

Dutchess County Bus Service Expansion Feasibility Study

Technical Memorandum #2

Service Performance Review - Priorities and Recommendations

Prepared For:

Poughkeepsie-Dutchess County Transportation Council (PDCTC)

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Technical Memorandum #2 incorporates the Task 3 Comparison of Operational Evaluation of the City System with the Transit Development Plan Service Guidelines, Task 3 Service Performance Review, and Task 4 Service Recommendations

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1.0 Overview of Project

Dutchess County is served by two publicly-operated bus systems: the Dutchess County Mass Transit (LOOP) 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, while the City system serves the urbanized area in and around Poughkeepsie.

This study will determine the feasibility of expanding the Dutchess County LOOP bus system to provide service in the City of Poughkeepsie without adding additional costs to Dutchess County and, if possible, the feasibility of Dutchess County to realize a positive financial return if it became the sole public bus operator in the City. The study is being administered by Dutchess County, through the Poughkeepsie-Dutchess County Transportation Council (PDCTC), the designated Metropolitan Planning Organization (MPO) for Dutchess County.

This Technical Memorandum includes the following tasks: Compare LOOP and City routes and timetables, identifying overlapping or redundant services and potential service gaps; Identify any transit services provided by the City that are not currently provided by LOOP; Conduct an assessment of what City-related service recommendations in the 2009 Dutchess County Transit Development Plan are still valid; Identify locations currently not served by the City that should be included on the LOOP system if it were to become the sole public bus provider (e.g. senior/low income housing, hospitals, or treatment centers); and Determine the status of the City's compliance with all federal and State requirements associated with providing transit services.

City of Poughkeepsie

The City of Poughkeepsie operates six routes throughout the City and surrounding parts of the Towns of Hyde Park and Poughkeepsie. Two of the routes, Northside and Southside, each operate with variations in routing and headways during midday (e.g. Northside 45 minute during the AM and PM peak and 1 hour intervals during the midday; Southside 30 minute during the AM and PM peak and 1 hour intervals during the midday, as described on the City's System Schedule in Appendix A). All City routes operate Monday - Friday; the Main Street, Northside, Southside, and Galleria Routes operate on Saturdays with service ending at approximately 3 PM. The Special and the Shopper's Special do not operate on Saturdays and there is no service on Sundays.

The fare structure for the City's bus system, which was more fully described in Technical Memorandum #1, consists of a base fare of \$1.75 and discounted fares of \$0.75 for seniors, City School students, persons with disabilities or Medicare and children from 6-11 years of age. Children under 6 ride free. Transfers are \$0.30.

In addition to the fixed route service, the City funds ADA Paratransit Service for those eligible individuals in Poughkeepsie who live within $\frac{3}{4}$ mile of a regularly scheduled City bus route. The cost for paratransit service is \$3.50 for a one-way fare. The service is operated by the County's LOOP service. The City also contracts with LOOP to provide a demand-responsive, Dial-A-Ride service for City residents; this curb-to-curb service, which requires registered customers to reserve three days in advance, provides trips to area shopping and medical centers.

Dutchess County LOOP

LOOP provides public transit service to Dutchess County through two modes of service: fixed route service and demand response services such as Dial-A-Ride and Flex. LOOP also operates a RailLink bus service in cooperation with the MTA Metro-North Railroad.

The fixed route service operates along seven routes: LOOP A operates on Route 9 from Poughkeepsie to Beacon; LOOP B from Poughkeepsie to Fishkill on Route 9D; LOOP C on the Route 9 corridor from Poughkeepsie to Tivoli; LOOP D along the Route 44 corridor from Poughkeepsie and Dover; LOOP E along the Route 55 corridor from Poughkeepsie connecting to Pawling; LOOP F between Poughkeepsie, Beacon, Fishkill and Hopewell Junction; and a new LOOP G in Beacon. The LOOP uses scheduled and flag stops along these fixed routes.

The standard LOOP fare is \$1.75, with discounted fares of \$0.75 available to seniors, veterans and children 5-12 years of age or students. The monthly commuter pass is \$45 and the monthly ride-anytime pass is \$62.

Both City and LOOP base fares are the same at \$1.75 and discounted fares offered at \$0.75. The City service, which includes use of more than one bus to complete a trip, offers a transfer for \$0.30. LOOP service, which operates longer trips on corridors, does not include transfers, but several pass options are offered for commuters and frequent passengers.

