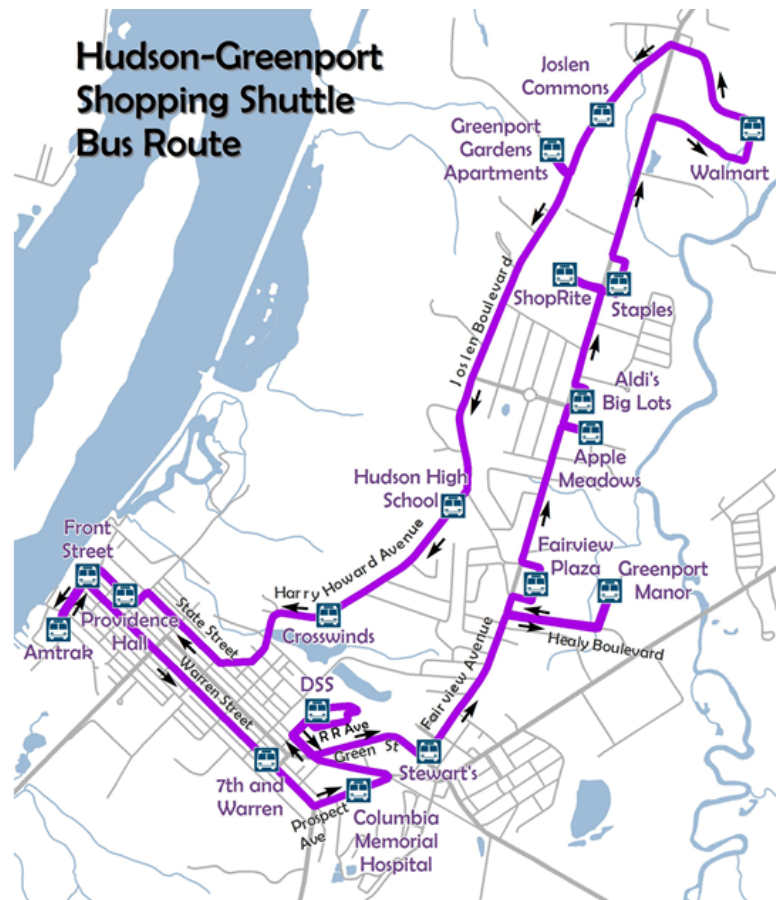
Hudson - Greenport Shopping Shuttle:

\$1.00 Each ride

Shopping Shuttle Map and Schedule - Existing

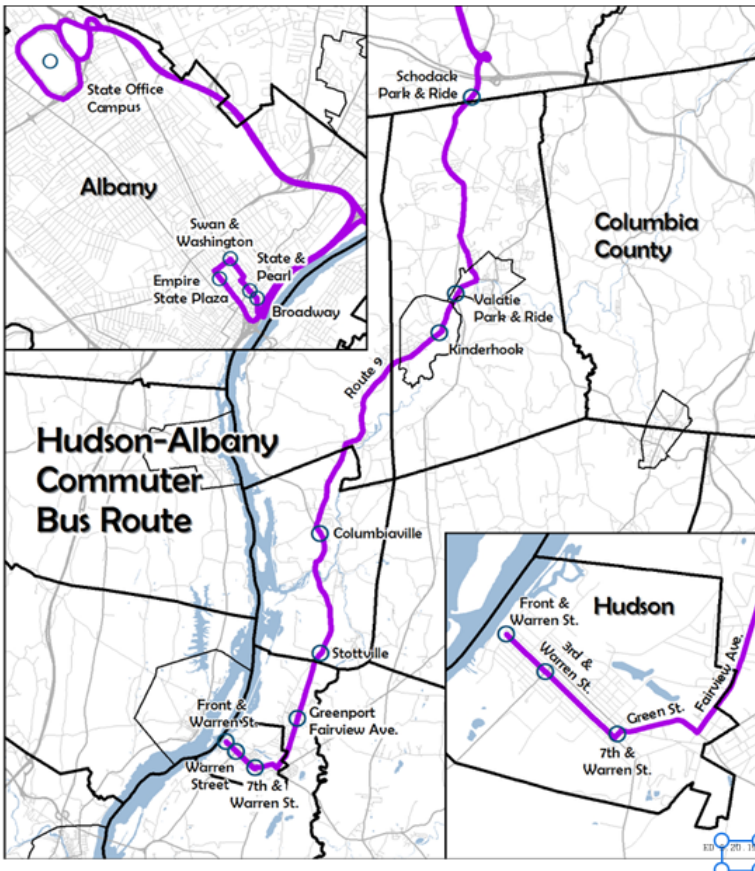
The Hudson-Greenport Shopping Shuttle ("Shopping Shuttle") runs in a 14-mile loop. The Shuttle loop takes approximately 72 minutes to complete. The loop starts at Crosswinds apartments on Harry Howard, runs south to State Street, then West to the Hudson Housing Authority, South on 2nd Street, West on Columbia Street, South on Front Street to the Hudson Amtrak station, then turns around to go southeast along Warren Street to the Columbia

Memorial Hospital, then runs north on Fairview Avenue to service shopping plazas and housing complexes, before looping back south on Joslen to service residences and schools (see Figure below). The Shuttle runs Monday through Saturday from 6:45 am to 3:00 pm. The shuttle costs one dollar, payable by cash on board.



Hudson Albany Commuter Bus Route - Existing

The Hudson Albany Commuter Bus Route runs in a 70-mile loop. The loop takes approximately 90 minutes to complete. The loop starts at Front and Warren in Hudson, runs through Hudson, then to Greenport, Stottville, Columbiaville, Kinderhook, Valatie, and Schodack before making several stops in Albany, including transfer to Capital District Transportation Authority (CDTA) (see Figure below). The Shuttle runs Monday through Friday with two morning loops and afternoon loops. The shuttle costs is \$1.00 to \$4.50, depending on distance, payable by cash on board.



County Bus Schedule - Existing

The County bus runs a different route on each day of the week. These buses run like a group field trip where riders give input on the specific route and timing of pickups and dropoffs. Most riders take the bus to Greenport for shopping or lunch, then return on the bus.

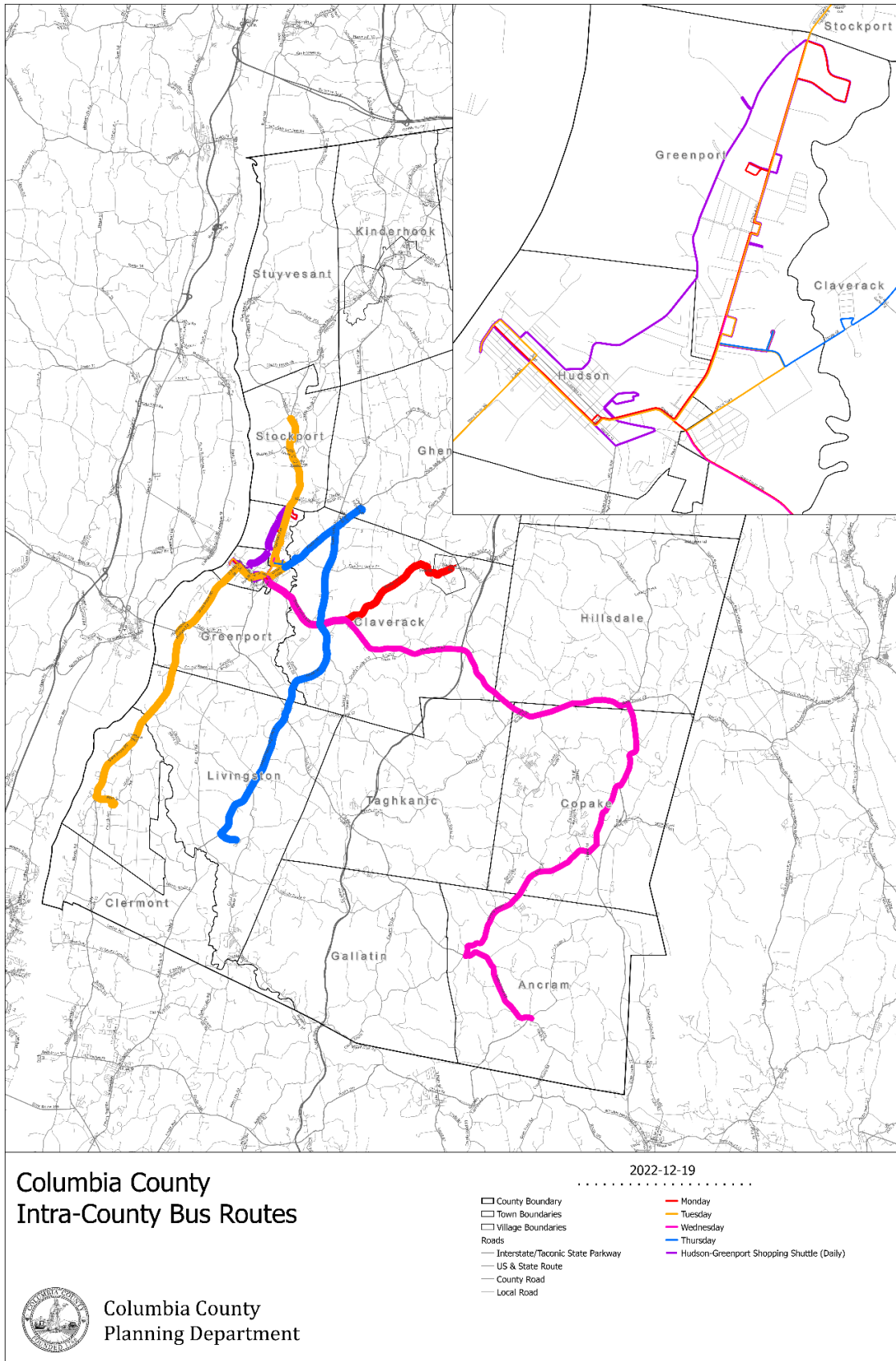
On Mondays, the bus run starts at 8:30am in Philmont and travels through Mellenville and Claverack to Fairview avenue in Greenport. The bus goes to Warren Street in Hudson by request. The bus then reverses route and ends in Philmont at 12:40pm.

On Tuesdays, the bus leaves the Philmont garage at 8:20am, picks up passengers at Palantine Manor in Germantown, goes north on Route 9G, then 23B, then stops at Greenport Manor in Greenport. Upon request, the bus will go to the intersection of 9J and Rt 9. Then the bus travels to Fairview Avenue in Greenport. The bus goes to Warren Street in Hudson by request. The bus then reverses route and ends in Philmont at 2:00pm.

On Wednesdays, the bus leaves the Philmont garage at 7:30am, picks up passengers in Ancramdale. Then the bus travels to Fairview Avenue in Greenport. The bus goes to Warren Street in Hudson by request. The bus then reverses route and ends in Philmont at 3:00pm.

On Wednesdays, the bus leaves the Philmont garage at 7:30am, picks up passengers in Ancramdale. The bus takes 82 through Ancram then Route 7 to Copake, then Route 22 to Hillsdale, and to Fairview Avenue in Greenport. The bus goes to Warren Street in Hudson by request. The bus then reverses route and ends in Philmont at 3:00pm.

On Thursdays, the bus leaves the Philmont garage at 8:20am, picks up passengers at the Maple Lane Mobile Home Park in Livingston, travels Route 9 to 9H to Route 66 to Whittier Rehab & Skilled Nursing Center, then Dutch Village Mobile Home Park and Greenport Manor. Then the bus goes to Fairview Avenue in Greenport. The bus goes to Warren Street in Hudson by request. The bus then reverses route and ends in Philmont at 2:00pm.



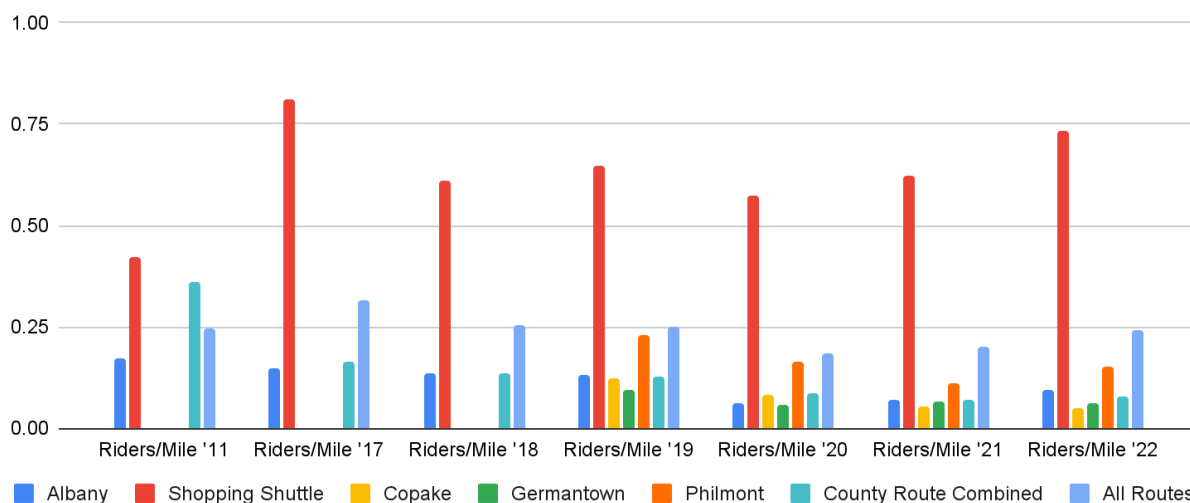
RIDERSHIP BY YEAR

Using the numbers of riders per public transportation mile is an informative metric for public transportation. Using this metric allows us to compare routes that have drastically different annual mileage, and it also normalizes ridership across annual differences in mileage. In addition, public transportation costs are directly related to mileage.

- Since 2011, riders/miles have increased on the Shopping Shuttle. For the other routes, riders/mile decreased.
- Since 2017, all routes have had a decrease in riders/mile. The Covid pandemic significantly impacted ridership. This analysis does not include 2022 data.
- Columbia County has limited ridership data for 2012 - 2017, which may reflect the need for more consistent staffing/planning.

