

Title VI Service Equity Analysis: Dutchess County Public Transit Service Expansion in the City of Poughkeepsie

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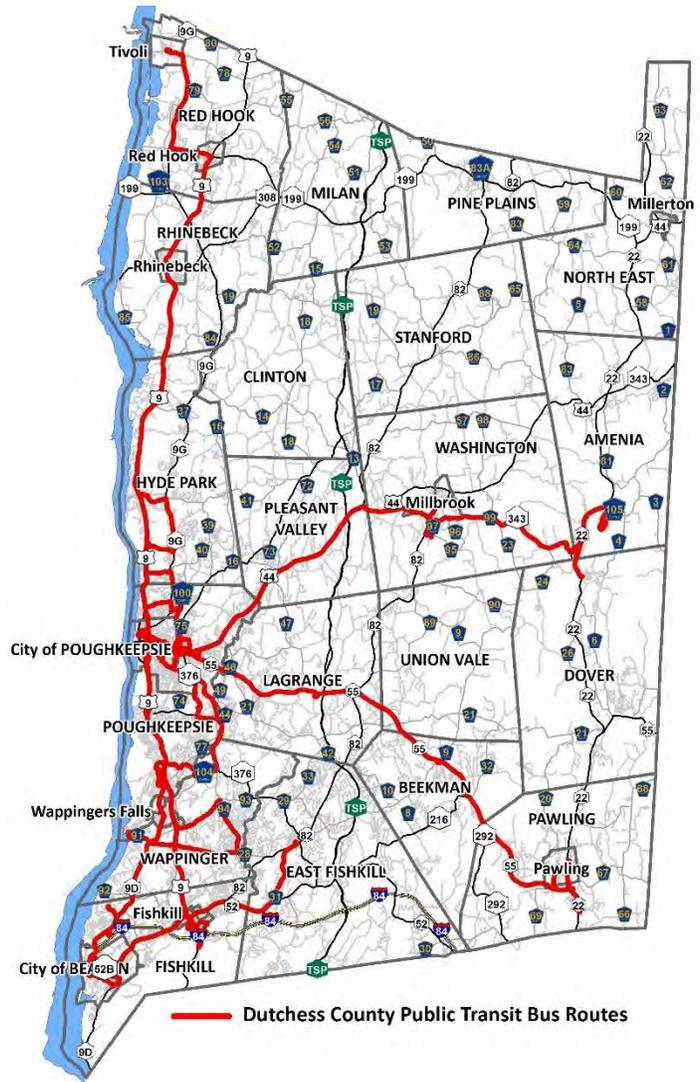
Purpose

This Service Equity Analysis addresses the proposed expansion of bus operations by Dutchess County throughout the City of Poughkeepsie. Dutchess County is currently served by two publicly operated bus systems: the Dutchess County Public Transit (DCPT) system and the City of Poughkeepsie bus system. The Dutchess County system primarily serves the suburban and rural areas of the County, connecting these areas to the urbanized core (see Map 1), while the City system serves the urbanized area in and around Poughkeepsie.

The proposed expansion of DCPT services in the City, in conjunction with the termination of City bus services, would create a single provider of public bus service in the County, resulting in the following benefits:

- Increases the days of operation and number of service hours per day (approximately four-five hours of additional service per day, per route).
- Eliminates service redundancies, since in a number of cases, the two systems serve similar destinations, often travelling on the same road and at the same times (e.g. the City’s Galleria route provides service to the Galleria and South Hills Malls on Route 9, while DCPT Routes A and B provide the same service).
- Removes the need for bus transfers between operators.
- Introduces better economies of scale, through reduced maintenance and operating costs.
- Streamlines the programming of federal and state transit funding, while also reducing the need for local funds from the City.
- Allows bus services to be marketed as a single, unified system, reducing confusion amongst the public, especially new transit customers. This includes the use of uniform bus schedules, riding policies, and fare structures.

Map 1. Dutchess County Public Transit Bus Routes



For reference, the current City of Poughkeepsie bus schedule and route map are included in Appendix A.

Background

In 2012, the Poughkeepsie-Dutchess County Transportation Council (PDCTC) – the designated Metropolitan Planning Organization (MPO) for Dutchess County – initiated a Dutchess County Bus Service Expansion Feasibility Study based on a request from Dutchess County and the City of Poughkeepsie. The study sought to determine the feasibility of expanding Dutchess County bus services within the City of Poughkeepsie, without adding additional costs to Dutchess County. The study further sought to determine the feasibility for Dutchess County to realize a positive financial return if it became the sole public bus operator in the City. The study was completed in 2013, which set in motion a public dialogue on the possible expansion of the County's bus operations in the City.

The possibility of this expansion became real in late 2016, when the City's adopted 2017 budget included only six-months of funding for the City's bus system – this was due to a projected \$13-million shortfall in the City's 2017 budget. Faced with the possibility that a large number of existing transit customers would lose service on July 1, 2017, the City and County collaborated on the planning and implementation of an expanded DCPT service footprint in the City.

Title VI Requirements

Since DCPT operates less than 50 vehicles during peak service, it is not required to complete a Service Equity Analysis. However, in the interest of due diligence, Dutchess County completed this analysis as an extra measure to ensure that sensitive populations would not be adversely affected by the proposed expansion. The analysis was done in accordance with Federal Transit Administration (FTA) Circular 4702.1B, dated October 1, 2012, which outlines the process to determine whether service changes will have a disparate impact or disproportionate burden on minority or low-income populations. This Service Equity Analysis used the process described in Chapter IV of FTA Circular 4702.1B. Under this framework, designated recipients such as Dutchess County can assess the impacts of proposed service changes, including new services. The analysis framework varies slightly between minority populations and low income populations:

Minority Populations

1. The FTA defines minority persons as those who identify themselves as American Indian/Alaska Native, Asian, Black/African American, Hispanic/Latino (regardless of race), and Native Hawaiian/Other Pacific Islander.
2. The typical measure of disparate impact involves a comparison between the proportion of persons in the protected class who are adversely affected by the service change and the proportion of persons not in the protected class who are adversely affected. The population for a statistical measure of disparate impact is all persons that are either affected by the service change or that could possibly be affected by the service change, thus the comparison population may vary depending on the type of change under evaluation. The

transit provider shall include in the analysis the reason for the comparison population selected. When proposing to provide new service to a neighborhood or corridor not served by the provider, the appropriate comparison population is the population of the service area.

3. GIS or Alternative Maps: when the provider determines that the correct population base is Census Blocks or Block Groups, they shall document the reasons for selecting this population base and shall prepare maps of the routes that would be reduced, increased, eliminated, added, or restructured, overlaid on a demographic map of the service area, in order to study the affected population.
4. Determination of Disparate Impact: each service change analysis must compare existing service to proposed changes, and calculate the absolute change as well as the percent change. The provider shall use its adverse effects definition and disparate impact threshold to determine whether the proposed major service change will result in adverse effects that are disproportionately borne by minority populations, by comparing the proportion of minorities adversely affected to the proportion of non-minorities adversely affected. They shall also consider the degree of the adverse effects when doing this analysis. Any service change analysis shall be expressed as a percent change in tabular format.
5. Analysis of Modifications: if the provider finds potential disparate impacts and then modifies the proposed changes in order to avoid, minimize, or mitigate potential disparate impacts, they must reanalyze the proposed changes in order to determine whether the modifications actually removed the potential disparate impacts of the changes.

Low Income Population

1. The FTA defines a low-income person as one whose median household income is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines.
2. GIS or Alternative Maps: when the transit provider determines that the correct population base is Census Blocks or Block Groups, the provider shall document the reasons for selecting this population base and shall prepare maps of the routes that would be reduced, increased, eliminated, added, or restructured/rerouted, overlaid on a demographic map of the service area, in order to study the affected population.
3. Determination of Disproportionate Burden: each service change analysis must compare existing service to proposed service, and calculate the absolute change as well as the percent change. The provider will compare the proportion of low-income persons adversely affected to the proportion of non-low-income persons adversely affected. Any service change analysis shall be expressed as a percent change in tabular format.
4. At the conclusion of the analysis, if the provider finds that low-income populations will bear a disproportionate burden of the proposed major service change, they should take steps to avoid, minimize, or mitigate impacts where practicable.