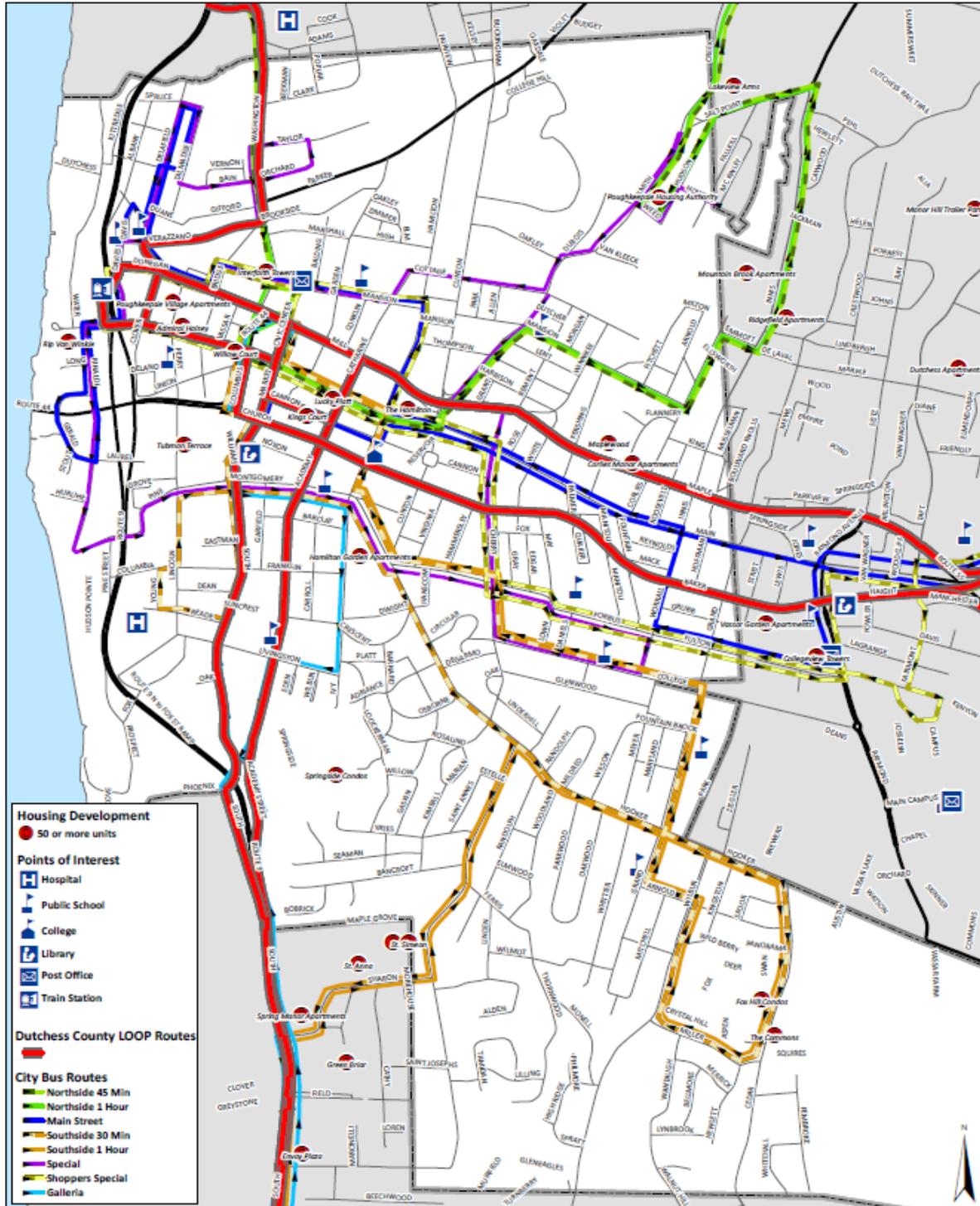
In general, LOOP fixed route services operate from 5-6 AM until 11 PM-12 AM Monday-Saturday. Exceptions include LOOP F, which operates from 6 AM-10 PM Monday-Friday and 8 AM-5 PM on Saturday (with Saturday service between Beacon and Fishkill only), and LOOP G in Beacon which operates from Noon-7 PM Monday-Saturday. City and LOOP schedules are included in Appendix A.