	Albany	Shopping	Copake	Germantown	Philmont	County Route Combined Copake + Germantown + Philmont	Total
Riders by Year							
Riders '11	15,835	11,747	N/A	N/A	N/A	6,417	33,999
Riders '17	11,358	25,923	N/A	N/A	N/A	2,797	40,078
Riders '18	11,511	20,518	644	1,136	652	2,432	34,461
Riders '19	11,098	19,806	750	815	691	2,256	33,160
Riders '20	5,198	17,220	386	324	448	1,158	23,576
Riders '21	5,875	18,589	268	308	307	883	25,347
Riders '22	7,852	21,663	237	294	482	1,013	30,528
% '22 : '11	49.59%	184.41%				15.79%	89.79%
Miles Driven by Year							
Miles '11	92,500	27,755	N/A	N/A	N/A	17,852	138,107
Miles '17	77,911	31,911	N/A	N/A	N/A	17,199	127,021
Miles '18	84,049	33,634	N/A	N/A	N/A	17,684	135,367
Miles '19	84,471	30,550	6,161	8,584	3,020	17,765	132,786
Miles '20	84,545	30,021	4,798	5,557	2,746	13,101	127,667
Miles '21	84,410	29,871	4,961	4,708	2,744	12,413	126,694
Miles '22	83,971	29,570	4,754	4,811	3,189	12,754	126,295
% '22 : '11	91.25%	107.62%				69.53%	91.74%
Riders per Mile (Riders/ Mile)							
Riders/Mile '11	0.17	0.42	N/A	N/A	N/A	0.36	0.25
Riders/Mile '17	0.15	0.81	N/A	N/A	N/A	0.16	0.32
Riders/Mile '18	0.14	0.61	N/A	N/A	N/A	0.14	0.25
Riders/Mile '19	0.13	0.65	0.12	0.09	0.23	0.13	0.25
Riders/Mile '20	0.06	0.57	0.08	0.06	0.16	0.09	0.18
Riders/Mile '21	0.07	0.62	0.05	0.07	0.11	0.07	0.20
% '22 : '11	54.62%	173.09%				22.10%	98.19%
Data Source: Compiled from 2017 Columbia County Transportation Coordination Plan, Columbia County Central Services, and Columbia County Controller's Office							

Ridership by Route



Data Source: Compiled from 2017 Columbia County Transportation Coordination Plan, Columbia County Central Services, and Columbia County Controller's Office

PUBLIC TRANSPORTATION FLEET

Columbia County owns 5 public transportation vehicles. Up to four vehicles are simultaneously in service. When more than 1 county vehicle is under maintenance, Johnston Transportation provides additional vehicles at an added rate. In 2019, the County renewed the fleet and purchased three vehicles. In August 2021, the County Public Transportation Sub-Committee approved the purchase of a new bus to replace the C11, the oldest bus in the fleet. In July of 2022, NYSDOT approved the purchase of the bus using grant funds. The new bus is expected to be available for use in 2023. After C11, C3 will need to be replaced next. See the figure below for vehicle status.

Bus Number	Year	Seats	Mileage (As of January 2022)	Mileage (As of January 2022)	Notes
C11	2016	25/2 WC	180,000	182,000	Out of service, being processed for retirement and auction
C3	2017	23/3 WC	117,000	145,500	
C4	2019	23/3 WC	99,000	116,500	
C5	2019	18/2 WC	61,000	101,300	
C6	2019	26/2 WC	61,000	90,000	
C1	2022	22/2 WC	N/A	N/A	Purchased in 2022, start service in 2023

Data Source: Columbia County Central Services and Michael S Johnston LLC

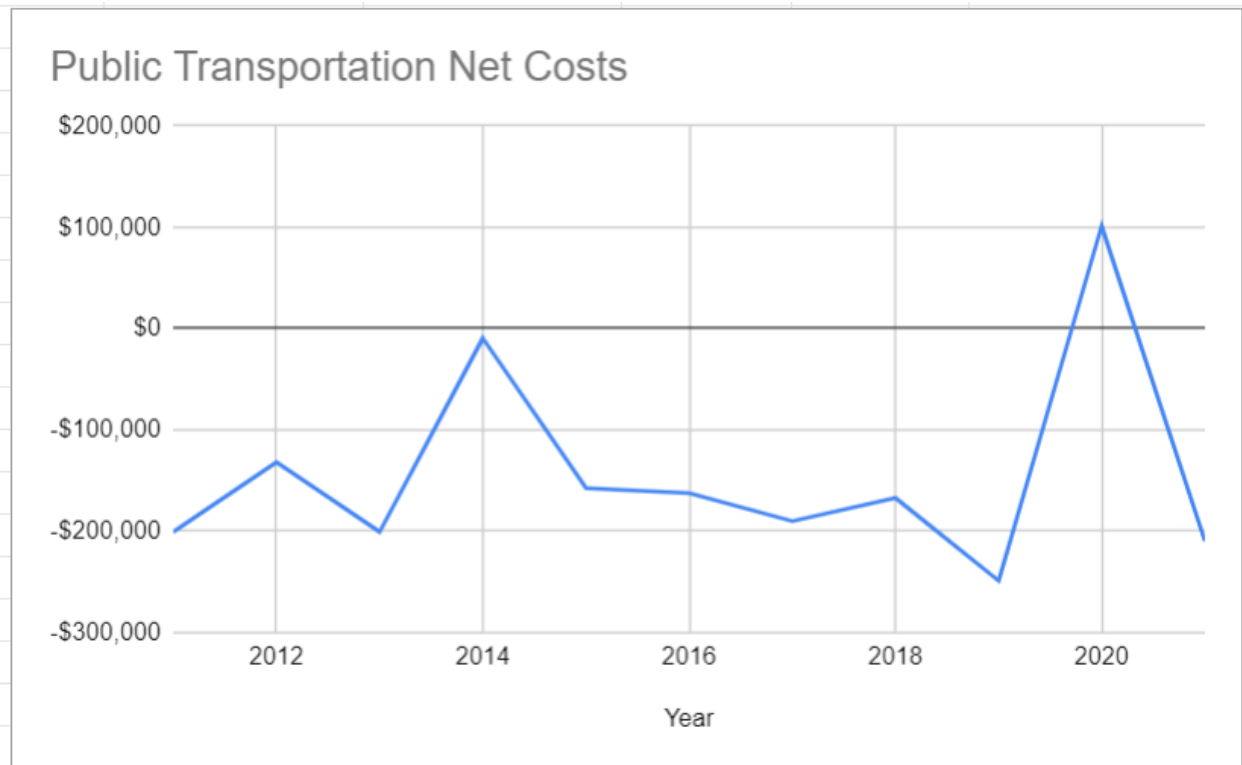
*WC indicates number of wheelchair accessible seating

REVENUE AND COST BY YEAR

Annual costs were flat from 2011 to 2021. Correcting for inflation, costs are down. State revenue is up and offsets the decrease in fare revenue and increase in operations costs.

Year	Revenue State	Revenue Federal	Fare Revenue	Expense Equipment	Expense Contractual	County Share of Expenses
2011	\$142,082	\$0	\$77,709	\$0	-\$420,472	-\$200,681
2012	\$217,251	\$0	\$68,794	\$0	-\$418,007	-\$131,963
2013	\$142,518	\$0	\$82,021	\$0	-\$425,068	-\$200,529
2014	\$158,671	\$175,300	\$75,929	\$0	-\$419,343	-\$9,443
2015	\$280,067	\$50,000	\$78,280	\$0	-\$565,831	-\$157,485
2016	\$147,026	\$58,000	\$79,998	\$0	-\$447,319	-\$162,295
2017	\$134,149	\$70,000	\$70,255	\$0	-\$464,362	-\$189,959
2018	\$208,478	\$256,655	\$64,453	-\$198,505	-\$498,108	-\$167,028
2019	\$271,873	\$0	\$58,960	-\$145,971	-\$433,655	-\$248,793
2020	\$449,453	\$50,000	\$37,710	\$0	-\$435,866	\$101,297
2021	\$215,118	\$0	\$38,942	\$0	-\$463,620	-\$209,560

Data Source: Compiled from Columbia County Central Services, Columbia County Controller's Office, County audited financials, and County budgets



Data Source: Compiled from Columbia County Central Services, Columbia County Controller's Office, County audited financials, and County budgets

PILOT PUBLIC TRANSPORTATION ROUTES

The 2017 Columbia County Transportation Coordination Plan recommends increasing the operational hours of the Shopping Shuttle. In 2019, Columbia County residents submitted a petition for increased Shopping Shuttle service hours and days. Columbia County is now working on a pilot program of extended hours, to be launched in 2023. The additional hours will be 3 pm - 8 pm Monday - Saturday and 11 am - 3 pm on Sunday. The program costs will be largely covered by Federal and state funds, as well as generous support from the Eutopia Foundation.

Adding service hours will increase service hours on the route with the most ridership and riders/mile. This route includes the following amenities.

- - Job sites
- - Government services
- - Medical services
- - Parks and nature areas
- - Shopping, restaurants, and recreation
- Education sites
- - Train station

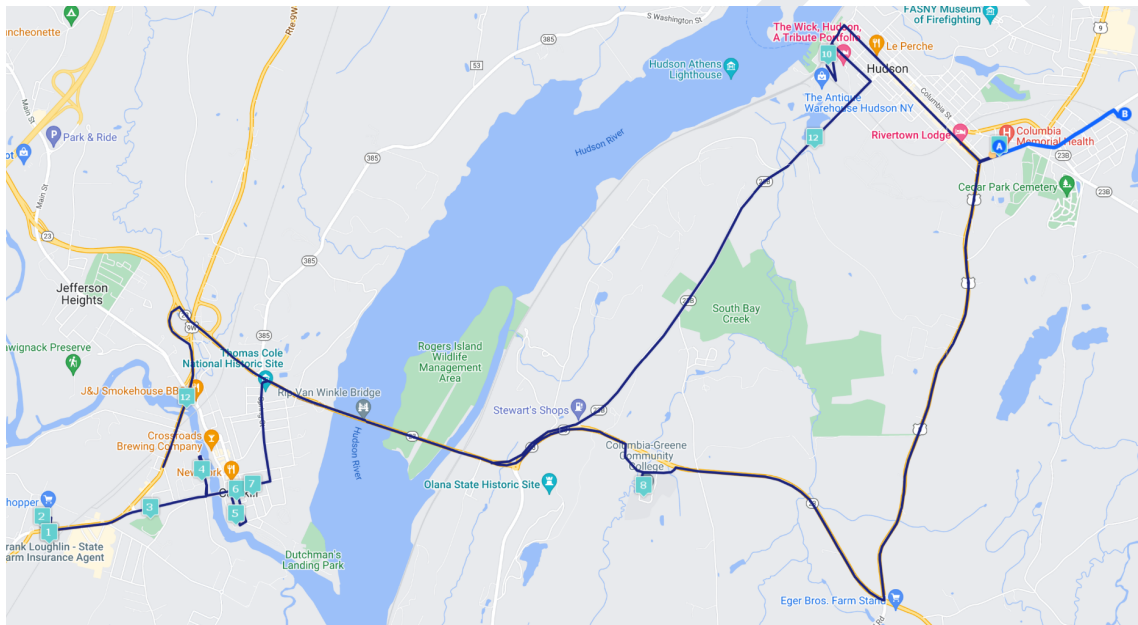
The project has progressed with the following timeline.

- July 2017: 2017 Columbia County Transportation Coordination Plan recommends increasing the operational hours of the Shopping Shuttle.
- November 2019: Community members submit a petition asking for extended hours of the Shopping Shuttle.
- February 2020: County Public Transportation Sub-Committee plans pilot program to extend hours of Shopping Shuttle.
- March 2020: Planned Hours Extension, postponed because of Covid pandemic.
- August 2021: With an increase in ridership and pandemic policy shifting, County Public Transportation Sub-Committee revisits the plan to add Shopping Shuttle hours.
- September 2021: Transportation operator, Johnston Transportation, is unable to run transportation during the extended hours; declines added service hours.
- January 2022: Columbia County engages the New York State Department of Transportation on issuing an invitation for bids for an operator on extended hours.
- September 2022: Columbia County issues an invitation for bids on additional service hours
- October 2022: Board of Supervisors approval to award contract ProPark America New York, LLC for one year with an option for two one-year extensions. Columbia County seeks New York State Department of Transportation approval on the program.

The added hours to the Shopping Shuttle will be the first significant addition of public transportation since the 2017 adoption of the 2017 Columbia County Transportation Coordination Plan. It is an opportunity to learn how to approach adding service.- If added hours are successful, the County will need to determine how, and if, the added service should be incorporated into the Public Transportation RFP process.

GREENE COUNTY ROUTE 711

Greene County Transit runs public transportation between Catskill, Columbia-Greene Community College, Columbia Memorial Hospital, and the Amtrak Train Station. The loop takes 60 minutes to complete. The Route 711 Shuttle runs Monday through Friday from 6:00 am to 7:15 pm.



EXISTING SERVICES: OTHER THAN PUBLIC TRANSPORTATION

In addition to public transportation, numerous public and private, not-for-profit agencies in Columbia County provide transportation services to Columbia County residents. Collectively, these agencies utilize over 100 vehicles and more than 50 full-time and part-time staff to deliver in excess of 40,000 trips per year.

Almost all transportation providers reported difficulty keeping up with the demand and suggested that county residents would benefit from increased service delivery. The lack of additional vehicles and staff are the two greatest limitations on scaling up these programs.

Public Sector Providers:

Numerous public agencies in Columbia County provide transportation services to clients of those agencies. Consequently, in order to be eligible to receive transportation services, clients must typically meet some other criteria, such as those related to age, income, ability, disease state, etc. Some also contract with local taxicab companies and private, not-for-profit organizations in the community to provide additional transportation services to their agency clientele.

The Columbia County Office for the Aging (OFA)

The Office for the Aging (OFA) offers non-medical transportation services primarily for shopping. It can also be used for trips to pharmacies, banks, governmental agencies, nursing homes for visitation and also to congregate meal site locations. This service is available to all Columbia County seniors age 60 and older. The on-demand service is available on weekdays 8:30 am – 4:00 pm, and OFA averages 450 –550 trips per month. The OFA also offers special trips periodically to other locations and events such as shopping malls, museums, boat cruises, etc.

OFA also contracts with the Healthcare Consortium to provide non-emergency medical transportation to Columbia County seniors aged 60 and older.