Current Title VI Plan

Pursuant to Chapter VI of FTA Circular 4702.1B, Dutchess County prepared and submitted a Title VI Program to FTA-Region II that was approved in 2015. The Title VI Program includes an

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analysis of available demographic data, which forms the basis for this Service Equity Analysis. DCPT's Title VI plan includes maps showing where the percentage of minority and low-income population exceed the average minority and low-income population across its service area (i.e. Dutchess County). The plan used the most recent U.S. Census Bureau data available at the Census Tract and Block Group level.

As stated in FTA Circular 4702.1B, since Dutchess County operates less than 50 or more fixed route vehicles during peak service, it is not required to establish a Disparate Impact Policy for minority populations or a Disproportionate Burden Policy for low income populations. As reported by Dutchess County in the most recent 2015 National Transit Database (NTD), DCPT operated 26 vehicles during its fixed-route peak service. Even with the proposed expansion, DCPT will operate less than 50 vehicles during peak service.

Proposed Service Changes

The proposed bus routings stem from the recommendations in the Dutchess County Transit Development Plan (TDP) (2009), Dutchess County Bus Service Expansion Feasibility Study (2013), and recent work on updating the Dutchess County TDP (2016), all of which recommend a corridor based, hub-and-spoke system for the Poughkeepsie area. This is consistent with the current service structure employed elsewhere by DCPT. Collectively, the plans point to a number of opportunities to improve service in the Poughkeepsie area, which were used by DCPT to develop four new fixed routes. These new routes will significantly expand DCPT's operations in the Poughkeepsie area, while complementing existing routes. In addition, the new routes mostly mirror the City's current bus routes, with the exception of the Galleria route, which is redundant with existing DCPT routes (Routes A and B). The proposed routes are as follows (see also Maps 5-8):

- **Route J**: providing service to shopping and employment destinations on Route 44 (i.e. Adams Fairacre Farms, Stop-and-Shop, and Kmart), the downtown Transit Hub on Market St., Mid-Hudson Regional Hospital, Marist College, Dutchess Community College (DCC), and Route 9 shopping and employment destinations north of the City (i.e. Home Depot; Hyde Park Stop-and-Shop).
- **Route K**: providing service to the downtown Transit Hub on Market St., Vassar Brothers Medical Center, south-side residential areas (e.g. Saint Simeon), and Route 9 shopping and employment destinations south of the City (i.e. Hudson Plaza; Oakwood Plaza).
- **Route L**: providing a 'tripper' service throughout residential areas in the City, the Poughkeepsie High/Middle School, the downtown Transit Hub on Market St., the Poughkeepsie Train Station, and the Poughkeepsie waterfront.
- **Route M**: providing service to the Hudson River Housing facility on Route 55 in LaGrange, north-side residential areas (e.g. Mountain Brook and Ridegefield apartment developments; Poughkeepsie Housing Authority on Hudson Ave.), and residential areas south of Route 376 (Hooker Ave.) (e.g. Fox Hills).

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Each route would operate Monday-Friday for approximately 17 hours per day, with most routes starting at approximately 6:30 a.m. and ending at 11:30 p.m. In general, the routes will follow 60-minute service intervals between time stops and require one bus at any one time. Given the service spans, annual operational days, and buses needed, each route will operate approximately 4,400 revenue vehicle hours per year.

Service Area

As stipulated by FTA guidance, and as described in its charter, DCPT defines its service area as the whole of Dutchess County. DCPT currently provides fixed-route or demand-response bus services to all 30 municipalities in the County. Dutchess County is also the current metropolitan planning area for the PDCTC.

Service Equity Analysis

According to the 2010 Census, Dutchess County had a total population of 297,488, with a total minority population of 30,997 or 10.4 percent of the total population and a total Hispanic population of 31,267 or 10.5 percent of the total population. The total minority population includes all persons identified as American Indian/Alaska Native, Asian, Black/African American, and Native Hawaiian/Other Pacific Islander, while the total Hispanic population includes all persons identified as Hispanic or Latino (regardless of race).

In comparison, the total 2010 population of the City of Poughkeepsie was 32,736, with a total minority population of 11,814 or 36.1 percent of City's total population and a total Hispanic population of 6,384 or 19.5 percent of the City's total population. These percentages are considerably higher than the County averages: the percent minority in the City is almost 3.5 times more than the County average, and the percent Hispanic is nearly double than that of the County. Tables 1-6 show minority and Hispanic population data for Dutchess County and the City of Poughkeepsie. See also Maps 2 and 3, which show the percent minority and Hispanic by Census Block Group.

With relation to income, based on the latest available data from the Census Bureau's 2011-2015 American Community Survey (ACS) 5-year Estimate, the total number of persons living in poverty in Dutchess County was approximately 27,614 or 9.3 percent (+/-0.7 percent Margin of Error) of the total estimated population of 296,928. It should be noted that the ACS provides estimates over a five-year period, which makes its estimated total population different from the 2010 Census count. For the City of Poughkeepsie, the ACS estimated that 7,383 persons were living in poverty, which was approximately 24.1 percent (+/-2.6 percent Margin of Error) of its estimated population. Tables 7 and 8 shows low-income population data for Dutchess County and the City of Poughkeepsie. See also Map 4, which shows the percent of the population living in poverty (i.e. low income) for Census Tracts in the City of Poughkeepsie.

Table 1. Dutchess County Minority and Hispanic Population (2010 Census)

Category	Total Population
Black or African American	29,518
American Indian and Alaska Native	893
Asian	478
Native Hawaiian and Other Pacific Islander	108
Total Minority Population	30,997
Total Hispanic Population	31,267

Table 2. City of Poughkeepsie Minority and Hispanic Population (2010 Census)

Category	Total Population
Black or African American	10,967
American Indian and Alaska Native	299
Asian	528
Native Hawaiian and Other Pacific Islander	20
Total Minority Population	11,814
Total Hispanic Population	6,384

Table 3. Dutchess County Population: Percent Minority (2010 Census)

Total Population of Service Area¹	Total Minority Population²	Percent Minority
297,488	30,997	10.4%

¹Service area population equals total population for Dutchess County.

²Total minority population equals all those who identify themselves as American Indian/Alaska Native, Asian, Black/African American, and Native Hawaiian/Other Pacific Islander.

Table 4. City of Poughkeepsie Population: Percent Minority (2010 Census)

Total Population of Service Area¹	Total Minority Population²	Percent Minority
32,736	11,814	36.1%

¹Service area population equals total population for Dutchess County.

²Total minority population equals all those who identify themselves as American Indian/Alaska Native, Asian, Black/African American, and Native Hawaiian/Other Pacific Islander.

Table 5. Dutchess County Population: Percent Hispanic (2010 Census)

Total Population of Service Area¹	Total Hispanic Population	Percent Hispanic
297,488	31,267	10.5%

¹Service area population equals total population for Dutchess County.

Table 6. City of Poughkeepsie Population: Percent Hispanic (2010 Census)

Total Population of Service Area¹	Total Hispanic Population	Percent Hispanic
32,736	6,384	19.5%

¹Service area population equals total population for Dutchess County.

Table 7. Dutchess County Low Income Population (2011-2015 ACS)¹

Estimated Population of Service Area	Total Low Income	Percent Low Income
296,928	27,614	9.3%