City and LOOP Service Map

The following map (Figure 1) shows the routing of both LOOP and City routes within the greater Poughkeepsie area. The stop at Main and Market in downtown Poughkeepsie is the common hub for all services operated in the area (Note: the transit hub is under construction at the time of writing and should be open in the fall of 2013). The City system map and individual maps of LOOP service are also contained in Appendix B.

Figure 1 City of Poughkeepsie and LOOP Bus Routes

Dutchess County Bus Service Expansion Feasibility Study (City of Poughkeepsie)



2.0 Service Comparisons – Observations and Findings Regarding Priorities

The initial service activity for this task included reviewing the information contained in the March 2009 Dutchess County Transit Development Plan Final Report and re-traveling the City and LOOP routes within the City service area, which served as the basis for the observations and thoughts described below.

2.1 Observations/Thoughts

The basic recommendation from the Transit Development Plan that LOOP assumes the primary responsibility for service along major corridors with the City providing “infill” coverage has merit and should be considered for applicability as part of the service recommendations. This recommendation does not affect the potential for expansion of LOOP service in the City of Poughkeepsie, but rather indicates that both corridor and local services are required to serve the area. Also, it should be noted that the City system includes a number of one direction segments and circuitous routing, which increases the area of coverage, but requires passengers to travel longer distances and take additional time to complete a round trip. LOOP service, on the other hand, is primarily a typical two-direction system on a specific corridor, which facilitates the ability to complete round trips in a timely manner.

Although the service configurations are generally different for the City and LOOP, there are current service redundancies that would exist in a “single provider system” that will be addressed in the service recommendations including:

- Service from Main and Market to the Galleria Mall
- Connections from Main and Market to Marist College, Dutchess Community College (DCC) and the Culinary Institute of America (Culinary Institute)
- Corridor service from Main and Market (on the arterial and Main Street) to Raymond Ave., and then between Raymond Ave. and Stop and Shop and Adam’s Fairacre Farm near Route 44

However, in developing the recommendations, there are some basic service nuance differences between corridor service and “infill” coverage that would need to be considered and addressed, such as LOOP service, as corridor service, often times, but not all the time, operates along the corridor, whereas the City service often times travels off the corridor to serve individual destinations:

- For example, as part of the Galleria route the City travels into the Price Chopper and Shop & Stop and LOOP service on Routes A and B does not. LOOP A and B do stop at the Galleria Food Court and South Hills Kmart
- Also, leaving downtown, the City Northside route serves DCC after traveling east on Main Street and north through housing facilities and then also connects with Marist College and the Culinary Institute. LOOP C also serves DCC but first connects to Marist College, and then DCC, Culinary Institute and Hyde Park with much of that distance covered off of Route 9.

- Although in the same general corridor, LOOP D and E, along the arterial into and out of downtown, does not appear to have the “transit friendly” frontage of the City Main Street and Shopper’s Special services. The City service extends east to Kmart/Stop and Shop on both the Main Street and Shopper’s Special routes and further east to Adam’s Fairacre Farms on the Shopper’s Special. That portion of Route 44 is also served by LOOP D, but routing is on the arterial, and not directed to those individual facilities.

One issue for discussion is whether and how to establish consistency in routing. In general, deviating off of main corridors increases travel time and will be a deterrent to attracting longer distance trips. On the other hand, if increased service coverage is the goal, then these “out of direction” routings could be perceived as offering better connections by the community. One potential compromise solution is providing more off corridor stops during the mid-day period, while concentrating on corridor service during the peak morning and evening commuting periods.

It would seem that one growth market would be to better connect with the colleges and seek their partnerships in offering services. Currently Vassar College contributes to the City service directly, and the City provides service to the campus via the Shopper’s Special and service is also available inbound from the campus at Raymond Ave. and Fulton St. on the Main Street route. That funding agreement should be reviewed and compared with others used in the industry, and upon review similar agreements should be discussed with Marist College, DCC, the Culinary Institute and possibly Bard College in Red Hook. One of the more common agreements between transit agencies and colleges is often referred to as a “universal pass” where the two parties agree to a cost per person for the college, which includes students and usually faculty/staff. The transit agency then provides fare media or a mechanism such as a valid ID that is accepted for trips on the system.

Depending on the level of interest and commitment service routing, span of service and frequency of service could be factored into the service plan. For example, consistent routing to the Culinary Institute, DCC and Marist College supported by funding to provide increased frequencies that connected with a transfer at Main and Market for service to the Galleria Mall, would be good service enhancements. This would require well-scheduled connections. Similarly, further service funding from Vassar College could connect along the Main Street corridor to downtown, including service to the Poughkeepsie train station, and could also increase service demand.