Columbia County Department of Social Services Transportation (DSS)

The Columbia County Department of Social Services (DSS) provides transportation on an as-needed basis to individuals and families with cases open in one of the various units in the Agency. For instance, they transport homeless clients, individuals in a work program, and children and youth for various purposes, including court appearances, physical and behavioral health appointments, supervised visitation, work, homeless housing, school, grocery shopping, etc. To do so, they utilize vehicles leased by the County and driven by

county employees; at times, they will also contract with a local taxi company. Presently, an on-call rotation is being considered (subject to Board and Union approval) that would make drivers available to DSS clients on off-hours and weekends. In 2021, DSS adults and children transportation serviced 3,525, employment services provided 53 trips, and there were 672 trips related to services for unhoused people and those in emergency housing.

DSS also provides youth transportation in Hudson, Greenport, Stottville, and Claverack for after-school and summer programs. The program helps students access valuable educational programming, which improves economic and health outcomes. It also makes it easier for parents to work in the afternoons and summer. The program is a partnership with Greater Hudson Promise Neighborhood, Hudson Bluehawk Nation After School Program, Hudson Youth Center, Kite's Nest, and Perfect 10. It serves 117 students, with an average daily ridership of 48 students. The contract with the transportation provider expired in November 2022 and the afterschool transportation program is currently on pause. Efforts are being made to secure a new contract and the program may resume as early as February 2023.

Columbia County Department of Human Services (DHS)

The Columbia County Department of Human Services (DHS) provides transportation services through both its Care Coordination Programs to adult clients of the Department.

The Care Coordination Program employs a part-time transportation aide who provides transport services to clients. Additionally, Care Managers utilize contracts with Pronto and McMann—two local taxicab companies—to assist clients with transportation.

These transportation services are typically used for food shopping, pharmacy visits, family visits, trips to governmental agencies such as the Social Security Administration, DSS, Parole, Probation, and to community resources such as ReEntry and self-help groups.

Additionally, DHS contracts with the Healthcare Consortium to provide non-emergency medical transportation to clients of its Mental Health Center.

The Columbia County Department of Health (DOH)

Through its Migrant Worker Program, the Columbia County Department of Health (DOH) provides transportation to migrants who have settled in Columbia County on either a temporary or permanent basis. These services primarily support non-emergency medical transportation, and are delivered exclusively by a Spanish-speaking Community Health Worker whose other duties include system navigation and translation and interpretation services.

Most transportation is delivered within Columbia County but occasionally destinations will be in Greene and Southern Rensselaer Counties as well.

The Columbia County Department of Health (DOH)

Columbia County Veterans Services Agency provides transportation to and from the Stratton VA Medical Center in Albany, NY Monday through Friday. It also provides transportation to veterans, families of veterans, and widows/widowers for non-medical needs.

Private Sector Providers:

Numerous private, not-for-profit organizations in the community provide transportation services. Like Columbia County's public agencies, most of the not-for-profit organizations serve only clients of those agencies, who meet criteria related to age, income, ability, disease state, etc. However, one agency does serve the general public.

The Columbia County Community Healthcare Consortium, Inc.

The Columbia County Community Healthcare Consortiums, Inc. ("the Healthcare Consortium") administers the Children and Adults Rural Transportation Service (CARTS), which provides door-to-door non-emergency medical transportation to Columbia County residents of any age, income or level of ability.

Utilizing its own fleet of vehicles, including a wheelchair-accessible minibus, and a team of drivers, CARTS provides transportation within Columbia County; it also regularly transports residents to providers located in surrounding counties, as well in nearby Massachusetts (principally, Pittsfield and Great Barrington) and Connecticut (principally, Sharon).

As a Certified Medicaid Transportation Provider, the Healthcare Consortium can claim reimbursement for approved trips provided to Medicaid enrollees; for all other passengers, the transportation is provided at no cost to the client. The Healthcare Consortium is contracted by the Columbia County Office for the Aging and the Columbia County Department of Human Services to support medical transportation services. Additionally, it provides transportation services to patients of Columbia Memorial Health and the Greene County Department of Human Services on a contractual basis.

In 2023, Columbia County is providing the Healthcare Consortium in-kind office space and \$52,000 in funding (in addition to the OFA contract). With the \$52,000, Healthcare

Consortium provides a receptionist for the Human Services Building, who serves a number of agencies including the Columbia County Mental Health Center (part of the Department of Human Services), the Department of Health, Office of the Aging, District Attorney's Office, Records Department and Healthcare Consortium.

Twin County Recovery Services Inc. (TCRS)

Through its Greener Pathways Program, Twin County Recovery Services (TCRS) provides recovery-related transportation to agencies and community supports where other transportation is a barrier to recovery due to cost or other issues. Destinations include places like detox, rehab, parole, probation, treatment court, self-help groups, food pantries, and pharmacies. Typical destinations include St. Peter's Hospital, Mid Hudson Regional Medical Center, Conifer Park Glenville, Cornerstone of Rhinebeck, ACCA and community organizations and supports throughout Columbia and Greene Counties.

This recovery-related transportation is available to TCRS clients as well as the general public. Eligibility is determined by them either being engaged in treatment at TCRS or self-reporting that they have a substance use disorder and that transportation services would be useful to them in obtaining or sustaining their recovery.

The Alliance for Positive Health (AFPH)

While the Alliance for Positive Health (AFPH) does not directly provide transportation services, it does provide for them by contracting with local taxi companies. Through its Ryan White Transportation Program, the Alliance arranges for transportation for clients of its own agency who have been diagnosed and are living with HIV/AIDS. Transportation is typically provided for pharmacy trips, substance use group meetings, nutrition groups and food pantry pickups. Most Columbia County trips originate in Hudson or Chatham, with destinations in Albany, Schenectady, or Troy.

Reentry Task Force of Columbia County Inc

The ReEntry Task Force of Columbia County, Inc. ("ReEntry") utilizes the personal vehicles of staff to transport clients of the agency to non-medical appointments including the agency's own office, parole reports, job interviews or work, volunteer work, WorkforceNY at Columbia Greene Community College, support services, governmental agencies, shopping for essentials, and to court on an as-needed basis. They also often transport one or more clients on Wednesday evenings to and from their Warm Night Support Group.

Services are limited to justice-involved persons who are engaged in stabilizing and/or improving their situations. At this time, ReEntry does not provide transportation services to other members of the general public.

Mental Health Association of Columbia-Greene Counties, Inc. (MHA)

The Mental Health Association of Columbia-Greene Counties, Inc. (MHA) provides transportation to clients of the agency in order to help individuals manage a healthier day-to-day life, with a focus on rehabilitation, recovery, and linkage to available clinical and community supports. Transportation is provided to assist with access to community resources and community engagement as well as non-emergency medical, employment support, food shopping, other shopping, pharmacy visits, etc. To provide these services, MHA utilizes its fleet of over 60 vehicles and its sizable staff.

NYSARC Columbia County Chapter Inc. (Coarc)

The Columbia County Chapter of NYSARC, Coarc, transports people experiencing developmental disabilities who are enrolled in OPWDD waiver services. It provides door-to-door pick up throughout Columbia County and the eastern part of Greene County (i.e. Catskill area) in order to transport individuals to and from its day rehabilitation programs facilities located in Mellenville, Hudson, and Valatie, as well as to community outings, and employment. At this time, Coarc does not provide any transportation services to the general population.

Independent Living Center of the Hudson Valley (ILCHV)

Through its NYConnects Program, the Independent Living Center of the Hudson Valley (ILCHV) provides both medical and non-medical transportation to clients of the agency who are aged and/or disabled.

Once a consumer with a disability or any senior becomes a client of the program, the ILCHV will provide transportation for purposes such as food shopping, medical appointment, pharmacy visits, and visits to governmental agencies and other community-based supports. Transportation services are provided very sparingly and only after every option, including but not limited to public transportation, has been exhausted.

Provider Name	People served	Trip Purpose	Services Provided	Trip Destinations	Vehicle # and type	Estimated Number	Wheelchair access?	Hours of operation	Capacity

Columbia County Office for the Aging	Columbia County residents aged 60 and older	non-medical	shops; pharmacies; banks; governmental agencies; nursing homes; congregate meal sites; special events	Both inside and outside Columbia County	2 wheelchair-accessible minibuses seating 7-9 passengers each	2	Y	M-F, 8:30 a.m. to 4:00 p.m.	450-550 trips/month
Columbia County Department of Social Services	Columbia County residents (children and adults) who are clients of the agency	non-medical and non-emergency medical	courts; physical and behavioral health providers; employers; homeless housing; schools; shops, etc.	Both inside and outside Columbia County	cars, minivans, SUVs	6	N	M-F, 8 to 4; evenings; weekends	
Columbia County Department of Human Services	Columbia County residents (adults only) who are clients of the agency	non-medical and non-emergency medical	Food shops; pharmacies; governmental agencies; attorneys; self-help groups; utility companies; family visits	Both inside and outside Columbia County	10 cars and minivans	10	N	Tu, Wed, Th, 8 am to 2 pm	
Columbia County Department of Health	Columbia County residents who are temporary or permanent migrants	mostly non-emergency medical and some non-medical	providers of physical and behavioral healthcare in and around Columbia County	Primarily Columbia County but also Greene and Southern Rensselaer	1 minivan	1	N	M-F, 6 am to 6 pm; some weekends	
The Healthcare Consortium	Columbia County residents of all ages, incomes and level of ability (i.e. the general public)	non-emergency medical	providers of physical and behavioral healthcare in and around Columbia County	Both inside and outside Columbia County	12 cars, minivans and SUVs; 1 wheelchair accessible minibus	13	Y	Office: M-F, 8 am to 4 pm Service delivery: M-F, 6 am to 5 pm	~2,500 trips/quarter
Twin County Recovery Services	Clients of the agency and members of the general public who are seeking recovery-related supports	non-medical and non-emergency medical	detox, rehab, parole, probation, treatment court, self-help groups, food pantries, pharmacies	Both inside and outside Columbia County	1 car, 2 SUVs, 2 10-passenger transit vans	5	N	M-F, 8 am to 7 pm; Sa 9 am to 4 pm	~30 transports per week
The Alliance for Positive Health	Clients of the agency who have been diagnosed and living with HIV/AIDS	non-medical	pharmacies; self-help groups; nutrition groups; food pantries	Both inside and outside Columbia County	None		N	M-F, 8 am to 5 pm	~5 trips per month
Veterans	Columbia County residents who are veterans, families of veterans, and widows/widowers	non-medical and non-emergency medical	VA Center in Albany and occasional special events	Trips originate throughout the county, except Germantown and Copake	1 van, 1 bus	2	Y	M-F, 8 am to 6 pm; weekends and holidays as needed	

ReEntry	Columbia County residents who are justice-involved	non-medical	ReEntry office; homeless housing; parole; job interviews and work; volunteer work; WorkforceNY @ CGCC; support services; governmental agencies; shops, courts	Both inside and outside Columbia County	Staff vehicles	2	N	M, Tu, Th, Fr 8 am to 4:30 pm; Wed 8 am to 8 pm	~4-12 trips/week
Mental Health Association	Clients of the agency	non-medical and non-emergency medical	Access to community resources; community engagement; employment support; food shopping; other shopping; pharmacy visits	Both inside and outside Columbia County	60+ vehicles, mostly passenger cars	60	Y	M-F, 9 am to 5 pm	
Coarc	Clients of the agency	non-emergency medical	door-to-door pickup to and from day programs in Mellenville, Hudson and Valatie; community outings; employment support	Both inside and outside Columbia County	5 large buses (32 passengers each); 2 wheelchair accessible minibuses (10 passengers each); 3 small buses (14-16 passengers each)	10	Y	M-F, 5:30 am to 10 am and 1 pm to 5 pm	23,020 trips/year
Independent Living Center	Clients of the agency who are aged or disabled	non-medical and non-emergency medical	food shopping; medical appointments; pharmacy visits; governmental agencies	Both inside and outside Columbia County	1 large van with ramp	1	N	M-F 9 am to 5 pm	~1-2 trips/month

Data Source: 2022 Survey of providers

Provider Limitations and Concerns

A number of the public and private providers have indicated that they lack the capacity to meet the demand for transportation services. Their ability to serve more residents and provide more service is limited by a number of factors including, but not limited to, a lack of vehicles, difficulty hiring experienced and qualified drivers, and adequate financial support. Additionally, increases in the costs of labor, vehicle fuel, and other inputs also challenge the financial viability of the transportation services they provide. Lastly, providers have indicated that regulatory barriers sometimes decrease opportunities for achieving efficiencies.

There is widespread agreement that there is a need for increased transportation services for both medical and non-medical (grocery, pharmacy, food pantries, employment support, socialization, etc) purposes, which might be met by increases in the frequency of runs on fixed public transportation routes, and by enhancements to existing provider programs other than public transportation.

The Healthcare Consortium reports that the need for non-emergency medical transportation exceeds the agency's current service capacity. However, the Healthcare Consortium is already experiencing difficulty maintaining its current levels of service delivery, as revenues to support the program have decreased and expenses have increased. The loss of revenue is most directly tied to a decreased demand for Medicaid-reimbursable service delivery that accompanied a change in the way the Mental Health Association delivers its Personalized Recovery Oriented Services (PROS) Program; this Medicaid business and associated revenue is difficult if not impossible for the agency to replace. Meanwhile, increases in expenses have largely been tied to increases in vehicle fuel and labor costs. In 2022, CARTS operated at a loss of approximately \$135,000. In 2023, losses from operations are anticipated to exceed \$185,000.