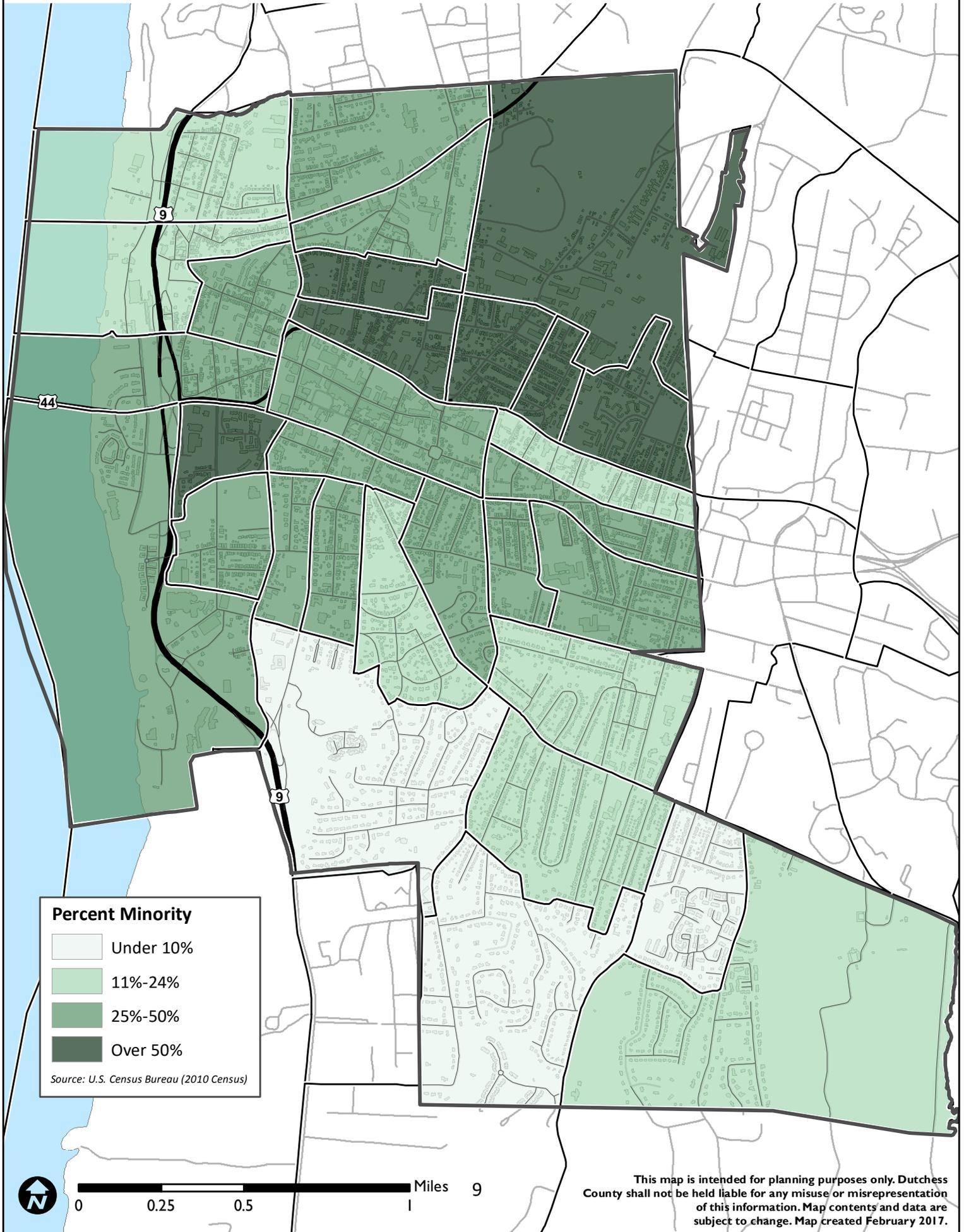
¹Data from the U.S. Census Bureau's 2011-2015 ACS 5-year Estimate relies on surveys of a sample population over a five-year period. The 2011-2015 ACS 5-year estimates are for January 1, 2011 through December 31, 2015. These multiyear estimates cannot be used to say what is going on in any particular year in the period, only what the average value is over the full period. This is different from 2010 Census data, which is an actual count. As a survey, ACS data can include high Margins of Errors.

Table 8. City of Poughkeepsie Low Income Population (2011-2015 ACS)¹

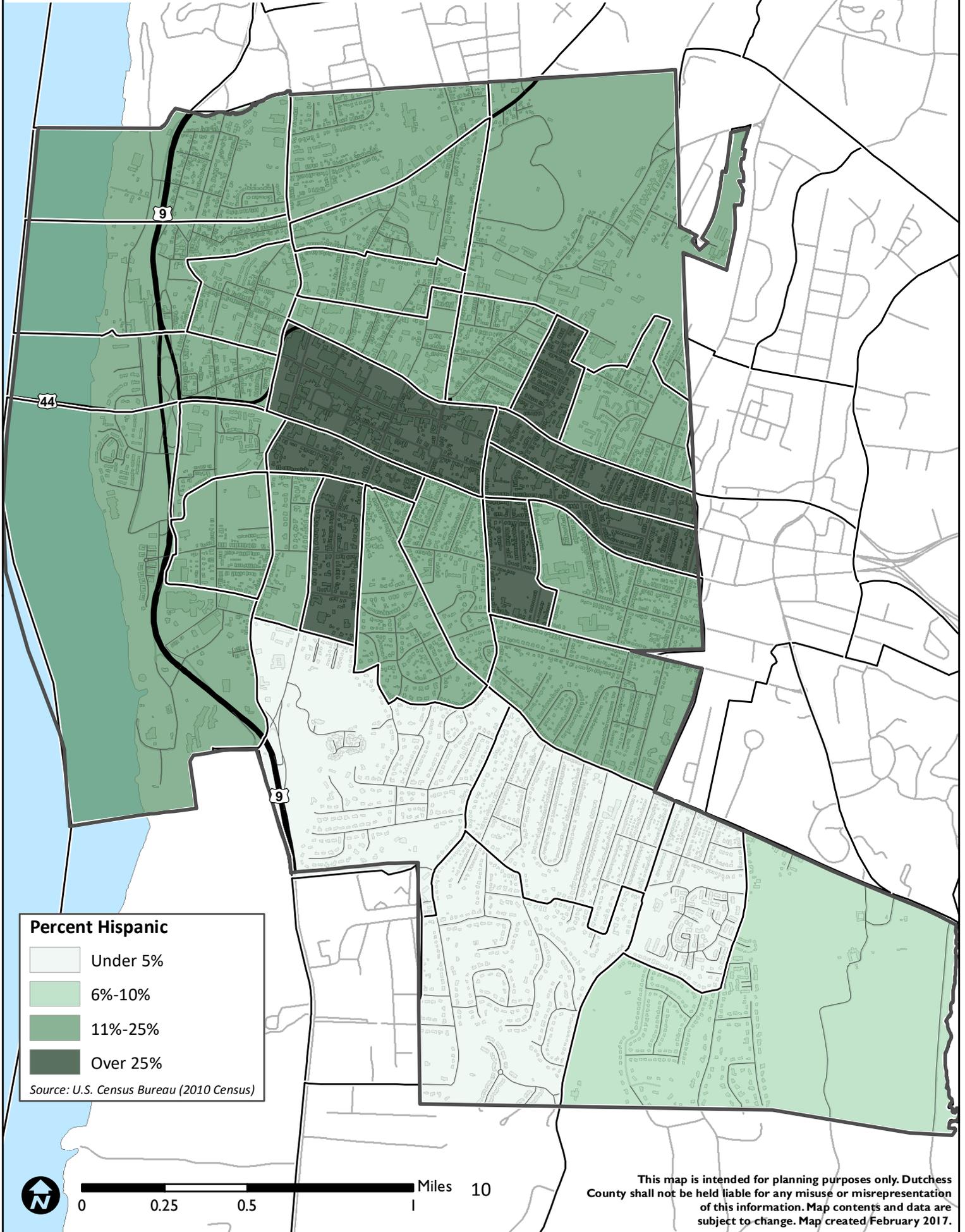
Estimated Population of Service Area	Total Low Income	Percent Low Income
30,635	7,383	24.1%

¹Data from the U.S. Census Bureau's 2011-2015 ACS 5-year Estimate relies on surveys of a sample population over a five-year period. The 2011-2015 ACS 5-year estimates are for January 1, 2011 through December 31, 2015. These multiyear estimates cannot be used to say what is going on in any particular year in the period, only what the average value is over the full period. This is different from 2010 Census data, which is an actual count. As a survey, ACS data can include high Margins of Errors.