From a routing perspective there are several “loose ends” in the City service that require some reconsideration, since they are somewhat difficult to understand and those complexities likely deter new riders. For example:

- The Main Street and Shopper’s Special routes are somewhat similar, but operate at different hours and there is no Saturday service on the Shopper’s Special. As indicated in the prior Technical Memo #1, the highest ridership in the City system is reported on the Main Street route, while service gaps and other anomalies on the Shopper’s Special have been reported during stakeholder interviews. Some routing connections could be considered that might result in more consistent service on the Main St. corridor. Ridership on these two routes when combined accounted for more than 35% of the City’s 2012 ridership.
- The Northside 1 Hour/45 Minute routing combinations are difficult to understand. Simplifying services with LOOP C and the Culinary Institute, DCC and Marist College would be a more consistent way to serve the area.

- Although not as complex as the above, the Southside 1 Hour/30 Minute combinations also could be rescheduled or restructured. Arguably, if LOOP A and B corridor service on Route 9 were viewed as part of an integrated system, a transfer point at Route 9 could be developed within the current Southside route. However, it may be more logical to restructure the route.
- The function and purpose of the Special service should also be revisited. Ridership has decreased by almost 50% since 2008, including an almost 25% decrease from 2011 - 2012. Alternatives to the current operation should be considered as well as a more consistent approach to working with the schools in the service area.
- When meeting with residents at the Maplewood Housing complex, they indicated that the City service stops inside their complex. However, that route deviation is not indicated on the City system map, yet is shown on the schedule for six trips per day. The benefits and disbenefits of this point deviation connection need to be addressed as well as any other instances of spot or point deviations.

Based on our conversations with a variety of stakeholders, there were no specific unmet needs expressed, but our field observations indicated that a new housing complex, located south of Weed was nearing completion. Also, although that location is not served by any existing service, a bus shelter has been installed. Thus, follow up would be logical. In addition, several stakeholders expressed concern with the connections from the Main and Market hub to the train station. Some stakeholders suggested that a separate connector route could be established. The County Planning Department staff also noted a preliminary recommendation from the Waterfront Strategy: Adding a shuttle bus line along lower Main Street, creating direct and frequent service connections with a reduced fare between the City Center and Waryas Park.

The Transit Development Plan also recommended general coordination of service spans and frequencies, such as the use of 30 and 60 minute frequencies and more common start and end times. These still have merit for service within the greater Poughkeepsie area and will be considered as part of the planning for more specific service recommendations under task 4. A more detailed discussion of the TDP recommendations for the City service and the applicability of those recommendations follow.