Columbia County Support

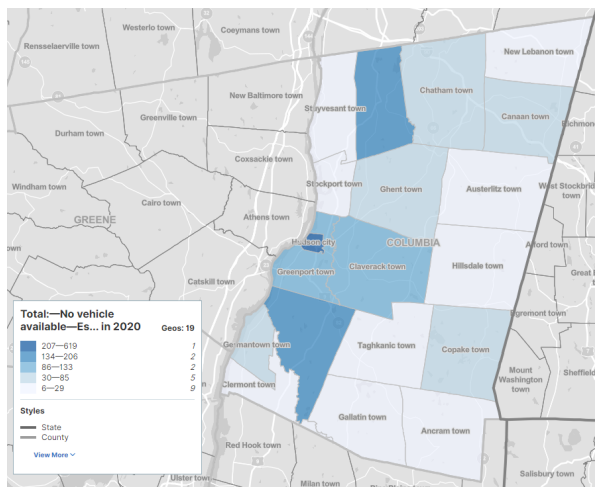
Private sector transportation providers receive funds from Columbia County, some of which is reimbursed with federal and state funds. 2022 Columbia County budget includes the following:

Provider	County Support	State/Federal Aid Reimbursement
Coarc	\$931,356.26	\$450,032.00
Columbia County Community Healthcare Consortium	587,917.38	355,554.50
Mental Health Association of Columbia-Greene Counties	2,327,207.70	1,959,491.32
Twin County Recovery Services	907,712.31	670,145.79
Total	4,754,193.65	3,435,223.60

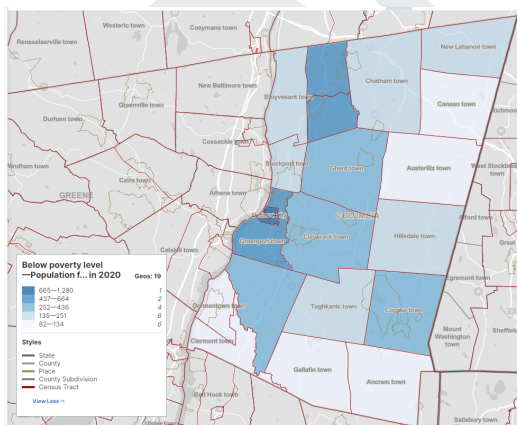
DEMOGRAPHICS AND POINTS OF INTEREST

DEMOGRAPHICS SUMMARY

Columbia County compiled and mapped demographic data, sites of interest, and existing routes. In Phase 3 of the project, the Columbia County Transportation Planning Committee will use this data to help inform where there is the greatest need for transportation, including the origins and destinations of transportation services. Census data may highlight geographies for extra focus.



Towns with the most no-vehicle households: Hudson, Kinderhook, Livingston. Towns with the most households with no vehicle: Hudson, then Livingston and Kinderhook.



Poverty and Disability by Municipality: Hudson has the highest percentage and total number of residents in poverty, as measured by the 2020 American Community Survey. Kinderhook has the second-highest total, with 264. Hillsdale has the highest percentage of persons with a disability. Hudson has the highest total, with 403.

- Municipalities with the biggest population gain between 2000 and 2020: Clermont, Greenport, Livingston, Austerlitz.
- Municipalities with the highest density: Hudson, then Kinderhook, Greenport, Stockport.
- Residents over 60 are the primary public transportation users. And the over 70+ population is predicted to increase significantly over the next ten years.

In addition, transportation should provide access to key sites of interest. [View sites of interest on a map.](#)

- Large employers concentrated in the Hudson/Greenport area, with additional large clusters in Kinderhook, Chatham, and Claverack. Large employers also appear throughout the county.
- Government services are concentrated in Hudson
- Medical facilities are primarily in Hudson, and also Kinderhook
- Multiple Unit Housing is more prominent in the western half of the county, with the most concentration along Route 9.
- Recreation sites, libraries, and educational institutions appear throughout the county

Note: In Columbia County, every Town is a Census Tract (Tracts 1-20), with the exception of the Town of Kinderhook (Tracts 4.01 & 4.02) and the City of Hudson (Tracts 12 & 13)

POPULATION BY MUNICIPALITIES OVER TIME

As populations change, the County can anticipate changing transportation needs. Columbia County had a population of 61,570 in the Census year 2020. From 2000 to 2020, the County had a net loss of 1,524 residents, or 2.4 percent loss (See table below). The City of Hudson had the biggest net loss of residents over this period, losing 1,630 residents from 2000 to 2020 (or a 22 percent loss). The Towns of Stuyvesant and Canaan and the Village of Chatham all had a more than ten percent loss in population. However, over this same period, some towns saw significant population gains; the town of Clermont had a net gain of 332 residents, or 19% gain in residents for the greatest growth in the County. The Town of Austerlitz and Taghkanic all had more than ten percent gain in population. It is important to note that this data, taken from the decennial U.S. Census does not fully capture the significant shifts in residency spurred by the Covid-19 pandemic.

The 2017 [“Housing Needs Assessment of Columbia County, NY”](#) notes how rising housing prices increase the need for public transportation: “Families who once rented homes and apartments near the urban centers of the county are thus forced to move further out into the country, where they face transportation issues back to major centers of employment and to schools.” The youth bus route was developed, in part, to respond to these changing demographics. Many of the participants are families that moved away from neighborhoods within walking distance to school and after-school programs.

	COLUMBIA COUNTY POPULATION (U.S. Census Years 2000-2020)				
	2020	2010	2000	Change 2000 to 2020	% Change
Columbia County	61,570	63,096	63,094	-1524	-2.42%
Clermont	2058	1965	1726	332	19.24%
Austerlitz	1625	1654	1453	172	11.84%
Taghkanic	1231	1310	1118	113	10.11%
Gallatin	1628	1668	1499	129	8.61%
Greenport	4473	4165	4180	293	7.01%
Livingston	3628	3646	3424	204	5.96%
Hillsdale	1831	1927	1744	87	4.99%
New Lebanon	2514	2305	2454	60	2.44%
Copake	3346	3615	3278	68	2.07%
Ghent	5303	5402	5276	27	0.51%
Kinderhook	8330	8498	8296	34	0.41%
Chatham	4104	4128	4249	-145	-3.41%
Germantown	1936	1954	2018	-82	-4.06%
Ancram	1440	1573	1513	-73	-4.82%
Claverack	6058	6021	6401	-343	-5.36%
Stockport	2670	2815	2933	-263	-8.97%
Stuyvesant	1931	2027	2188	-257	-11.75%
Canaan	1570	1710	1820	-250	-13.74%
Hudson city	5894	6713	7524	-1630	-21.66%

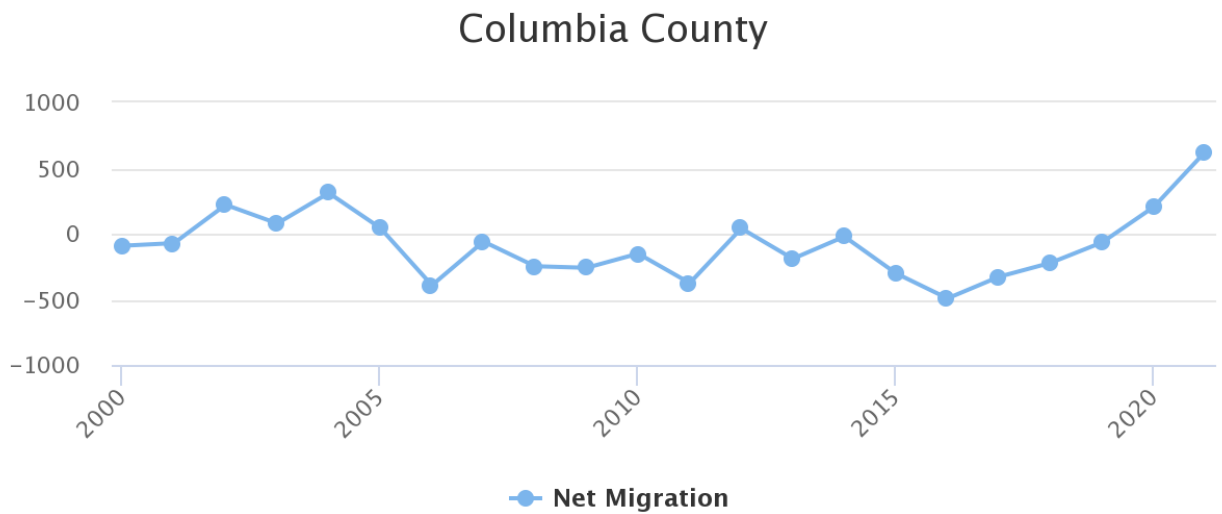
Village of Valatie	1785	1819	1712	73	4.26%
Village of Philmont	1377	1379	1480	-103	-6.96%
Village of Kinderhook	1170	1211	1275	-105	-8.24%
Village of Chatham	1529	1770	1758	-229	-13.03%

Note: Village populations included in Town totals

Source: US Census Bureau, 2020: ACS 5-Year Estimates Subject Tables

Net Migration

As residents move in and out of the County, demographics and transportation needs may also shift. Net Migration, the difference between population moving into and out of the area county, increased in 2001 and subsequent years. In 2006, the number of people leaving the county surpassed those moving in. The negative migration trend continued in most years through 2019. Positive migration trends returned in 2020 and 2021.



Data source: U.S. Census Bureau

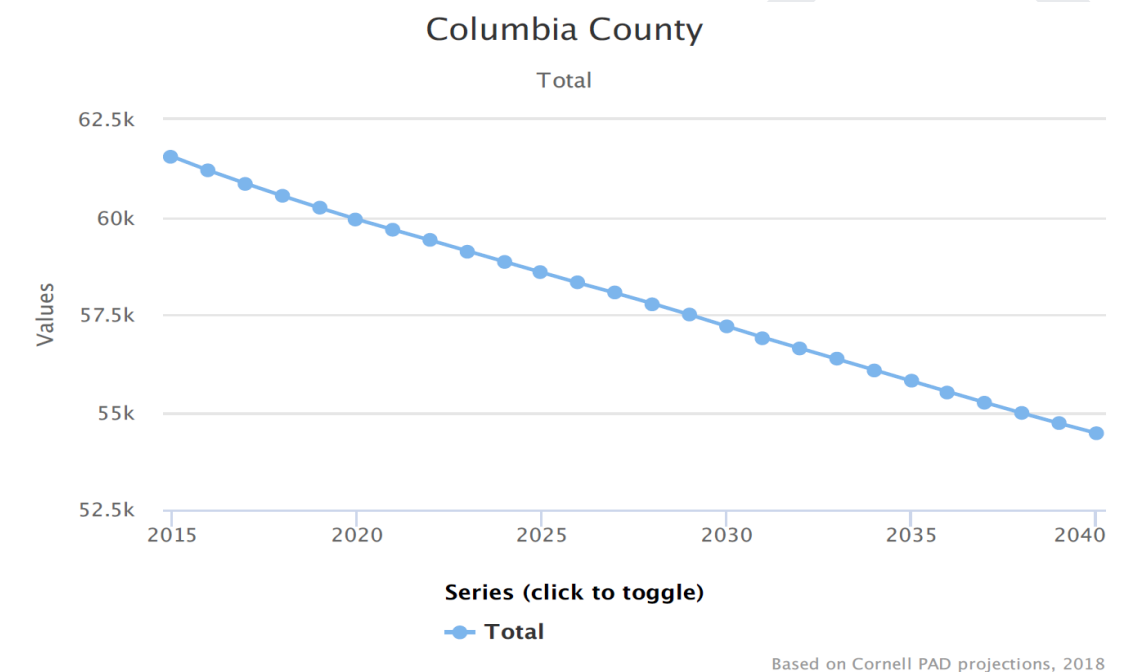
Made through Cornell Program on Applied Demographics

Year	Net Migration
2000	-92
2001	-72
2002	220
2003	78
2004	310
2005	43
2006	-393
2007	-60
2008	-248
2009	-260
2010	-152
2011	-376
2012	40
2013	-191
2014	-22
2015	-302
2016	-493
2017	-328
2018	-222
2019	-66
2020	204
2021	625

Net Migration is the sum of people moving in and out and includes both Domestic and International Migration. Domestic is the movement within the US and International is the movement between the US and abroad. Net Domestic Migration is calculated using administrative datasets (IRS, Medicare, SSA) and Census demographic data. International Migration is calculated using various data sources (immigration, emigration, movement of the Armed Forces). Source: US Census Bureau - <https://www.census.gov/programs-surveys/popest.html>

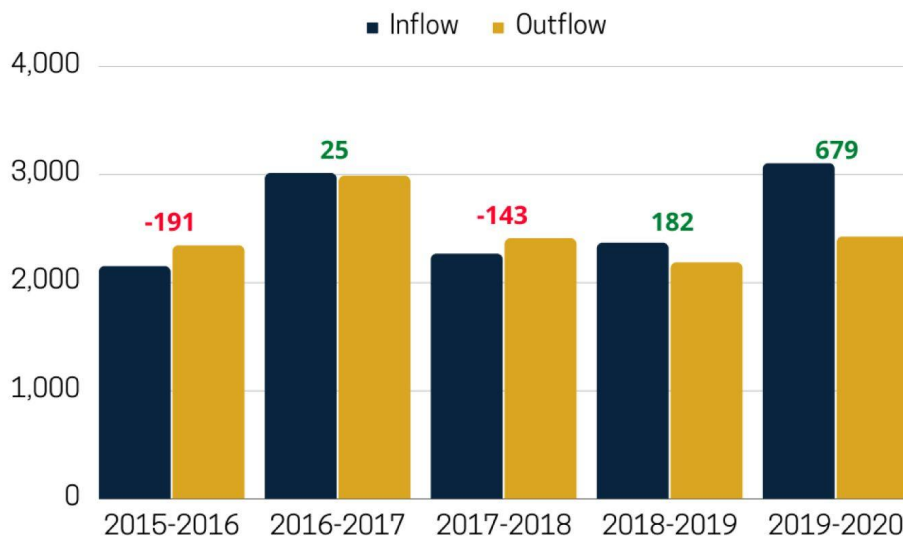
Total Population Projection (from 2018)

Based on 2018 data, Columbia County is projected to have a steady decrease in population through 2040. While total net migration increased in 2020, that trend may not continue and it may not outpace the other factors leading to a population decrease.



Based on Cornell PAD Projections 2018

Columbia County



Columbia County Outflow

County	State	Number of People
Rensselaer County	NY	291
Albany County	NY	218
NYC Counties	NY	134
Berkshire County	MA	81
Saratoga County	NY	55
Schenectady County	NY	38

* Note: Counties are not included when the migration to/from them is fewer than 20 people.

Columbia County Inflow

County	State	Number of People
NYC Counties	NY	1,091
Rensselaer County	NY	174
Albany County	NY	131
Berkshire County	MA	81
Long Island Counties	NY	37
Schenectady County	NY	36

* Note: Counties are not included when the migration to/from them is fewer than 20 people.

Guide to county-by-county data: Each county in the pages that follow will include a bar chart and two lists. The bar chart shows the inflow and outflow for that county for each of the past five years reported by the IRS, with a net calculation at the top of each year. The lists show the counties and states from which the greatest number of people came from, or moved to, for each county in the Hudson Valley.