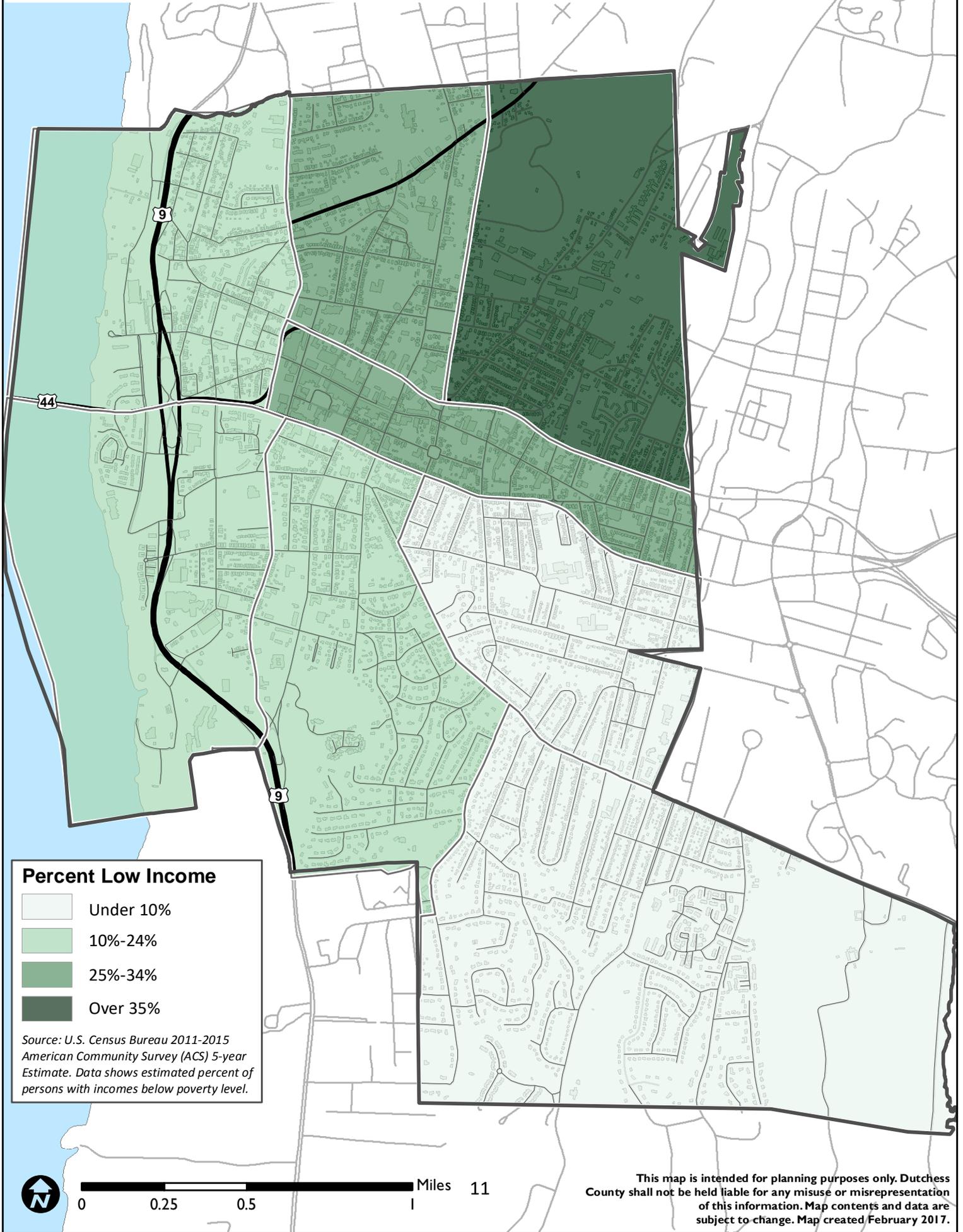
Map 2. City of Poughkeepsie: Percent Total Minority (Non-Hispanic) (2010 Census Block Groups)



Map 3. City of Poughkeepsie: Percent Hispanic (2010 Census Block Groups)



Map 4. City of Poughkeepsie: Percent Low Income (2010 Census Tracts)



Service Equity Analysis (Minority & Hispanic Populations)

The analysis for minority populations uses 2010 Census population data at the Block Group level for the City of Poughkeepsie. Population data was used since the proposed service changes involve the expansion of DCPT service using four new bus routes, while Block Group level data was used since it provides sufficient local. Table 3 shows the total population, total minority population, and percent minority of the Block Groups that have reasonable access to each proposed route. In performing the route-by-route analysis, some Block Groups were excluded because the majority of their populations would not have legitimate access to the route, even though a small share of the area's population could in theory access the route.

For each of the four new routes, the analysis indicated that the cumulative percent of minority populations in the affected Block Groups were well above the average for DCPT's service area (see Table 9). The percent minority served by each proposed bus route ranged from a high of 39.3 percent on Route L to a low of 32.1 percent on Route K. These rates are three times higher than DCPT's service area average of 10.4 percent for total minority population. Based on this analysis, there does not appear to be any evidence of a disparate impact on minority populations by adding the four new routes. Map 5 shows the proposed routes overlaid on minority population data by Block Group.

Similarly, the analysis indicated that the cumulative percent of Hispanic populations in the affected Block Groups were also above the average for DCPT's service area (see Table 10). The percent Hispanic served by each proposed route ranged from a high of 25.5 percent on Route J to a low of 21.9 percent on Route M. Again, these rates are higher than DCPT's service area average of 10.5 percent for total Hispanic population. Based on this analysis, there does not appear to be any evidence of a disparate impact on Hispanic populations by adding the four new routes. Map 6 shows the proposed routes overlaid on Hispanic population data by Block Group.

Service Equity Analysis (Low Income Populations)

The analysis for low-income population uses data from the Census Bureau's 2011-2015 ACS 5-year Estimates at the Census Tract level for the City of Poughkeepsie. Census Tract geography was used for this measure due to the high Margins of Error (MOE) associated with ACS data at the Block Group level. For example, Block Group One in Census Tract 2211.00, located in the center of the City along Main Street, showed a 43 percent MOE for low-income population; whereas, the same data at the Census Tract showed a 10.5 percent MOE. As with minority population, a population based analysis was used since the proposed service changes involve four new routes. Table 11 shows the total estimated population, total estimated low-income population, and percent low income of the Census Tracts located within each proposed route.

For each of the four new routes, the analysis indicated that the cumulative percent of low-income populations in the affected Census Tracts were above the average for DCPT's service area. The percent of low-income population served by each proposed route ranged from a high

Table 9. Census Block Group Minority Population Data by Route (2010 Census)

Route	Change Type	Total Population of Affected Block Groups	Total Minority Population	Percent Minority
Route J	New Service	12,082	4,051	33.5%
Route K	New Service	12,858	4,121	32.1%
Route L	New Service	27,049	10,626	39.3%
Route M	New Service	12,178	4,419	36.3%

Table 10. Census Block Group Hispanic Population Data by Route (2010 Census)

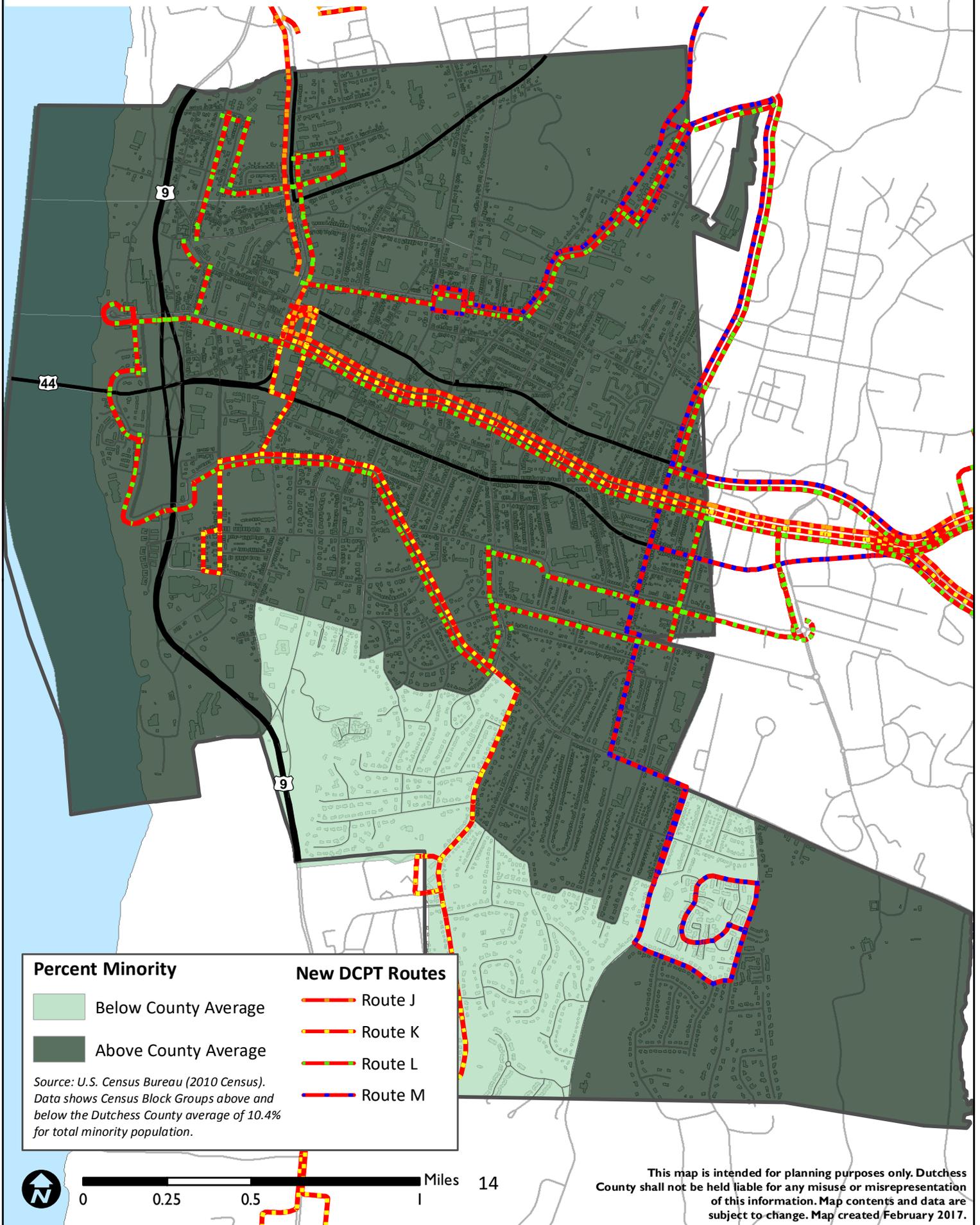
Route	Change Type	Total Population of Affected Block Groups	Total Hispanic Population	Percent Hispanic
Route J	New Service	12,082	3,086	25.5%
Route K	New Service	12,585	2,967	23.6%
Route L	New Service	27,049	5,942	22.0%
Route M	New Service	12,178	2,671	21.9%