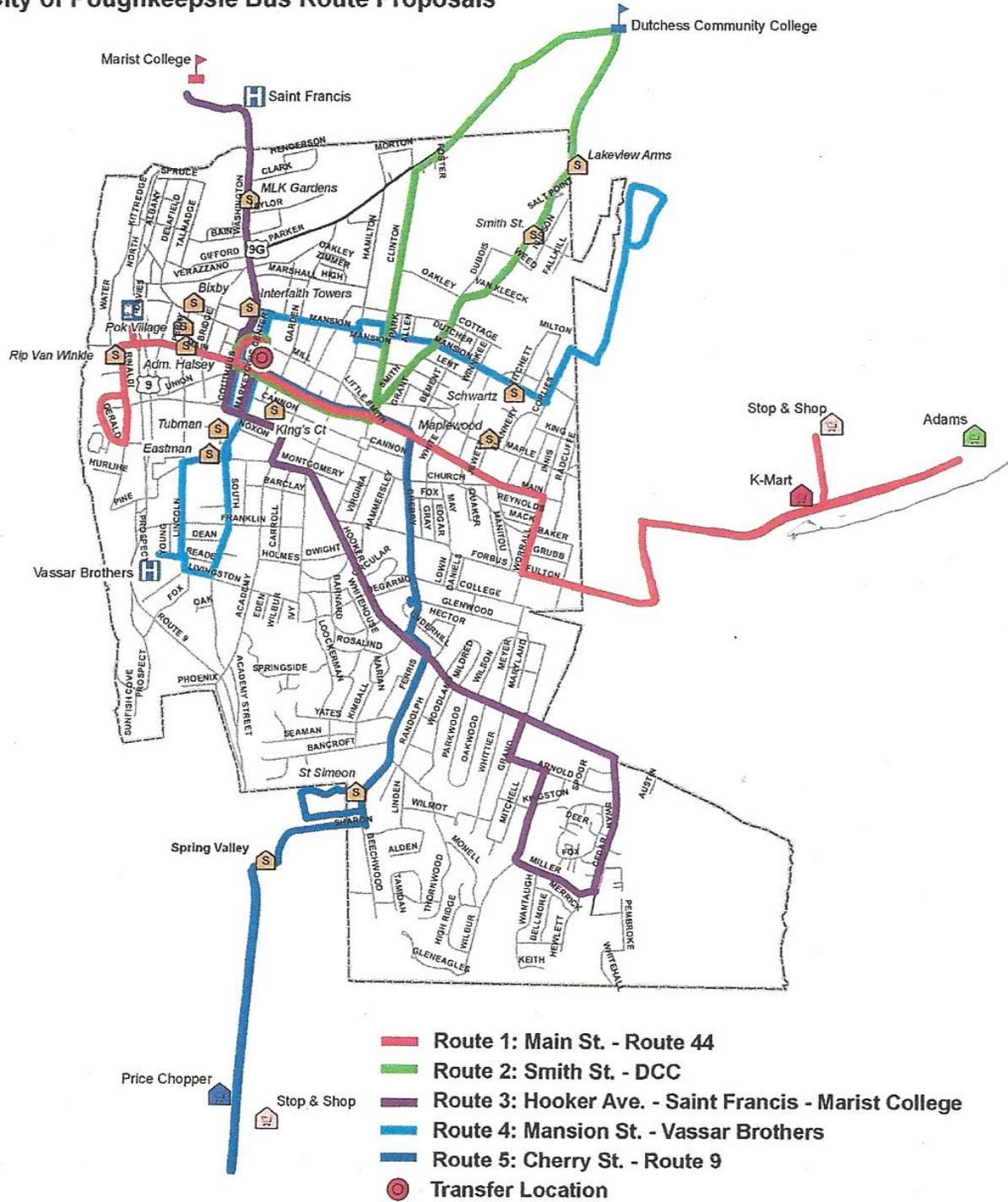
2.2 Transit Development Plan (TDP) City Service Recommendations

The proposed City system map from the TDP is shown on the following page.

Figure 2: Proposed City Bus System from TDP

Proposed City Bus Route Structure

Dutchess County Transit Development Plan: City of Poughkeepsie Bus Route Proposals