The lists **do not** include migration between counties in the Hudson Valley. Also note that net inflow/outflow should not be confused with total population gain or loss, which is a function of births, deaths and other factors that are not included in the IRS data. The IRS is the source of all data in the charts and lists.

7

Source: Pattern for Progress's [Moving In, Moving Out](#)

Additional data available at <https://www.census.gov/topics/population/migration.html>

DENSITY BY MUNICIPALITY

The places with the most density may be the easiest places to have transportation with high user rates. Hudson is significantly more dense than the rest of the county, followed by Kinderhook, Greenport, and Stockport.

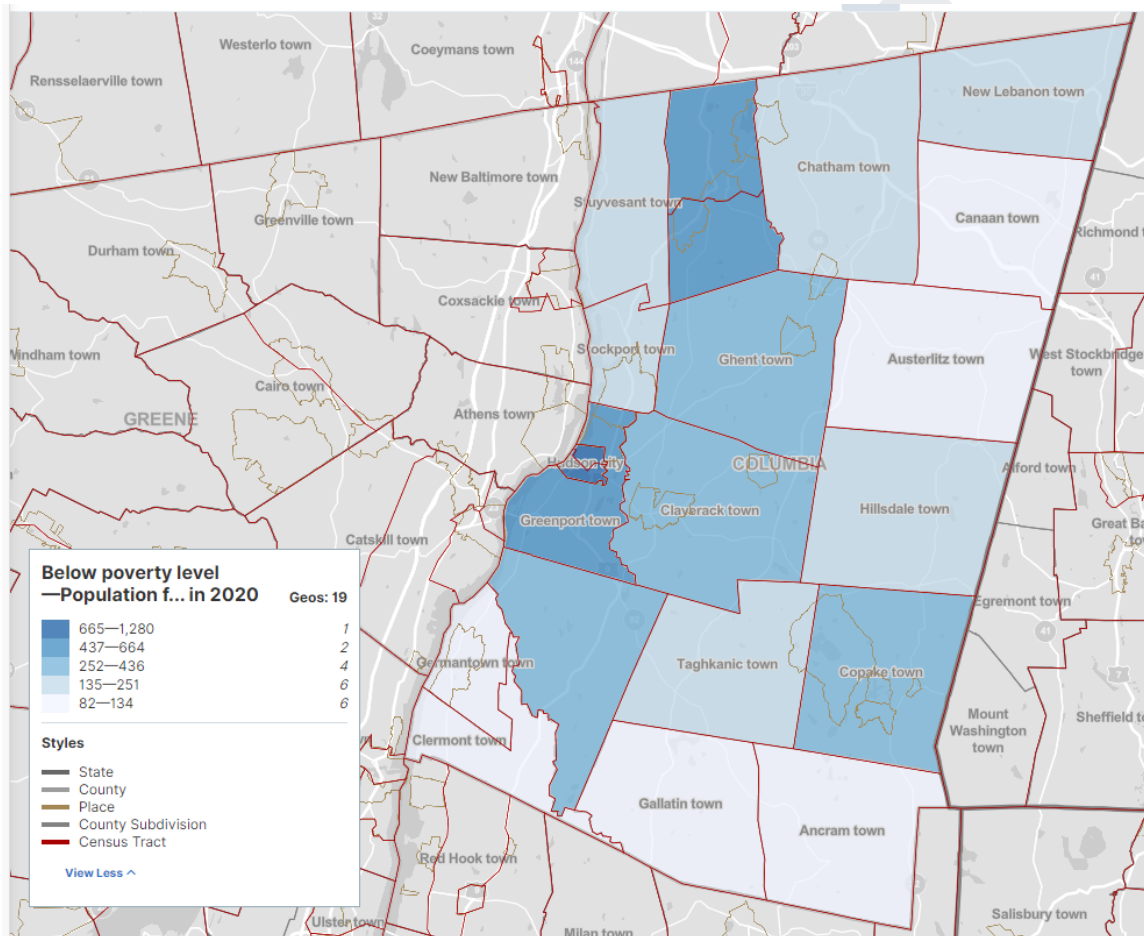
NAME	POP	DENSITY (people per square mile)
Columbia County	61570	97
Hudson city	5894	2731
Kinderhook	8330	262
Greenport	4473	240
Stockport	2670	229
Germantown	1936	160
Claverack	6058	127
Ghent	5303	118
Clermont	2058	114
Livingston	3628	95
Copake	3346	82
Stuyvesant	1931	77
Chatham	4104	77
New Lebanon	2514	70
Canaan	1570	43
Gallatin	1628	42
Hillsdale	1831	38
Ancram	1440	34
Austerlitz	1625	33
Taghkanic	1231	31

Source: 2020 US Census

POVERTY AND DISABILITY

Places with higher rates of poverty and disabilities may have a greater need for transportation services.

- Hudson has the highest percentage and total number of residents in poverty. Kinderhook has the second-highest total, with 264.
- Hillsdale has the highest percentage of persons with a disability. Hudson has the highest total, with 403.



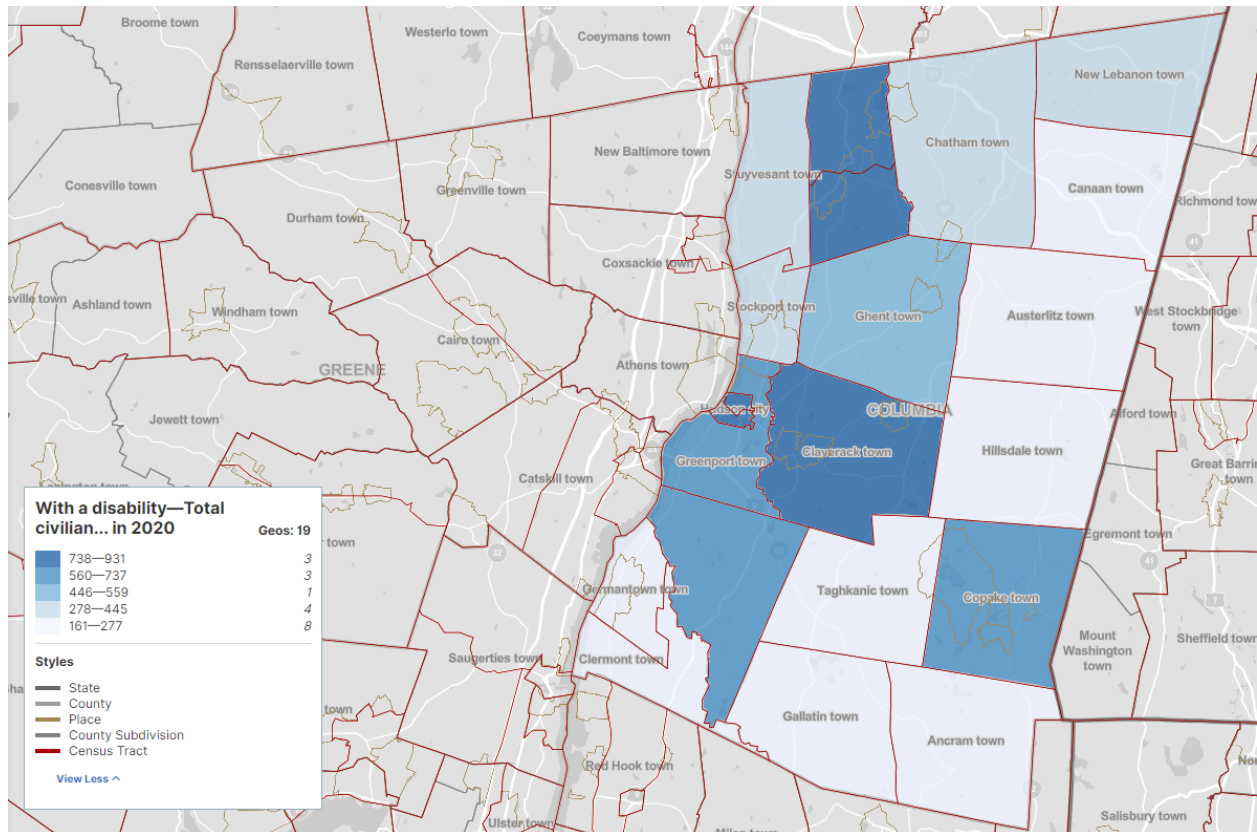
Source: US Census Bureau - American Community Survey

2020: ACS 5-Year Estimates Subject Tables

S2201 FOOD STAMPS/SUPPLEMENTAL NUTRITION ASSISTANCE PROGRAM (SNAP)				
2020: ACS 5-Year Estimates Subject Tables				
	HOUSEHOLDS	POVERTY STATUS IN THE PAST 12 MONTHS		DISABILITY STATUS
		Below poverty level	At or above poverty level	With one or more people with a disability
Label				
Households receiving food stamps/SNAP				
Estimate	185	105	80	108
Percent	9.3%	56.8%	43.2%	58.4%
Hillsdale				
Total	688	48	640	240
Percent	(X)	7.0%	93.0%	34.9%
Households receiving food stamps/SNAP	129	23	106	100
Percent	18.8%	17.8%	82.2%	77.5%
Hudson city				
Total	2,606	702	1,904	790
Percent	(X)	26.9%	73.1%	30.3%
Households receiving food stamps/SNAP	758	467	291	403
Margin of Error	±181	±151	±117	±132
Percent	29.1%	61.6%	38.4%	53.2%
Kinderhook town				
Total	3,305	264	3,041	749
Percent	(X)	8.0%	92.0%	22.7%
Households receiving food stamps/SNAP	243	108	135	185
Percent	7.4%	44.4%	55.6%	76.1%
Livingston				
Total	1,546	156	1,390	412
Percent	(X)	10.1%	89.9%	26.6%
Households receiving food stamps/SNAP	136	35	101	67
Percent	8.8%	25.7%	74.3%	49.3%
New Lebanon				
Total	958	41	917	302
Percent	(X)	4.3%	95.7%	31.5%
Households receiving food stamps/SNAP	62	30	32	62
Percent	6.5%	48.4%	51.6%	100.0%
Stockport				

S2201 FOOD STAMPS/SUPPLEMENTAL NUTRITION ASSISTANCE PROGRAM (SNAP)				
2020: ACS 5-Year Estimates Subject Tables				
	HOUSEHOLDS	POVERTY STATUS IN THE PAST 12 MONTHS		DISABILITY STATUS
		Below poverty level	At or above poverty level	With one or more people with a disability
Label				
Total	1,031	81	950	323
Percent	(X)	7.9%	92.1%	31.3%
Households receiving food stamps/SNAP	64	39	25	49
Percent	6.2%	60.9%	39.1%	76.6%
Stuyvesant				
Total	921	84	837	285
Percent	(X)	9.1%	90.9%	30.9%
Households receiving food stamps/SNAP	53	24	29	39
Percent	5.8%	45.3%	54.7%	73.6%
Taghkanic				
Total	511	50	461	169
Percent	(X)	9.8%	90.2%	33.1%
Households receiving food stamps/SNAP	20	5	15	12
Percent	3.9%	25.0%	75.0%	60.0%
Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates				

Source: US Census Bureau - American Community Survey
Total Civilian Noninstitutionalized Population - With A Disability
2020: ACS 5-Year Estimates Subject Tables

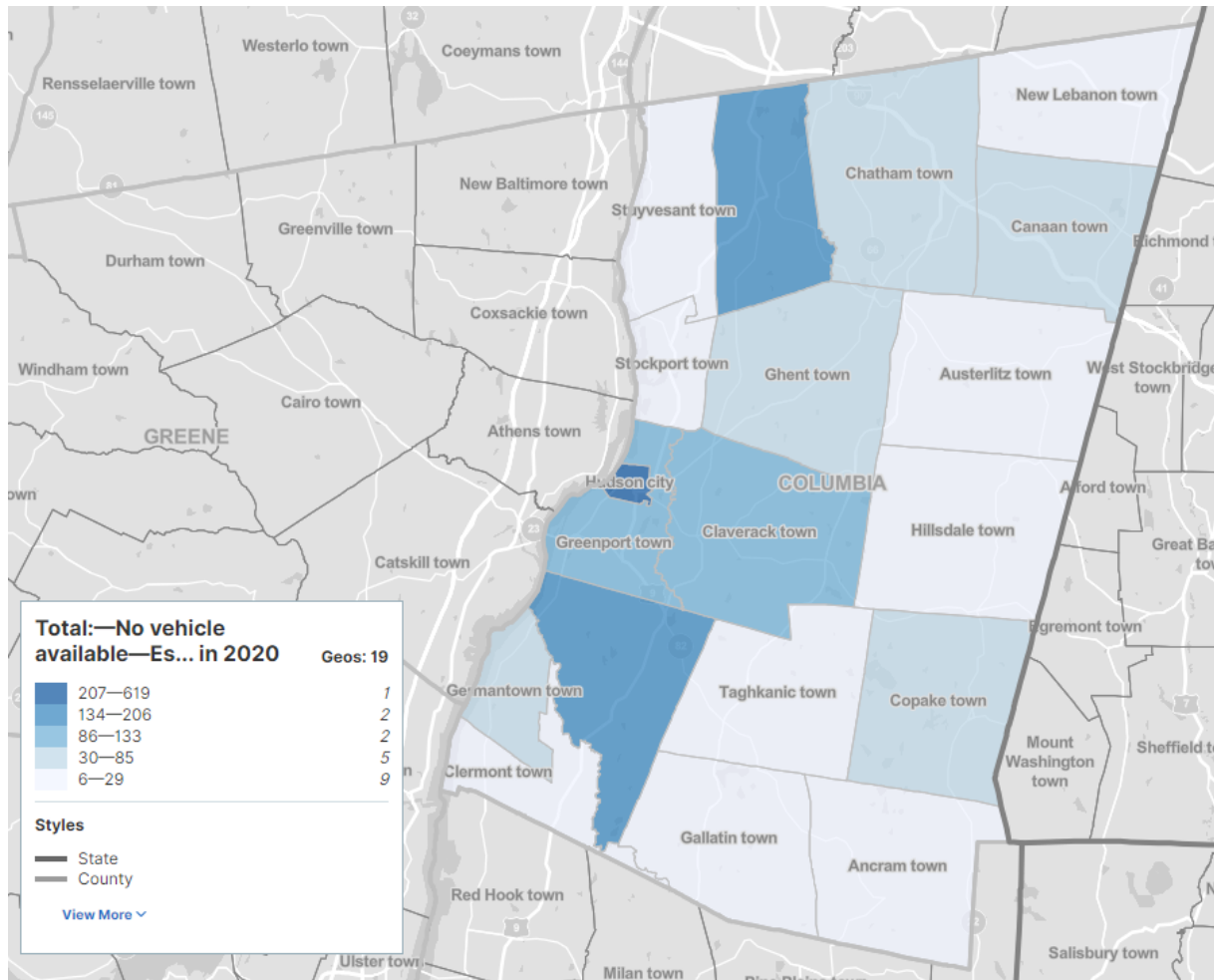


Source: US Census Bureau - American Community Survey

2020: ACS 5-Year Estimates Subject Tables

VEHICLES AVAILABLE

Places with most residents without a personal vehicle may have a greater need for transportation services. The municipalities with the most no-vehicle households are Hudson, Kinderhook, and Livingston.