Table 11. Census Tract Low Income Population Data by Route (2011-2015 ACS)

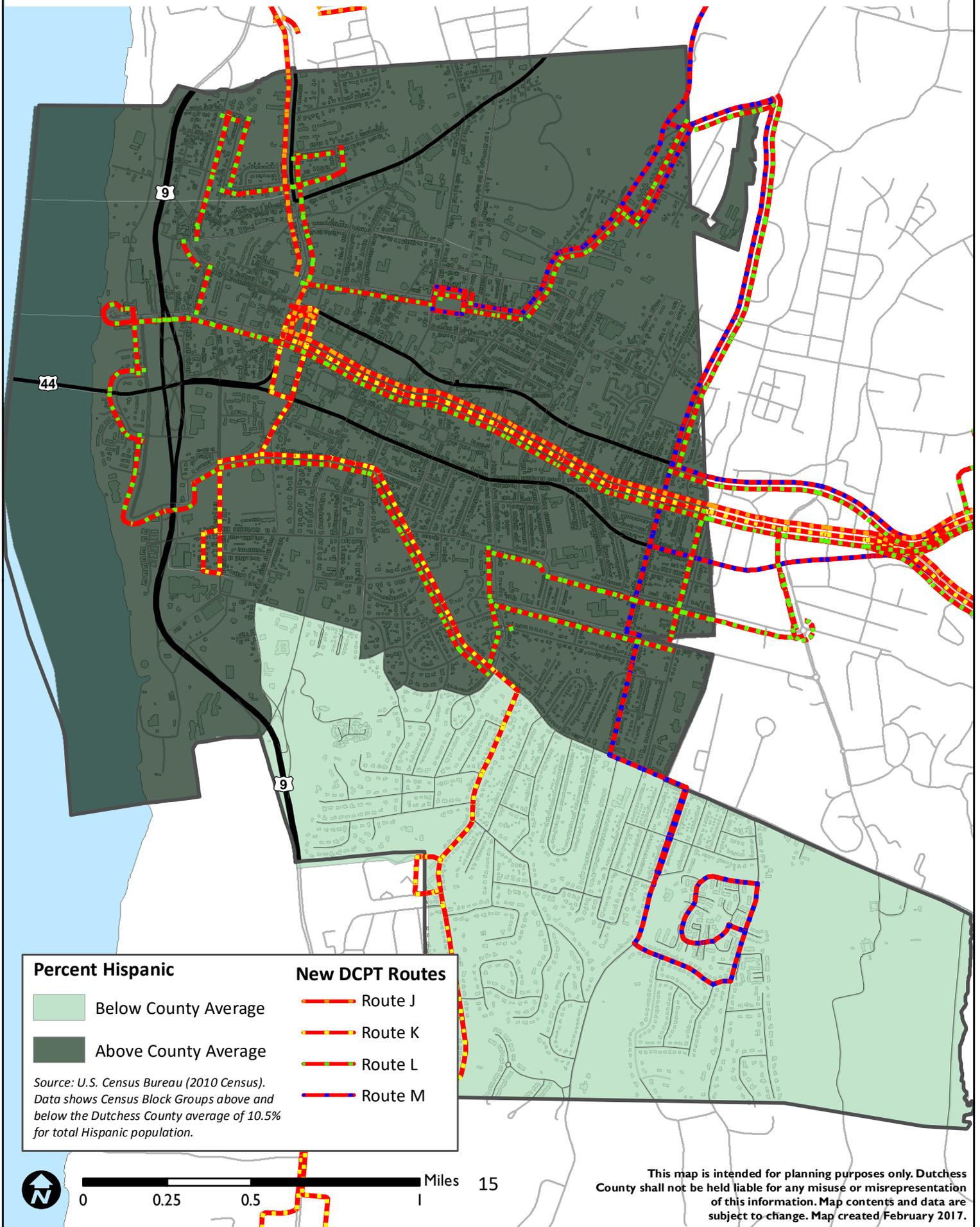
Route	Change Type	Total Estimated Population of Affected Census Tracts	Total Low Income Population	Percent Low Income
Route J	New Service	11,291	3,350	29.7%
Route K	New Service	14,461	3,265	22.6%
Route L	New Service	26,101	6,799	26.0%
Route M	New Service	14,924	3,305	22.1%

¹Data from the U.S. Census Bureau's 2011-2015 ACS 5-year Estimate relies on surveys of a sample population over a five-year period. The 2011-2015 ACS 5-year estimates are for January 1, 2011 through December 31, 2015. These multiyear estimates cannot be used to say what is going on in any particular year in the period, only what the average value is over the full period. This is different from 2010 Census data, which is an actual count. As a survey, ACS data can include high Margins of Errors.

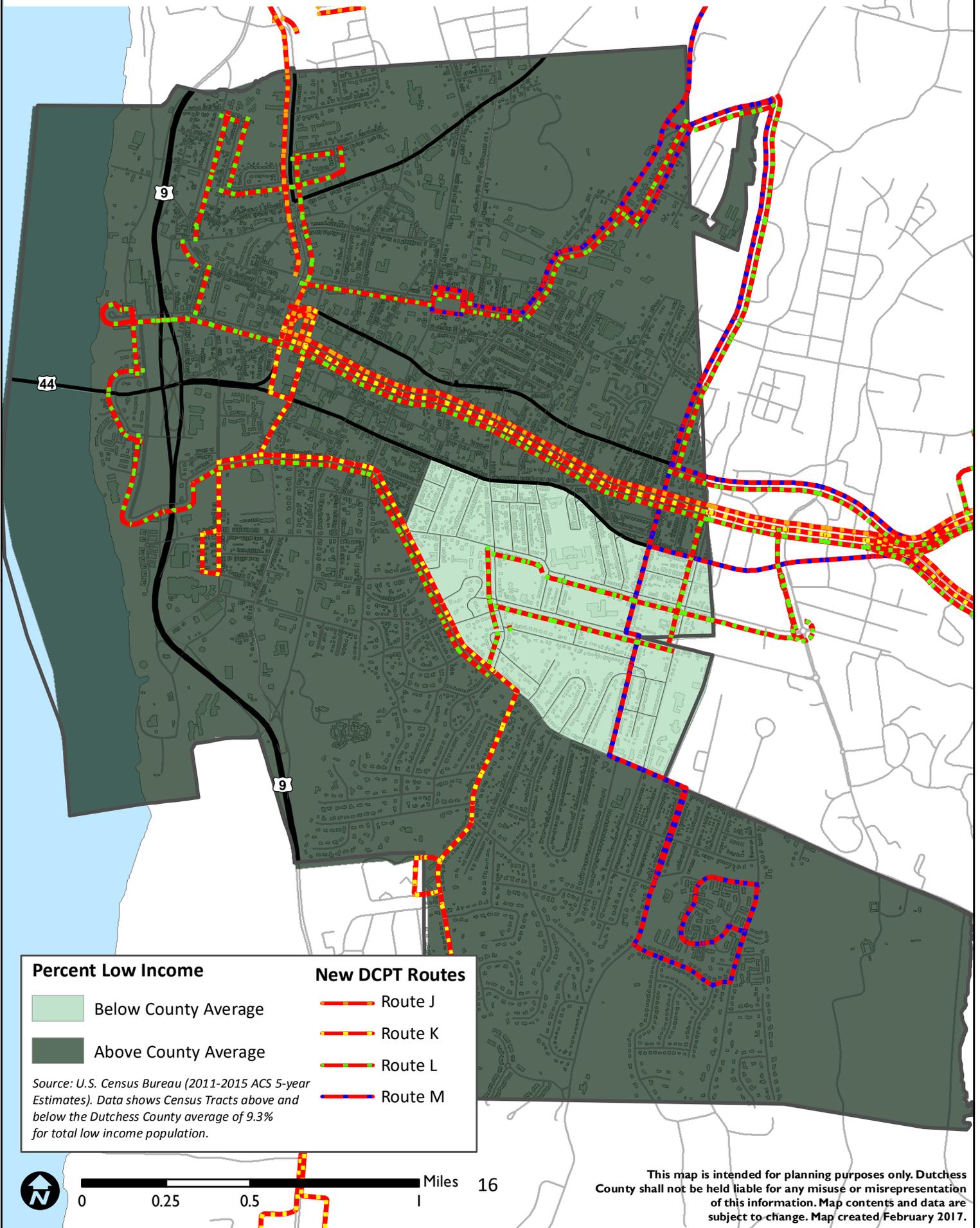
Map 5. Proposed DCPT Bus Routes Compared to Census Block Groups (City of Poughkeepsie) Above and Below the Dutchess County Average for Percent Minority