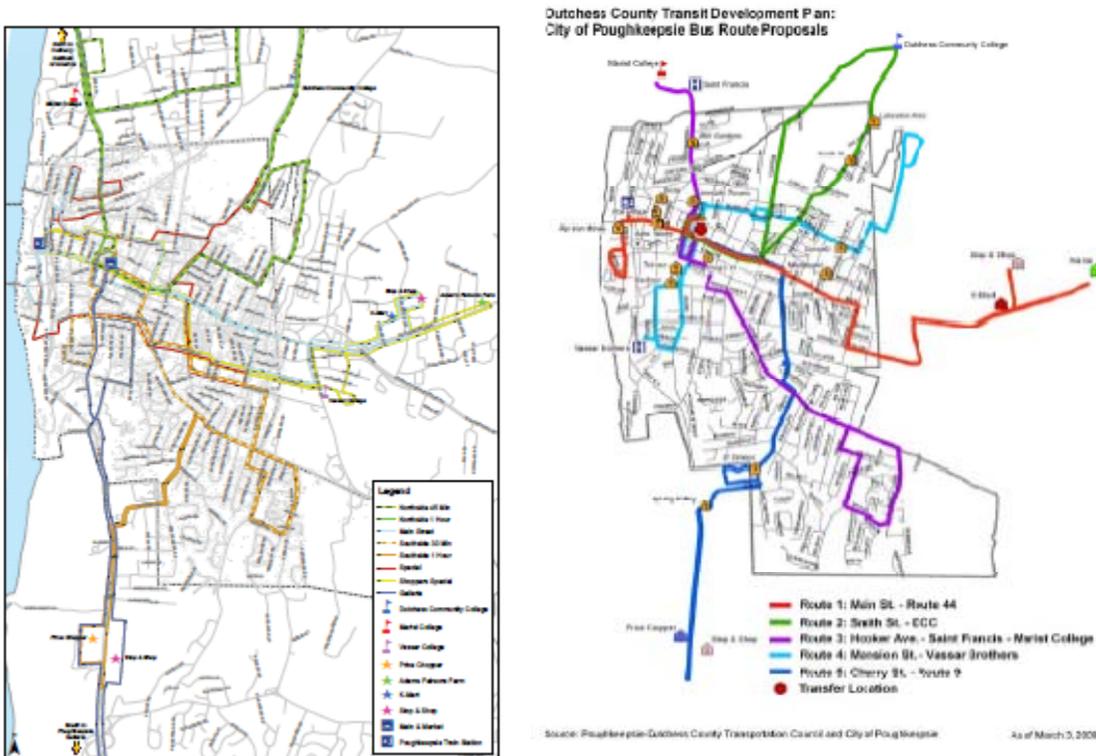


The TDP recommendations retained portions of existing routes, including more coordination with LOOP service, but significantly altered some route segments, eliminating the Shopper’s Special and creating some new services. Although not indicated on the above route map, it was also recommended to retain the Special (recognizing that its ridership was higher in 2009 than now). Other primary route segment modifications included:

- Eliminating service on the Route 9 corridor from downtown Poughkeepsie to north of Sharon Drive on the route serving the Galleria Mall
- Eliminating service north of Marist College on Route 9 north of downtown
- Restructuring service to the housing complexes north and east of downtown and to DCC into two routes which would establish a potential transfer point at Clinton St. and Mansion St.
- Modifying the Main Street route to eliminate service on Main St. between Worrall and Raymond Avenues
- Restructuring service to the south side to simplify routing by concentrating service on Cherry St. and Hooker Ave. with transfer connections available at their intersection, but eliminating some existing segments, e.g. on Grand Ave. north of Hooker Ave., and on College Ave. east of Cherry St.

In general, the routes proposed in the TDP would simplify the service structure through the elimination of many one-direction segments, with more emphasis on two-direction service. This routing would offer more potential for attracting new riders, since it is easier to understand compared with the current service. The existing and proposed City routes are shown side by side below.

Figure 3: Comparison of Existing and Proposed City Bus System



The concepts of more route coordination and the development of additional transfer opportunities offer the potential for increased mobility options. However, since the City does not have stop by stop ridership information, the impacts of modifying route segments would be unsubstantiated by data. For example, there are route segments served by the Shopper’s Special, which are not included in the proposed Route 1 Main St. service. Routing for the three trips per day Special is so complex that it was not even included in the route map proposed in the TDP, but was recommended to be retained. In addition, connections with LOOP service south of Main and Market to the Galleria Mall and north of Marist College would have to be coordinated.

However, many of the above mentioned deleted route segments are proximate to other routes, which indicate that the recommendations in the TDP have merit. It should also be noted that many of the TDP recommendations have been implemented by the County.

More specific service and frequency options are discussed in Section 4.0.

2.3 Service Differences

As mentioned previously there are a number of differences between LOOP and City services that influence the consideration of the feasibility of expanding LOOP service to provide service in the City of Poughkeepsie, including the financial impacts. LOOP service typically serves corridors and provides the potential for longer distance connections within the County. On the other hand, the City routes serve street segments and connect pockets of trip origins, such as housing complexes, with trip destinations, such as schools and medical facilities.

The system differences are also apparent from a review of the National Transit Database information from 2011 as shown below. These numbers are for the fixed route services only, which allows for a more accurate comparisons. The information includes vehicle miles, hours and speed as well as trips per mile, per hour and associated costs. To ensure consistency for this national reporting system, the NTD uses standard definitions such as “revenue” miles and hours, which indicate when the service is available to passengers, and “unlinked” trips, which indicates that passengers are counted each time they board a vehicle.

Table 1: City and LOOP Operational Comparisons (2011 NTD)

	<u>City</u>	<u>LOOP</u>
Annual Vehicle Revenue Miles	184,416	662,310
Annual Vehicle Revenue Hours	13,950	32,994
Average Speed (mph)	13.2	20.1
Operating Expense/Unlinked Trip	\$4.54	\$9.41
Unlinked Passenger Trips/Vehicle Revenue Mile	2.22	0.57
Unlinked Passenger Trips/Vehicle Revenue Hour	29.3	11.4
Operating Expense/Vehicle Revenue Hour	\$133.14	\$107.35
Annual Unlinked Trips	409,168	376,470

LOOP's corridor service operates significantly more miles and hours than the City, over 3.5 times the miles and 2.4 times the hours. The average operating speed for those longer distance corridor trips is almost 7 mph faster than the City. Similarly, since greater distances are traveled by LOOP there are fewer passengers per mile and passengers per hour than the City service, which results in a higher cost per boarding for LOOP, twice the cost per boarding than the City. However, the operating cost per hour is less for LOOP.