Source: US Census Bureau - American Community Survey

2020: ACS 5-Year Estimates Subject Tables

SELECTED HOUSING CHARACTERISTICS		United States® Census Bureau
2020 ACS ACS 5-Year Estimates Data Profiles Table DP04		
Columbia County, New York		
Label	Estimate	Percent
HOUSING OCCUPANCY		
Total housing units	33,622	33,622
Occupied housing units	25,323	75.3%
VEHICLES AVAILABLE		
Occupied housing units	25,323	25,323
No vehicles available	1,746	6.9%
1 vehicle available	8,198	32.4%
2 vehicles available	9,819	38.8%
3 or more vehicles available	5,560	22.0%
Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates		
Note: The table shown may have been modified by user selections. Some information may be missing.		

U.S. Census Bureau, 2016-2020 American Community Survey (ACS) 5-Year Estimates						
		VEHICLES AVAILABLE				
	Total housing units	Occupied housing units				
Town			No vehicles available	1 vehicle available	2 vehicles available	3 or more vehicles available
Ancram town						
Estimate	959	554	29	171	230	124
Percent			5.2%	30.9%	41.5%	22.4%
Austerlitz town						
Estimate	1,160	778	7	201	440	130
Percent			0.9%	25.8%	56.6%	16.7%
Canaan town						
Estimate	1,183	779	85	170	329	195
Percent			10.9%	21.8%	42.2%	25.0%
Chatham town						
Estimate	2,198	1,580	83	449	657	391
Percent			5.3%	28.4%	41.6%	24.7%
Claverack town						
Estimate	3,277	2,549	133	881	941	594
Percent			5.2%	34.6%	36.9%	23.3%
Clermont town						
Estimate	897	722	6	170	335	211
Percent			0.8%	23.5%	46.4%	29.2%
Copake town						
Estimate	2,407	1,386	44	453	487	402
Percent			3.2%	32.7%	35.1%	29.0%
Gallatin town						
Estimate	991	620	11	177	254	178
Percent			1.8%	28.5%	41.0%	28.7%
Germantown town						
Estimate	1,103	884	50	270	389	175
Percent			5.7%	30.5%	44.0%	19.8%
Ghent town						
Estimate	2,321	1,914	59	472	829	554
Percent			3.1%	24.7%	43.3%	28.9%
Greenport town						
Estimate	2,236	1,991	130	845	749	267
Percent			6.5%	42.4%	37.6%	13.4%
Hillsdale town						
Estimate	1,252	688	25	251	290	122
Percent			3.6%	36.5%	42.2%	17.7%

		VEHICLES AVAILABLE				
	Total housing units	Occupied housing units				
Town			No vehicles available	1 vehicle available	2 vehicles available	3 or more vehicles available
Hudson city						
Estimate	3,393	2,606	619	1,128	606	253
Percent			23.8%	43.3%	23.3%	9.7%
Kinderhook town						
Estimate	3,980	3,305	206	1,102	1,204	793
Percent			6.2%	33.3%	36.4%	24.0%
Livingston town						
Estimate	1,883	1,546	196	559	434	357
Percent			12.7%	36.2%	28.1%	23.1%
New Lebanon town						
Estimate	1,300	958	15	262	457	224
Percent			1.6%	27.3%	47.7%	23.4%
Stockport town						
Estimate	1,268	1,031	20	346	427	238
Percent			1.9%	33.6%	41.4%	23.1%
Stuyvesant town						
Estimate	1,007	921	19	158	523	221
Percent			2.1%	17.2%	56.8%	24.0%
Taghkanic town						
Estimate	807	511	9	133	238	131
Percent			1.8%	26.0%	46.6%	25.6%

POPULATION AGE GROUPS BY TOWN

Different age populations may have different transportation needs.

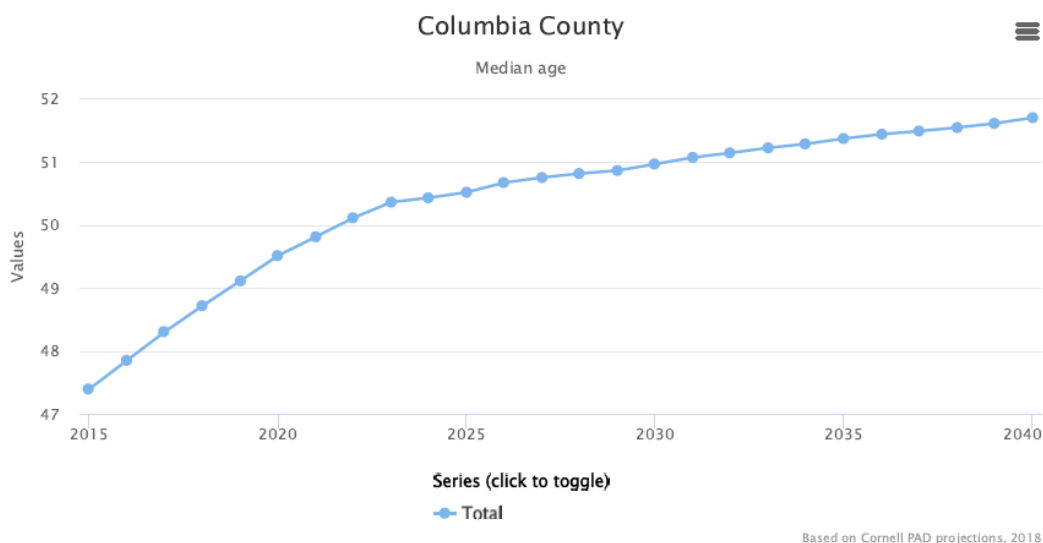
Table: ACSDP5Y2020.DP05

Age Groups 2020 ACS

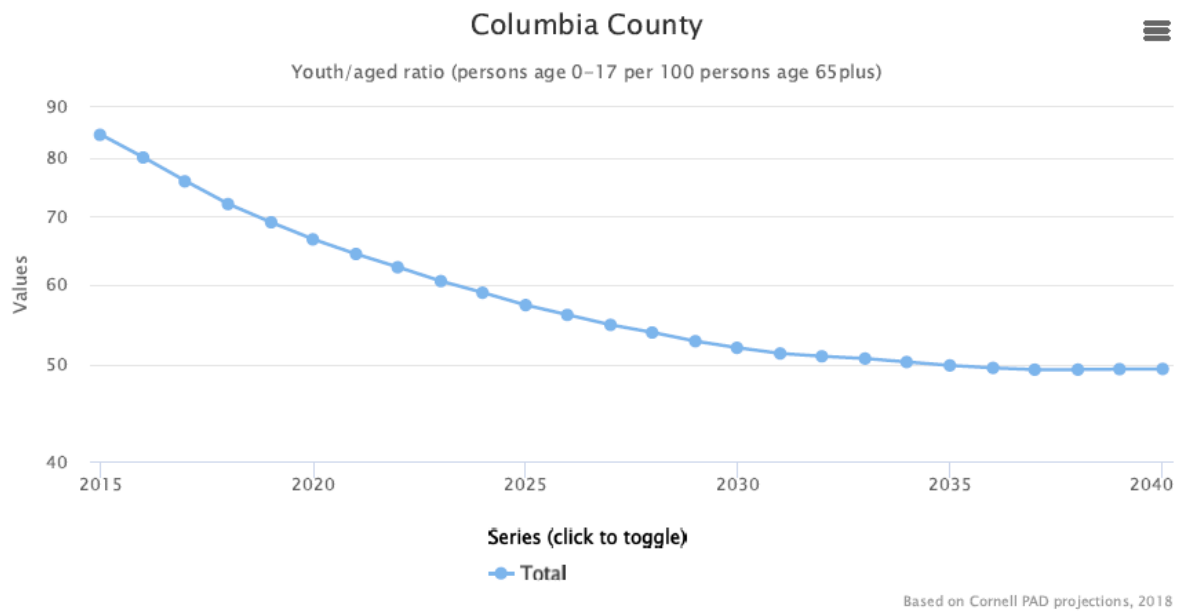
	Ancram	Austerlitz	Canaan	Chatham	Claverack	Clermont	Copake	Gallatin	Germantown	Ghent	Greenport	Hillsdale	Hudson city	Kinderhook	Livingston	New Lebanon	Stockport	Stuyvesant	Taghkanic	Columbia County
Label	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
SEX AND AGE																				
Total population	1,309	1,636	1,724	3,871	5,684	2,034	3,426	1,473	1,793	5,120	4,264	1,465	6,103	8,263	3,476	2,256	2,656	2,281	1,182	60,016
Under 5 years	6.8%	2.5%	1.5%	4.8%	3.9%	4.0%	3.1%	4.6%	3.8%	2.9%	4.8%	4.4%	5.5%	4.6%	3.3%	4.0%	3.4%	5.3%	0.8%	4.1%
5 to 9 years	5.2%	2.3%	2.6%	3.5%	3.5%	3.9%	2.9%	6.0%	0.8%	5.5%	3.0%	3.5%	6.0%	6.2%	2.4%	1.8%	6.7%	4.5%	3.9%	4.2%
10 to 14 years	4.2%	3.6%	5.2%	8.8%	6.7%	6.1%	2.9%	4.7%	4.7%	3.6%	5.1%	3.7%	4.2%	6.6%	3.3%	4.5%	6.5%	6.1%	2.1%	5.2%
15 to 19 years	3.6%	6.4%	12.4%	8.8%	6.4%	5.3%	2.9%	2.8%	2.5%	6.8%	3.5%	2.9%	4.5%	5.5%	4.6%	3.3%	6.9%	8.8%	3.0%	5.4%
20 to 24 years	4.7%	4.8%	1.4%	3.4%	3.3%	9.1%	4.3%	5.4%	4.0%	5.1%	7.7%	2.0%	6.0%	3.7%	6.6%	4.8%	10.7%	3.6%	2.5%	5.0%
25 to 34 years	10.8%	5.7%	8.5%	8.6%	8.1%	9.1%	9.1%	9.3%	10.2%	10.2%	10.3%	12.1%	17.4%	9.6%	16.9%	20.9%	9.9%	11.8%	9.0%	11.1%
35 to 44 years	9.9%	7.2%	7.7%	9.7%	10.1%	11.1%	10.2%	10.3%	9.9%	11.2%	10.3%	4.8%	16.0%	10.3%	11.4%	7.7%	11.8%	9.9%	8.2%	10.6%
45 to 54 years	12.0%	10.5%	9.6%	16.5%	10.6%	15.1%	12.8%	17.4%	13.1%	21.2%	13.7%	16.1%	13.8%	12.9%	6.6%	13.2%	15.5%	13.0%	24.9%	13.9%
55 to 59 years	9.7%	4.3%	9.6%	7.4%	13.8%	7.6%	10.8%	6.9%	10.0%	6.7%	7.4%	9.7%	6.5%	8.1%	11.1%	8.9%	4.1%	7.9%	6.9%	8.4%
60 to 64 years	9.6%	8.8%	9.0%	6.1%	9.3%	8.3%	12.5%	9.2%	10.3%	5.4%	8.3%	11.2%	6.3%	8.6%	8.3%	10.1%	8.3%	5.2%	6.8%	8.2%
65 to 74 years	12.9%	33.7%	16.5%	16.7%	11.3%	12.1%	15.7%	13.8%	16.5%	11.2%	11.5%	15.3%	9.7%	15.9%	12.9%	11.2%	11.0%	15.3%	20.2%	13.9%
75 to 84 years	9.1%	6.2%	9.6%	6.9%	9.7%	6.5%	10.2%	7.8%	12.0%	7.6%	10.7%	7.6%	2.4%	4.5%	9.0%	8.3%	3.8%	6.8%	8.3%	7.3%
85 years and over	1.5%	4.1%	6.5%	0.9%	3.3%	1.6%	2.5%	1.8%	2.2%	2.5%	3.5%	6.8%	1.8%	3.5%	3.7%	1.2%	1.4%	1.7%	3.4%	2.8%
Median age (years)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)
Under 18 years	17.0%	12.5%	20.0%	21.8%	18.5%	18.3%	11.2%	17.9%	10.9%	15.9%	14.8%	13.2%	19.6%	21.3%	12.7%	11.9%	20.7%	23.1%	8.6%	17.3%
18 years and over	83.7%	87.5%	80.0%	78.2%	81.5%	81.7%	88.8%	82.1%	89.1%	84.1%	85.2%	86.8%	80.4%	78.7%	87.3%	88.1%	79.3%	76.9%	91.4%	82.7%
21 years and over	79.6%	84.3%	78.3%	76.1%	79.5%	78.5%	87.4%	80.7%	85.8%	81.1%	81.4%	85.1%	79.2%	76.8%	85.4%	86.2%	75.4%	75.3%	90.2%	80.5%
62 years and over	29.3%	49.6%	37.8%	28.5%	31.0%	25.6%	37.0%	29.3%	37.0%	23.5%	32.4%	39.1%	18.0%	28.8%	32.4%	24.7%	21.0%	26.7%	35.9%	29.2%
65 years and over	23.5%	44.0%	32.6%	24.6%	24.3%	20.3%	28.5%	23.4%	30.7%	21.4%	25.8%	29.6%	13.8%	23.9%	25.5%	20.7%	16.2%	23.8%	31.9%	23.9%
18 years and over	1,086	1,432	1,379	3,027	4,630	1,662	3,044	1,209	1,597	4,306	3,633	1,272	4,907	6,499	3,036	1,988	2,105	1,754	1,080	49,646
65 years and over	308	720	562	951	1,382	413	976	345	551	1,094	1,098	434	942	1,975	888	467	411	543	177	14,357
Total housing units	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)

Population By Age Group, With Projection

The under-70 population will likely decrease, and the over-70 population will increase. This trend indicates we will need more transportation for seniors. This change is projected to accelerate through 2025, followed by a steady increase over the next decade.