Map 6. Proposed DCPT Bus Routes Compared to Census Block Groups (City of Poughkeepsie) Above and Below the Dutchess County Average for Percent Hispanic



Map 7. Proposed DCPT Bus Routes Compared to Census Tracts (City of Poughkeepsie) Above and Below the Dutchess County Average for Percent Low Income



of 29.7 percent for Route J to a low of 22.1 percent for Route M. These rates are over two times higher than the service area average of 9.3 percent. Based on this analysis, there does not appear to be any evidence of a disparate impact on low-income populations by adding the four new routes. Map 7 shows the proposed routes overlaid on low-income population data by Census Tract.

Limited English Proficiency (LEP) Populations

Although not required by FTA Title VI guidelines for a Service Equity Analysis, Dutchess County assessed potential impacts to Limited English Proficiency (LEP) populations in the DCPT service area. As with the low-income population analysis, this assessment relied on data from the Census Bureau's 2011-2015 ACS 5-year Estimates. These estimates showed the estimated number of LEP households within the county ranged from 2.6 to 3.4 percent of all surveyed households; this range represents the lower and upper bounds based on the estimate's MOE (+/- 0.4 percent). Similar ranges were calculated at the Census Tract level based on the MOE for each Tract. Those Census Tracts that had a lower bound within the 2.6-3.4 percent range were classified as being above the county average for LEP households.

Using this methodology, the analysis identified two Census Tracts (2202.01 and 2211.00) that were above average for LEP households (see Map 8). In addition, the percent of LEP households served by the proposed routes ranged from a high of 9.6 percent for Route J to a low of 4.0 percent for Route M (see Table 12). Based on this analysis, there does not appear to be any evidence of a disparate impact on LEP households by adding the four new routes.

Other Populations

Although not identified as protected classes under FTA Title VI guidelines, this Service Equity Analysis assessed potential impacts to disabled and elderly populations as part of DCPT's expansion of bus service in the City of Poughkeepsie.

Disabled Populations

The analysis of disabled populations relied on data from the Census Bureau's 2011-2015 ACS 5-year Estimates. These estimates showed the estimated number of disabled persons within the DCPT service area ranged from 12.6 to 13.6 percent of all individuals; this range represents the lower and upper bounds based on the estimate's MOE (+/- 0.5 percent). Similar ranges were calculated at the Census Tract level based on the MOE for each Tract. Census Tracts that had a lower bound within the county range were classified as being above the service area average for disabled population.

Using this methodology, the analysis identified two Census Tracts (2203.00 and 2208.01) that were above average for disabled population (see Map 9). In addition, the percent disabled served by each proposed route ranged from a high of 16.1 percent for Route L to a low of 13.4

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Table 12. Census Tract Limited English Proficiency (LEP) Households by Route (2011-2015 ACS)

Route	Change Type	Total Estimated Households of Affected Census Tracts	Total LEP Households	Percent LEP
Route J	New Service	4,602	444	9.6%
Route K	New Service	5,969	468	7.8%
Route L	New Service	10,480	738	7.0%
Route M	New Service	5,936	235	4.0%

¹Data from the U.S. Census Bureau's 2011-2015 ACS 5-year Estimate relies on surveys of a sample population over a five-year period. The 2011-2015 ACS 5-year estimates are for January 1, 2011 through December 31, 2015. These multiyear estimates cannot be used to say what is going on in any particular year in the period, only what the average value is over the full period. This is different from 2010 Census data, which is an actual count. As a survey, ACS data can include high Margins of Errors.

Table 13. Census Tract Disabled Population by Route (2011-2015 ACS)

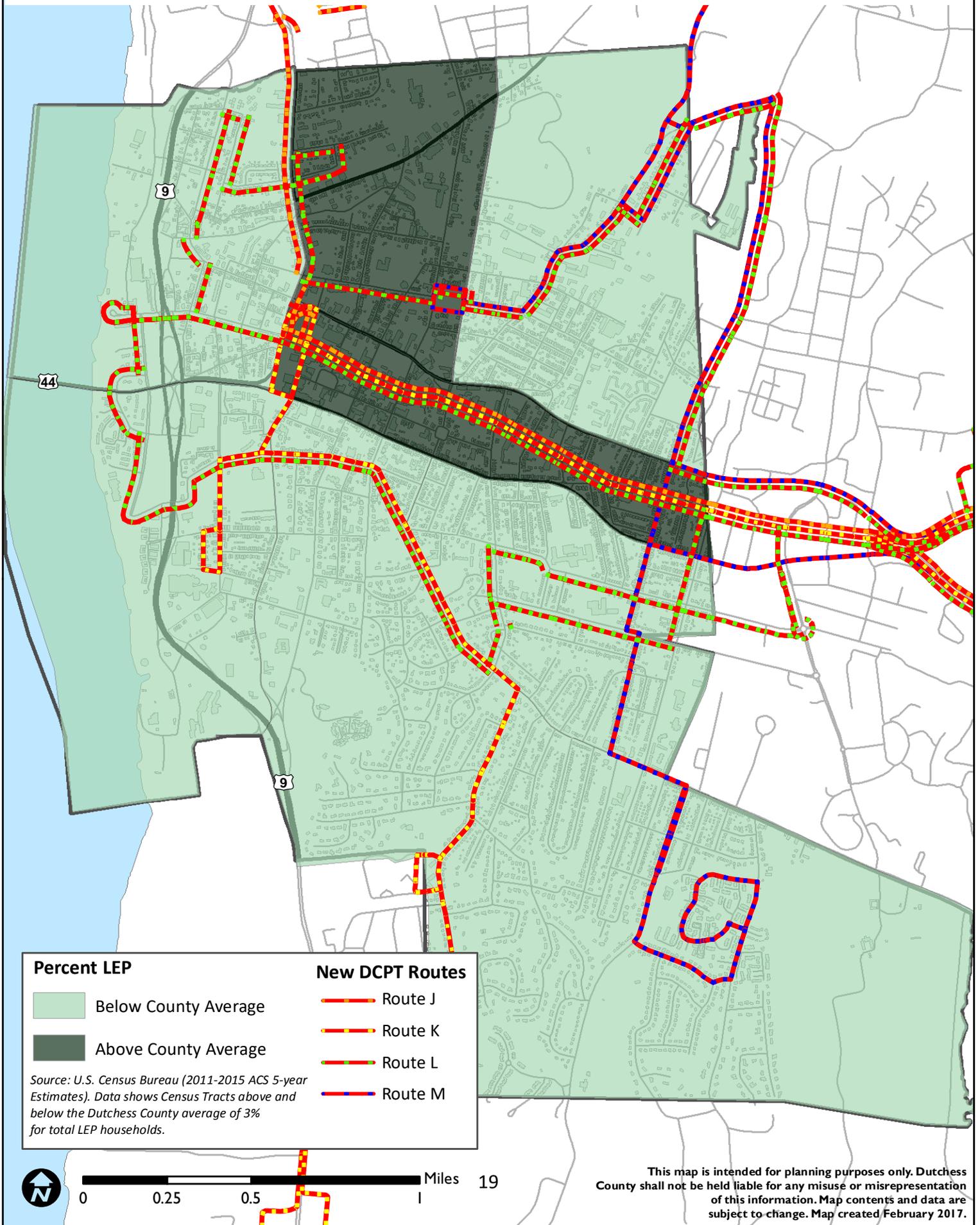
Route	Change Type	Total Estimated Population of Affected Census Tracts	Total Disabled Persons	Percent Disabled
Route J	New Service	11,433	1,528	13.4%
Route K	New Service	14,484	2,075	14.3%
Route L	New Service	26,252	4,230	16.1%
Route M	New Service	14,903	2,389	16.0%

¹Data from the U.S. Census Bureau's 2011-2015 ACS 5-year Estimate relies on surveys of a sample population over a five-year period. The 2011-2015 ACS 5-year estimates are for January 1, 2011 through December 31, 2015. These multiyear estimates cannot be used to say what is going on in any particular year in the period, only what the average value is over the full period. This is different from 2010 Census data, which is an actual count. As a survey, ACS data can include high Margins of Errors.