From a ridership perspective, the City serves more unlinked trips, which is indicative of the higher population densities within the City. It should be noted that those passengers that transfer once are recorded as two unlinked trips. Since the City system has more connections between routes it is logical to expect that there are many more transfers within the City system. On the other hand, there would likely be less transferring from one LOOP corridor route to another. As a result, the number of linked trips (which would indicate trips from start to end on a system) could actually be less on the City service than on LOOP.

LOOP corridor service would also be more attractive to commuter trips into the City and also connecting with the train station. On the other hand, the City would more logically serve shorter distance connections to medical, shopping and social trips occurring within the downtown Poughkeepsie area.

2.4 Service Redundancies

There are several route segments that have direct redundancy with City and LOOP service and several other corridors where the two services are either proximate or include some interaction which will be considered as part of this study.

Route 9 South of Poughkeepsie

The first is service to the Galleria Mall which is provided by LOOP A and B and the City Galleria Route. The City service routing from Main and Market includes travel on several local streets not served by LOOP, but the routes generally operate along Route 9 to the Galleria Mall. As noted previously, the City also accesses the Route 9 Price Chopper on outbound (southbound) trips and the Route 9 Stop and Shop on inbound (northbound) trips. LOOP A and B split south of the Galleria with LOOP A using Route 9 to Fishkill and LOOP B using Route 9D to Beacon. City southbound service operates hourly beginning at 8:30 AM until 3:30 PM from Main and Market and northbound service starts at 9:00 AM until 4:00 PM at the South Hill Mall. LOOP service begins at 5:30 AM from Main and Market and the last return trip arrives there at 11:47 PM. Although frequencies of service on the two systems vary throughout the day, there is a clear opportunity to reduce redundancy in this corridor.

Route 9 North of Poughkeepsie

Both City and LOOP services connect with DCC, Marist College and the Culinary Institute from Main and Market, but use significantly different travel paths to make those connections. The City Northside service travels west on Main St. then turns north on Clinton St. and uses a number of local streets to access multiple dwelling unit complexes including those under the auspices of the Poughkeepsie Housing Authority. The route then travels north on Creek Road to DCC, then west on Cedar St. to Route 9 at Marist College and turning north to the Culinary Institute and returning south to Main and Market primarily via Washington St.

LOOP C, on the other hand, leaves Main and Market and stops at the train station then travels north on Washington St. then turning east on Fulton St., then connecting with Pendell Rd. before heading north on Creek Road to DCC. After stopping at DCC, several local streets are used to connect with Route 9 at the Culinary Institute stop before heading north to Hyde Park and the final destination in Tivoli. The southbound LOOP C service returns on a similar path to the Culinary Institute, DCC and Marist College.

With respect to service frequency and span, LOOP C commute period service travels directly on Route 9 without serving DCC, but includes trips to DCC that begin at 8:30 AM at Main and Market with the last trip that accesses DCC leaving at 8:45 PM. The first outbound trip on the City Northside service to DCC and Marist College leaves Main and Market at 6:30 AM and the last trip to DCC leaves at 6:10 PM. However, the first City trip to the Culinary Institute does not leave until 8:00 AM and the last trip to Marist College and the Culinary Institute is at 5:10 PM.

Although there are different destinations and markets in this area, for example how best to serve the educational and housing facilities, there would appear to be potential to coordinate resources.

Arterial/Routes 44 and 55 – Main Street

LOOP D and E travel the arterials (eastbound on Church and westbound on Maple/Mill) to access the downtown area before connecting with Routes 44 and 55 respectively. The City Main Street route primarily operates in the corridor between the arterials (Church and Maple/Mill) and also travels the same segment as LOOP D on Route 44 east of the Route 55 intersection serving Adam's Fairacre Farm, Stop and Shop and Kmart.

However, in this instance, the LOOP corridor service is basically connecting from the route segments outside of the downtown area and is serving an entirely different market than the Main Street service. Therefore, this is less of a redundancy issue than the two prior examples. In fact, it could be argued that there is a gap for the County service, since the area between the east and westbound arterials is not served by LOOP.