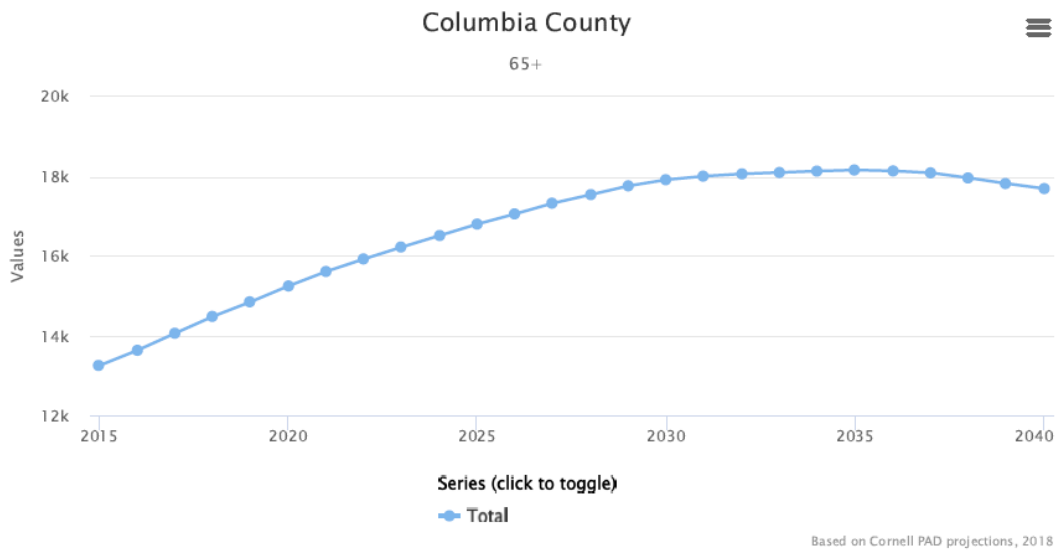


Source: Cornell PAD Projections 2018



Source: Cornell PAD Projections 2018

Population 65+



Source: Cornell PAD Projections 2018

TRANSPORTATION TO WORK

The committee considered the numerous reasons why people use, and would use, transportation services. Transportation destinations include employment, education, healthcare, social activities and recreation, shopping, and government services. Currently, 2.7% of the Columbia County workforce currently uses public transportation to get to work.

Means of Transportation to Work (Workers 16 Years and Over)

in Columbia County, New York

DP03

Measure	Value
Drove alone	74.7%
Carpool	6.9%
Public transportation	2.7%
Walked	3.8%
Other means	2.5%
Worked at home	9.4%

American Community Survey
2020: ACS 5-Year Estimates Subject Tables

The median age of public transportation users is 55, and workers over 60 are significantly more likely to use public transportation than younger workers

Columbia County, New York	Total	Car, truck, or van – drove alone	Car, truck, or van -- carpooled	Public transportation (excluding taxicab)
Label	Estimate	Estimate	Estimate	Estimate
Workers 16 years and over	28,671	21,429	1,989	765
AGE				
16 to 19 years	2.7%	2.8%	5.9%	0.0%
20 to 24 years	7.0%	7.3%	9.3%	2.6%
25 to 44 years	34.7%	33.3%	43.8%	29.8%
45 to 54 years	22.6%	22.8%	22.1%	19.6%
55 to 59 years	12.8%	14.0%	7.6%	11.8%
60 years and over	20.1%	19.8%	11.2%	36.2%
Median age (years)	47.9	48.3	38.2	54.5
PLACE OF WORK				
Workers 16 years and over who did not work from home	25,990	21,429	1,989	765
Worked in state of residence	94.0%	93.1%	93.1%	94.1%
Worked in county of residence	62.3%	58.1%	58.6%	11.4%
Worked outside county of residence	31.7%	35.0%	34.5%	82.7%
Worked outside state of residence	6.0%	6.9%	6.9%	5.9%
TIME OF DEPARTURE				
12:00 a.m. to 4:59 a.m.	3.4%	3.6%	0.2%	3.9%
5:00 a.m. to 5:29 a.m.	3.2%	3.0%	6.5%	0.0%
5:30 a.m. to 5:59 a.m.	4.2%	4.7%	2.1%	6.4%
6:00 a.m. to 6:29 a.m.	8.0%	8.8%	5.0%	4.8%
6:30 a.m. to 6:59 a.m.	10.0%	10.5%	8.8%	5.5%
7:00 a.m. to 7:29 a.m.	16.7%	16.8%	15.3%	11.5%
7:30 a.m. to 7:59 a.m.	14.1%	13.9%	20.8%	14.2%
8:00 a.m. to 8:29 a.m.	9.0%	9.2%	9.0%	10.8%
8:30 a.m. to 8:59 a.m.	7.0%	7.0%	7.0%	6.1%
9:00 a.m. to 11:59 p.m.	24.4%	22.6%	25.3%	36.6%
TRAVEL TIME TO WORK (min)				
Less than 10 minutes	20.7%	19.2%	13.3%	1.8%
10 to 14 minutes	12.1%	11.6%	15.0%	0.8%
15 to 19 minutes	11.7%	11.8%	17.6%	8.2%
20 to 24 minutes	13.5%	14.3%	13.8%	11.1%
25 to 29 minutes	6.5%	6.8%	6.8%	3.5%
30 to 34 minutes	9.6%	9.9%	9.6%	18.4%
35 to 44 minutes	8.0%	8.8%	6.8%	2.6%
45 to 59 minutes	9.9%	9.9%	10.5%	20.8%
60 or more minutes	8.2%	7.8%	6.7%	32.7%
Mean travel time to work	25.8	25.5	25.3	62.5

FUNDING AND STAFFING

The 2017 Columbia County Transportation Coordination Plan identified accessing funding as a priority action.

Concentrate on applying for funding through 5311, 5310, JARC and New Freedoms program in order to minimize expenses to the customer and open other opportunities to the transportation system.

The Federal and State governments provide significant financial support for Columbia County's Public Transportation program. Yet, it has been difficult for Columbia County to utilize available funds fully. By not filing proper paperwork during the filing window, Columbia County has missed opportunities to apply for capital expenses and reimbursement. The Columbia County DOT application process can also be challenging to navigate and assumes that there is a local administrator with a high level of specific knowledge. Yet, Columbia County has not consistently had a staff person with this task in their job description and adequate training and staff time.

STATEWIDE MASS TRANSPORTATION OPERATING ASSISTANCE (STOA)

The New York State Department of Transportation distributes about \$3.0 billion annually in [Statewide Mass Transportation Operating Assistance](#) (STOA). For approved routes and contracts, the New York State STOA provides reimbursement to Columbia County based on a formula. **The more miles and ridership, the higher the reimbursement.**

The current formula is \$.405 per passenger + \$.69 per vehicle mile.

FORMULA GRANTS FOR RURAL AREAS - 5311

The [Formula Grants for Rural Areas](#) is a Federal program that provides capital, planning, and operating assistance. 5311 provides reimbursement to Columbia County for approved routes and contracts based on a formula. **The more expenses, the higher the reimbursement.**

The current formula is a federal share of 80 percent for capital projects, 50 percent for operating assistance, and 80 percent for Americans with Disabilities Act (ADA) non-fixed route paratransit service.

ATC AND CAPITAL EXPENSES

New York State reimburses Columbia County for capital expenses. These expenses must be pre-approved by New York State. The following steps make it more likely that expenses will be approved:

- Supported by County Transportation Plan
- Named in the County's semi-annual 5311 Capital Expense plan

The more we use ATC funding, the more we may receive, but the base amount is based on our share of STOA funds.

INFRASTRUCTURE INVESTMENT AND JOBS ACT

The Infrastructure Investment and Jobs Act provides additional opportunities for [transportation funding](#), including:

- Higher 5311 formulas
- Competitive grants for Bus and Bus Facilities, especially for no and low emission vehicles
- [EV Charging Stations](#)

CLIMATE SMART

We anticipate grant opportunities related to efforts to reduce greenhouse emissions.

MEDICAID AND STATE AID

Medicaid programs are the foundation of much of the non-mass transportation services. The program funds both agencies and taxi services.

STAFFING

The 2017 Columbia County Transportation Coordination Plan identified staffing as a priority action.

Additional staffing – Transportation Coordinator or Mobility Manager determine the degree or success for transportation services, cost savings, accessing funding and accommodation currently unmet needs.

Columbia County has not consistently had a staff person (or persons) to oversee all aspects of the public transportation program. Columbia County should consider how to add positions or add responsibilities to existing positions that include the following overlapping roles:

- Mobility manager

- Coordinator with transportation providers
- Fleet manager
- DOT public transportation coordination
- Climate Smart Efforts
- Grant Writing

Mobility Manager

There are several agencies around the state that have mobility managers, including Greene County and the Rural Health Network of South Central NY. The Federal Department of Transportation describes the role as [managing and delivering coordinated transportation](#). “Mobility managers serve as policy coordinators, operations service brokers, and customer travel navigators.” The position is eligible for grant funding.

Mobility management is an eligible capital expense under most U.S. Department of Transportation (USDOT) Federal Transit Administration (FTA) programs (49 U.S.C. 5307, 5310, 5311, 5318, and Fixing America’s Surface Transportation Act Section 3006(b)). This means FTA can fund 80 percent of mobility management expenses. Federal Transit Law also affords the option to use non-DOT transportation funding or service contracts to meet matching requirements. Federal Transit Law (49 U.S. Code § 5302) defines mobility management as a capital project “consisting of short-range planning and management activities and projects for improving coordination among public transportation and other transportation service providers carried out by a recipient or subrecipient through an agreement entered into with a person, including a governmental entity, under this chapter (other than section 5309); but excluding operating public transportation services.”

EMERGENCY PREPAREDNESS & RESPONSE-RECOVERY

Transportation services serve an essential role in mitigating harm during an emergency. Emergencies may hinder day-to-day transportation services, and the County should establish safety plans to resume the continuity of services.

Existing transportation resources can also be repurposed during emergencies to help transport people to safety. Agencies providing transportation can also serve important roles as trusted messengers to vulnerable populations.

In the event of a disaster or large-scale emergency, municipal leaders and stakeholders must coordinate to continue safe and reliable transportation for vulnerable and disadvantaged residents. The number of residents impacted by a crisis may be more significant than the initial incident.

The [Columbia County Office of Emergency Management](#) (CCOEM) is actively planning and training for emergency response and recovery. Emergency planning includes the [Multi-Jurisdictional Hazard Mitigation Plan](#), [Special Needs Registry](#), training, and tabletop planning exercises.

Creating a Preparedness and Response/Recovery plan focusing on transportation would be an important resource. In the case of a large-scale incident (for example a tornado or earthquake) or a larger countywide event (for example, ice storm, tropical storm, or pandemic), the need to resume safe and reliable transportation for basic needs becomes even more important to those affected, especially when their usual source of transportation is no longer available. To help in the effort, we recommend the following.

PREPAREDNESS

- First Responders & Emergency Medical Services will provide emergency transportation for residents with immediate and severe health issues.
- Municipal leaders and transportation stakeholders should complete trainings including:
 - Online Basic Incident Command training of ICS 100 & ICS 200 to help understand actions of the county Emergency Operations Center (EOC) and/or local municipal Incident Command Post during a disaster
 - The 3-hour NYS DHSES – EMO Tier III Training
- Municipal leaders and transportation stakeholders should prepare a research and communications plan, including the following:
 - Disseminate informative, up-to-date information, including Disaster Preparedness information and/or classes from the Red Cross or NYS DHSES (via CCOEM) to help residents understand and prepare for up to 72 hours of

sustaining themselves during a disaster before someone may reach them, and shelters are activated.

- Identify vulnerable and disadvantaged populations, how to reach them, and their most pressing needs in an emergency
- Municipal leaders should have places designated for residents for cooling, warming, charging, and shelter during extended power outages or extreme weather. Municipal leaders and stakeholders should create a transportation plan so people can travel to and from the designated sites.
- Each municipality should designate a person who updates the emergency plan annually and assists the municipal leader in participating in local and County emergency efforts during a disaster.
- Transportation stakeholders should have an emergency plan that includes staff members and vehicles that may be available as soon as possible during or immediately after a disaster.
- Transportation stakeholders should provide CCOEM with up-to-date contact and transportation assets annually by emailing the Director of Emergency Management. The Director of Emergency Management should contact known stakeholders annually.

RESPONSE/RECOVERY

- If a disaster or large-scale emergency event requires activation of a local Command Post and the county Emergency Operations Center (EOC), the initial effort will be to assist emergency services with immediate emergency operations.
- As soon as possible, shelters and other basic needs must be addressed, including safe and reliable transportation. This urgent need could take up to 72 hours. Initial steps may include:
 - The county EOC works with utility companies, Departments of Public Works, and emergency services to make safe routes for transportation.
 - Coordinate transportation from homes or shelters to medical appointments, designated safe shelter sites, pet shelters, or other locations.
 - Designating a “Transportation Chief” as part of the EOC who will coordinate transportation so it can resume as areas are made safe.
 - Transportation stakeholders may be asked to participate in a local Command Post, county EOC and/or with municipal leaders to help identify vulnerable and disadvantaged residents in an area affected by the disaster or large-scale event.
- If there is a need for a “Mass Evacuation” of an area of the County, immediate transportation drivers and vehicles may be called upon to assist. The municipal leader or Chairman of the BOS may declare a State of Emergency to coordinate pickup and drop-off points and transportation operations.

SUMMARY

In a disaster or other large-scale emergency, a coordinated effort to resume safe and reliable transportation will be vital to the residents affected and the community recovery phase. Preparation will be a critical part of this effort. The preparedness of County and municipal leaders, transportation stakeholders, and residents themselves are key to mitigating harm during an intensely confusing time. Working together will be vital to providing the best service possible for county residents.