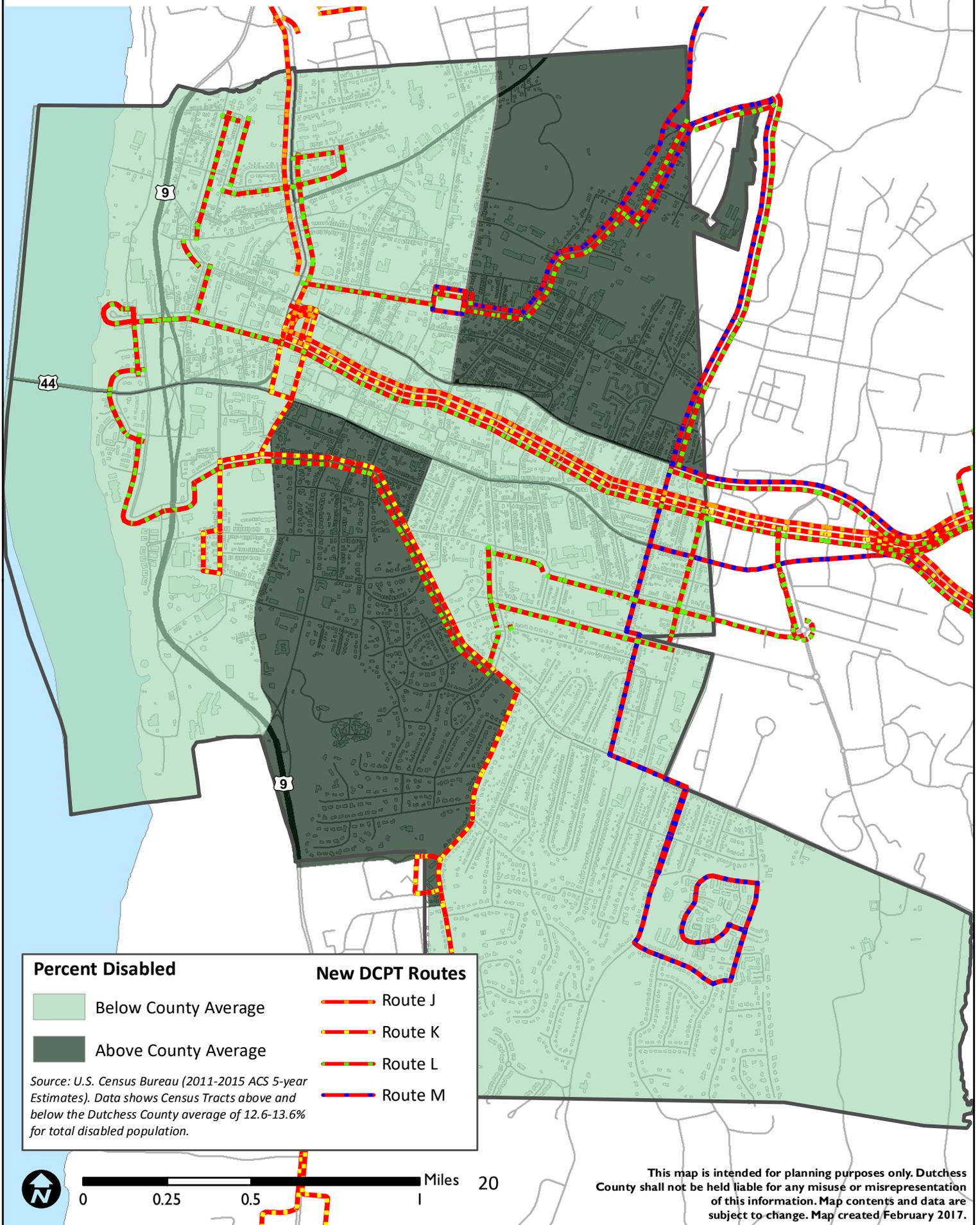
Table 14. Census Tract Elderly Population (Aged 65 and Over) by Route (2010 Census)

Route	Change Type	Total Population of Affected Census Tracts	Total Elderly Population	Percent Elderly
Route J	New Service	13,538	1,125	8.3%
Route K	New Service	14,116	2,470	17.5%
Route L	New Service	27,391	3,363	12.3%
Route M	New Service	16,263	2,022	12.4%

Map 8. Proposed DCPT Bus Routes Compared to Census Tracts (City of Poughkeepsie) Above and Below the Dutchess County Average for Limited English Proficiency (LEP) Households



Map 9. Proposed DCPT Bus Routes Compared to Census Tracts (City of Poughkeepsie) Above and Below the Dutchess County Average for Disabled Population



percent for Route J, which are near or above the service area average (see Table 13). Based on this analysis, there does not appear to be any evidence of a disparate impact on the disabled population by adding the four new routes. It should also be noted that DCPT provides ADA complimentary paratransit throughout the entire City, which affords the City's disabled population another layer of bus service above and beyond the proposed bus routes.

Elderly Populations

The analysis of elderly population relied on data from the Census Bureau's 2010 Census, which counted the number of persons aged 65 and over within the DCPT service area. The 2010 Census indicated that the percent of the service area's total population that was elderly equaled 13.5 percent. As with disabled population, the analysis calculated the percent elderly for each Census Tract in the City, identifying areas that were above average for the service area.