DRAFT

MEETING MINUTES

The committee collected and reviewed existing services and needs. See links for the official meeting minutes.

- [4.6.22](#)
- [5.6.22](#)
- [6.10.22](#)
- [7.22.22](#)
- [9.23.22](#)
- [1.13.23](#)

DRAFT

DEMOGRAPHICS APPENDIX

Additional demographics data, not included in the report.

CENSUS DESIGNATED PLACE (CDP) STATISTICS

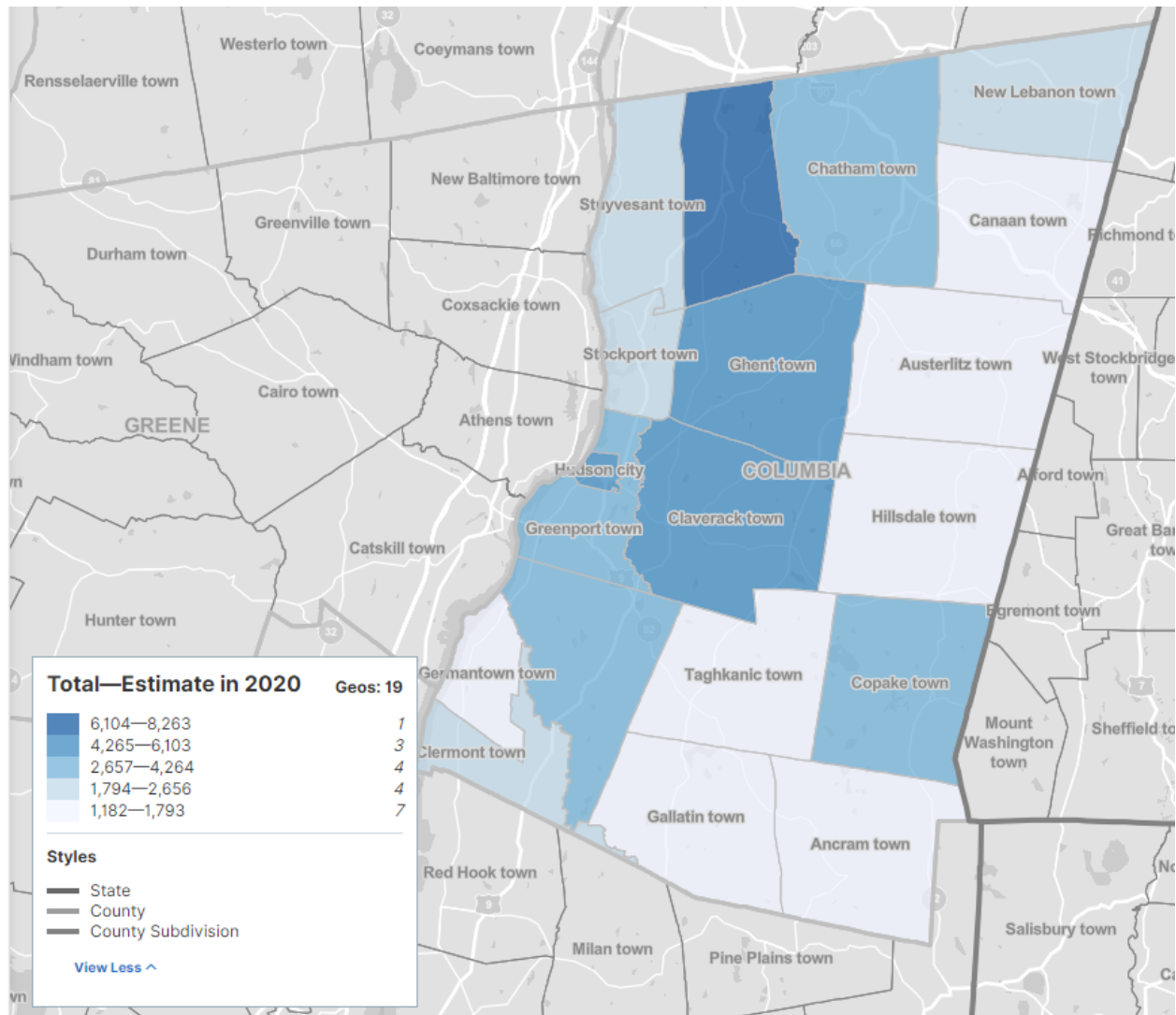
Place	Total population
Claverack-Red Mills CDP	960
Copake CDP	346
Copake Falls CDP	181
Copake Lake CDP	761
Germantown CDP	1,084
Ghent CDP	499
Lorenz Park CDP	1,992
Niverville CDP	1,414
Stottville CDP	1,409
Taconic Shores CDP	854
Philmont village	997
Kinderhook village	1,379
Chatham village	1,692
Source: US Census Bureau	
2020: ACS 5-Year Estimates Subject Tables	

COLUMBIA COUNTY	
X values	Net Migration
2000	-92
2001	-72
2002	220
2003	78
2004	310
2005	43
2006	-393
2007	-60
2008	-248
2009	-260
2010	-152
2011	-376
2012	40
2013	-191
2014	-22
2015	-302
2016	-493
2017	-328
2018	-222
2019	-66
2020	204
2021	625
Source: US Census Bureau	

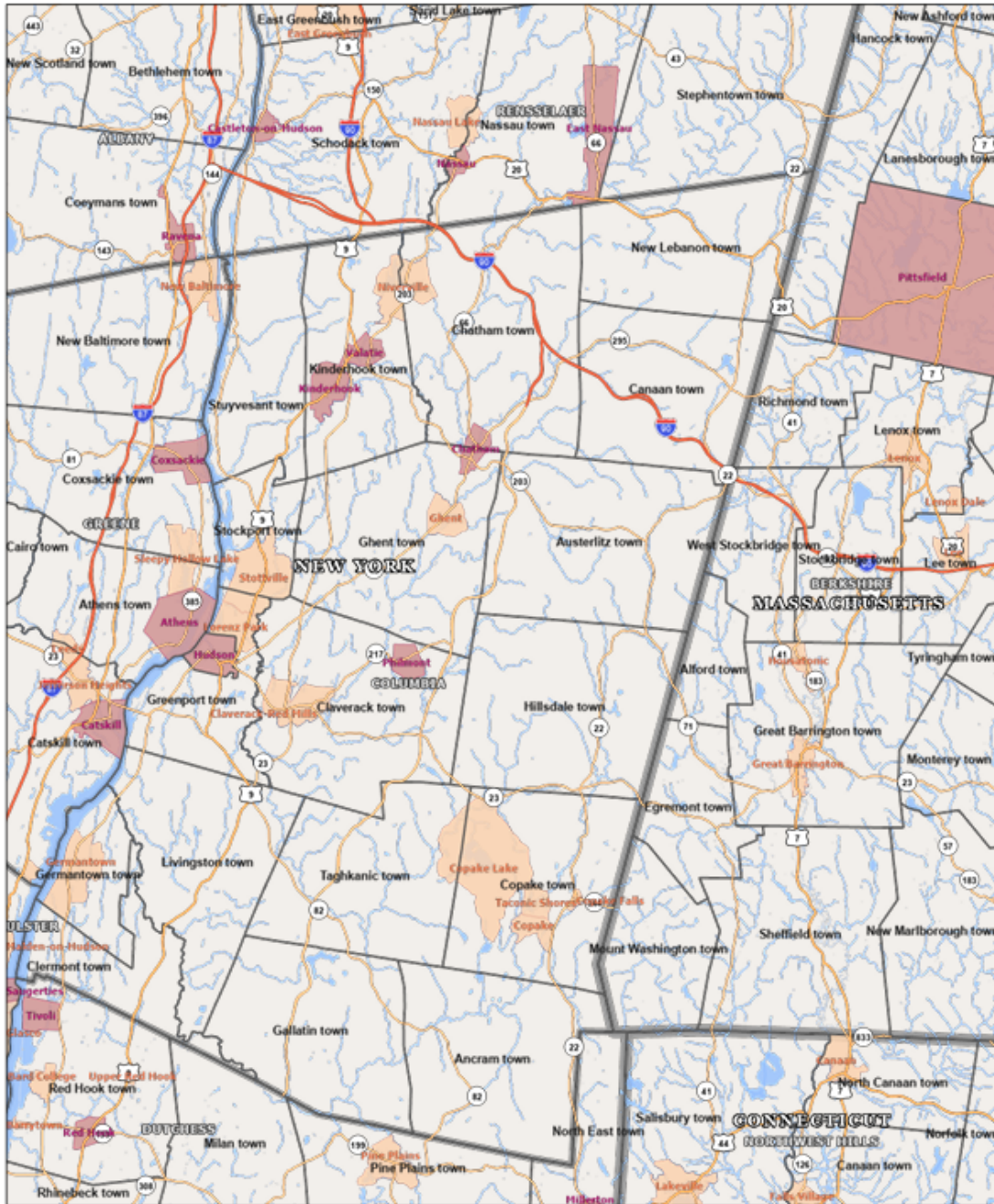
TOTAL POPULATION

2020: ACS 5-Year Estimates Subject Tables

Source: US Census Bureau - American Community Survey

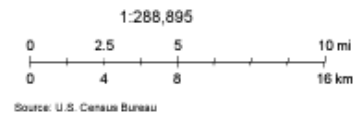


Columbia County, NY



September 16, 2022

- | | |
|--------------------------|--------------------------|
| Counties | Census Designated Places |
| States | Incorporated Places |
| Census Designated Places | County Subdivisions |
| Incorporated Places | Counties |
| County Subdivisions | States |

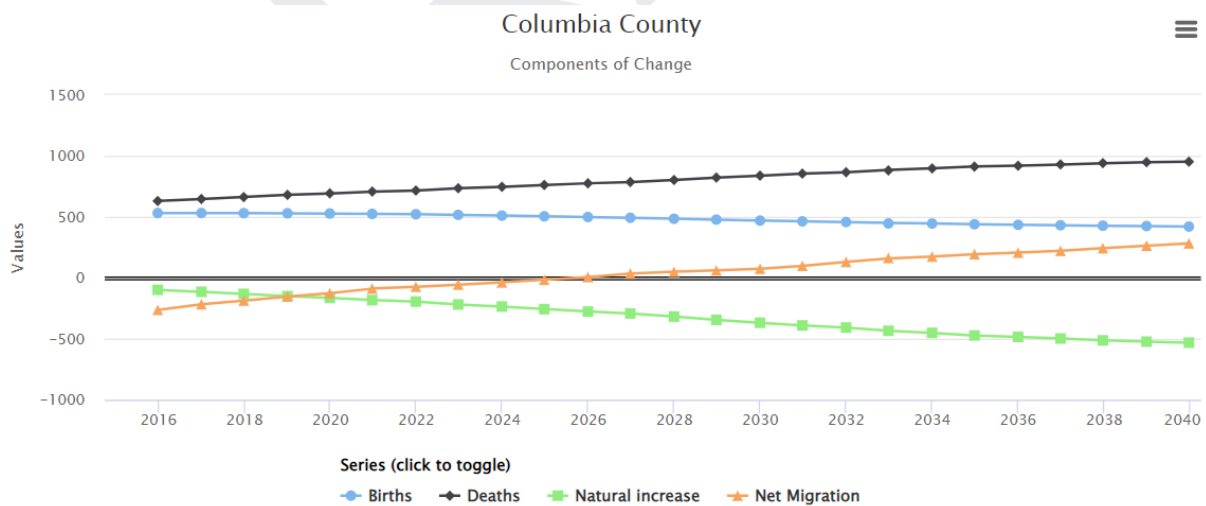


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Columbia County

Category	Total
2015	61549
2016	61187
2017	60855
2018	60536
2019	60231
2020	59939
2021	59668
2022	59400
2023	59125
2024	58851
2025	58578
2026	58307
2027	58048
2028	57779
2029	57495
2030	57200
2031	56907
2032	56629
2033	56354
2034	56076
2035	55796
2036	55517
2037	55240
2038	54970
2039	54709
2040	54459

Projection Components of Change



Columbia County

Category 2015 2040

0-4	2694 2139
5-9	2957 2355
10-14	3260 2601
15-19	3468 2463
20-24	3459 2218
25-29	3266 2241
30-34	3079 2473
35-39	3099 2775
40-44	3498 3003
45-49	4319 3614
50-54	5131 3808
55-59	5099 3622
60-64	4967 3460
65-69	4440 3334
70-74	3282 3714
75-79	2150 3773
80-84	1615 3040
85+	1766 3826

Columbia County

Category Total

2015	47.39759725400458
2016	47.85290697674419
2017	48.30702764976959
2018	48.71976744186046
2019	49.114004629629626
2020	49.514789533560865
2021	49.813477737665465
2022	50.11538461538461
2023	50.364364981504316
2024	50.43347338935574
2025	50.52110625909753
2026	50.6748595505618
2027	50.75549048316252
2028	50.81865671641791
2029	50.8661119515885
2030	50.96991404011462
2031	51.07436260623229
2032	51.14663805436338
2033	51.226950354609926
2034	51.28936170212766
2035	51.374479889042995
2036	51.442520775623265
2037	51.49303621169916
2038	51.54834254143646
2039	51.614809782608695
2040	51.70514511873351

Columbia County

Category	Total
2015	84.44880404436731
2016	80.18632629107981
2017	75.92460881934566
2018	72.08258527827648
2019	69.14270321233754
2020	66.49613013249378
2021	64.309052469729
2022	62.38774100357973
2023	60.44260880286031
2024	58.85523924894004
2025	57.21514466007858
2026	55.9432357942884
2027	54.68768040641958
2028	53.73517335766423
2029	52.680783960351434
2030	51.890111117315314
2031	51.22506805933663
2032	50.891670358883474
2033	50.63291139240506
2034	50.23171135385634
2035	49.84300115683358
2036	49.56425813568671
2037	49.364008406149765
2038	49.37061379079871
2039	49.42457755571773
2040	49.4487476677786

65+

Columbia County

Category	Total
2015	13253
2016	13632
2017	14060
2018	14482
2019	14849
2020	15246
2021	15609
2022	15923
2023	16222
2024	16510
2025	16798
2026	17053
2027	17322
2028	17536
2029	17756
2030	17909
2031	17999
2032	18056
2033	18091
2034	18126
2035	18153
2036	18130
2037	18082
2038	17954
2039	17813
2040	17687