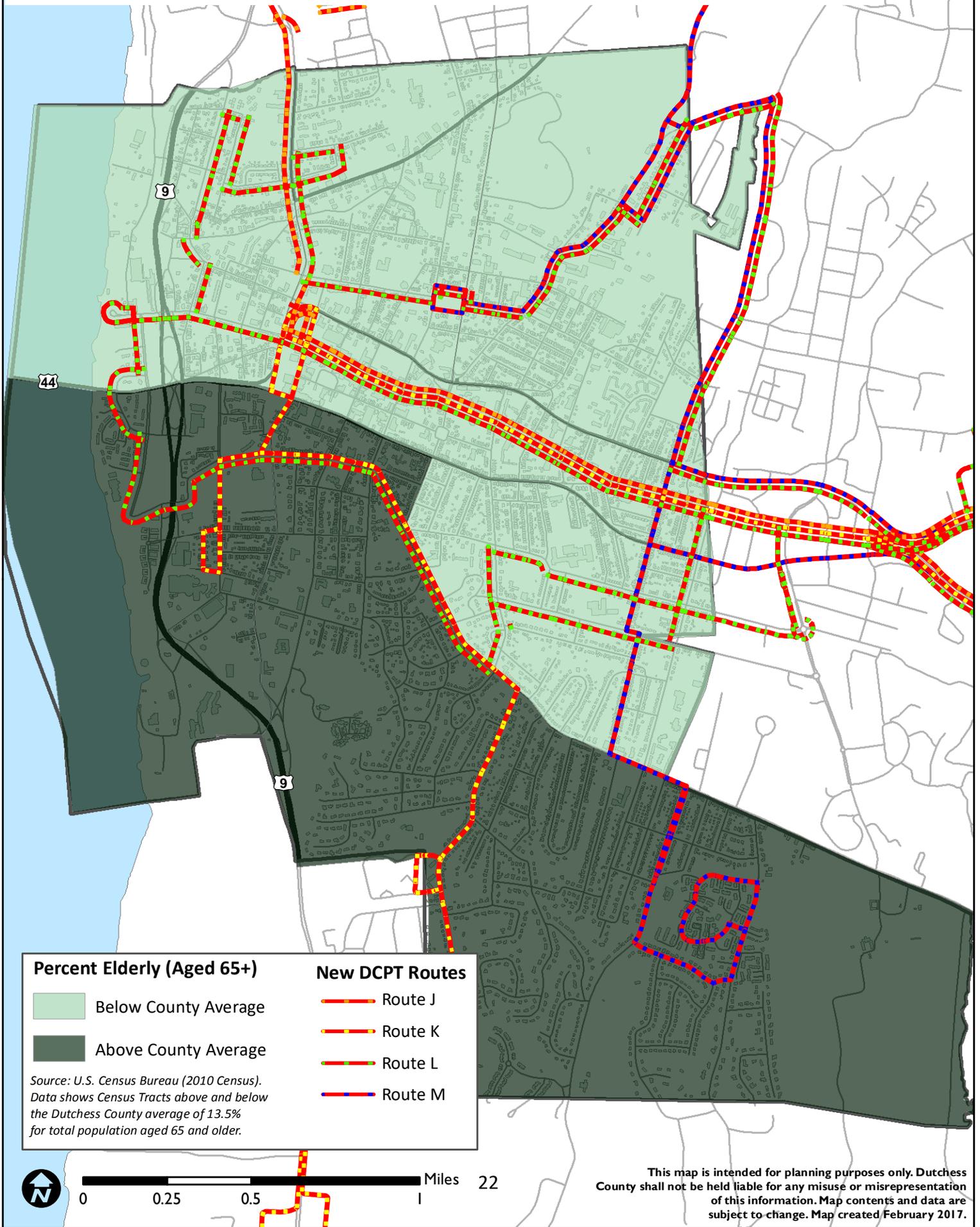
Using this methodology, the analysis identified three Census Tracts (2207.00, 2208.01, and 2210.01) that were above average for elderly persons (see Map 10). The percent elderly served by each proposed route ranged from a high of 17.5 percent for Route K to a low of 8.3 percent for Route J (see Table 14). Except for Route K, the proposed routes serve areas where the percent elderly is below the county average. However, the service areas for two of these routes (Routes L and M) are only 1.1-1.2 percent below the county average. These relatively small differences do not appear to be significantly below average and are likely a function of the City's less prominent elderly population compared to the DCPT's entire service area. For example, according to the 2010 Census, the City's median age was 32.4 years compared to the County's median age of 40.2 years.

Although partly explained by the City's more youthful service area, DCPT should carefully monitor how the proposed routes will affect elderly customers throughout its entire service area, especially in parts of the County that have higher shares of elderly persons than the City. If DCPT determines that expanding its footprint in the City comes at the cost of transit service to elderly customers outside the City, it should consider ways to provide additional services to towns and villages with higher concentrations of elderly persons.

Conclusion

In accordance with FTA guidelines, Dutchess County has determined that the proposed service changes will not have a disparate impact or disproportionate burden on minority, Hispanic, low-income, or LEP populations in the DCPT service area. The Service Equity Analysis actually demonstrates that these protected populations will benefit the most from these proposed service changes. However, though not a protected population under Title VI, DCPT should mitigate any possible reductions in service to elderly populations within its entire service area (i.e. Dutchess County), if said reductions are caused by its expansion into the City of Poughkeepsie.

Map 10. Proposed DCPT Bus Routes Compared to Census Tracts (City of Poughkeepsie) Above and Below the Dutchess County Average for Elderly Population (Aged 65+)



Percent Elderly (Aged 65+)

- Below County Average
- Above County Average

New DCPT Routes

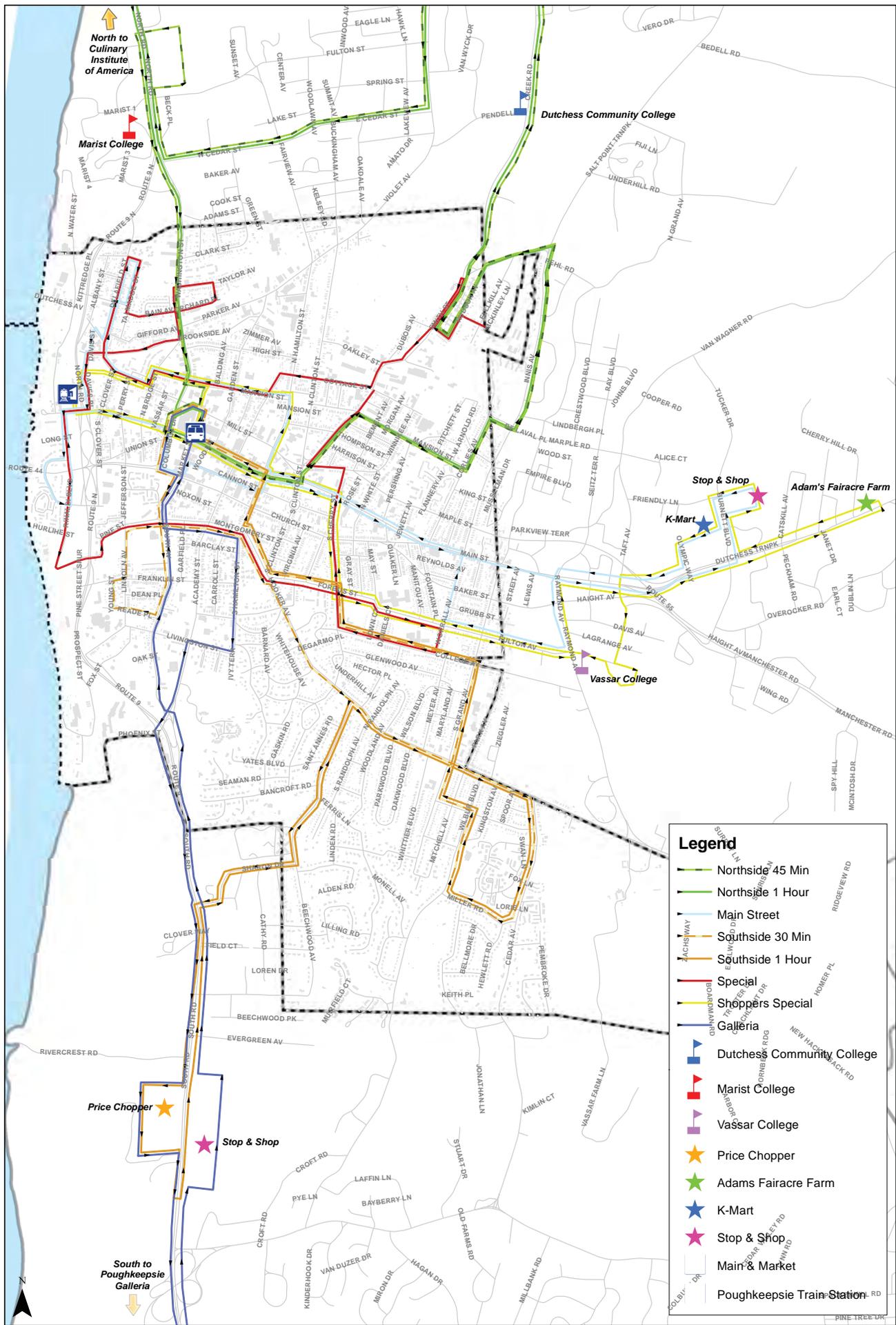
- Route J
- Route K
- Route L
- Route M

Source: U.S. Census Bureau (2010 Census).
 Data shows Census Tracts above and below
 the Dutchess County average of 13.5%
 for total population aged 65 and older.



This map is intended for planning purposes only. Dutchess County shall not be held liable for any misuse or misrepresentation of this information. Map contents and data are subject to change. Map created February 2017.

APPENDIX A
City of Poughkeepsie
Bus Schedule and Route Map



Legend

- Northside 45 Min
- Northside 1 Hour
- Main Street
- Southside 30 Min
- Southside 1 Hour
- Special
- Shoppers Special
- Galleria
- Dutchess Community College
- Marist College
- Vassar College
- ★ Price Chopper
- ★ Adams Fairacre Farm
- ★ K-Mart
- ★ Stop & Shop
- Main & Market
- Poughkeepsie Train Station

Disclaimer: This map was made using data from various sources. The information provided on this map is for reference purposes only. The scale, accuracy and completeness of the data is not guaranteed.