2.5 Service Gaps

Connecting Area Colleges with Activity Areas

In a number of locales around the country, transit agencies have reported significant increases in ridership by collaborating with colleges and universities. In general, it has been reported that younger persons have less interest in owning autos and are open to mobility options that include the use of public transportation. Although currently there is a limited direct connection to Vassar College based on a cooperative funding agreement with the City, there would appear to be more potential to work with other area colleges such as Marist College, DCC and the Culinary Institute to offer additional service spans or frequencies. Those connections could be developed based on a combination of securing additional funding from those institutions and perhaps reallocating resources developed as part of the final service recommendations. More evening service to downtown, more frequent service to the Galleria Mall and more trip connections to the train station could be attractive to the student market.

Serving Metro North Railroad and the Poughkeepsie Waterfront

Most LOOP routes serve the Metro North train station as do the City Shopper's Special and Main Street routes (Main Street service is westbound only). Several stakeholders commented that LOOP routes are not timed to arrive at the station to connect with the Metro North train schedule. Also, as reported above, the County Planning Department has indicated the potential to improve access to Waryas Park with a shuttle. Other stakeholders have voiced the thought that the steep topography slope of Main Street west of the station limits access to shops and viewing of the Hudson River by visitors. Thus, there may be some opportunity to establish a dedicated shuttle serving the train station and Waryas Park.

Access to Facilities: Housing Developments/Medical/Schools

There are a number of facilities, housing, medical, and schools that are either directly served or are proximate to the City service, although a number of these connections are portions of one-direction routing. For example, Vassar Brothers Hospital is served by the Southside route outbound from downtown only. To return to downtown, passengers would walk either to South Ave. and connect with the Galleria route or to Montgomery St. and S. Hamilton St. to connect with the inbound Southside service.

The two morning trips and one afternoon trip on the Special service connect a number of housing developments and schools. Other housing units, such as the Fox Hills Condos, the Commons, St. Simeon, St. Anna, and Spring Manor Apartments on the periphery of downtown are accessed along the Southside Route. Downtown locations such as Admiral Halsey and Interfaith Towers, for example, and Ridgefield Apartments, Mountain Brook Apartments, the Poughkeepsie Housing Authority, and Lakeview Arms are served on the Northside Route and Maplewood, Corlies Manor, and Vassar Gardens are on the Main Street route. As more housing units are constructed, such as the new facility on south of Weed on Hudson in the northeast area, tradeoffs with respect to direct access and allocation of resources will need to be reconsidered.

In general, it is impossible to directly serve all the facilities with fixed route service. In addition, offering direct access on several trips per day on one direction of travel, as is the existing situation at the Maplewood Apartments, is not sustainable from a system perspective. However, offering mobility options including developing more flexible or demand responsive service to areas serving more population and more population with transportation needs should continue to be part of the overall service deployment plan. For example, Dutchess County currently provides ADA paratransit, Dial-a-Ride and Flex services, which are mobility alternatives that either complement or substitute for fixed route services. There are a number of variations for the use of these services that could be considered.

3.0 Service Review Highlights

This section of the Technical Memorandum describes the service attributes of the two systems, compares the current city service with recommendations from the prior Transit Development Plan, and includes priorities to be included in the recommended service plan based on factors such as redundancies and gaps in service. The primary findings include:

- The City service emphasizes service coverage to many origins and destinations using short-distance trips, but operates using complex one-direction and circuitous routing, which are difficult to understand, particularly for new or infrequent riders. LOOP service is more corridor-based connecting longer distance trips along major travel paths. Both services have similar fare structures and connect at the main hub and Main and Market, but LOOP operates more hours daily than the City. Expanding LOOP services into one operation could serve both the longer and shorter distance trips.
- There are a number of service redundancies that exist, but there also are service differences that need to be understood. For example, both systems currently serve the Galleria Mall; connect with DCC/Marist College/Culinary Institute; and extend along Route 44 east of Vassar College. However, the City service includes more local street segments and off-street connections.
- The Dutchess County Transit Development Plan, completed in 2009, contained a number of recommendations to restructure the City and County service. The County, in general, has implemented many of these while the City has not, though they did raise their fares. The recommended City restructuring would simplify the service structure, logically attracting more potential new passengers. The current City system is difficult to understand: for example, some routes have 45 minute and others have hourly intervals. However, the proposed changes would also eliminate a number of existing stops. Evaluating the impact of those changes would require stop by stop boarding and alighting data, which is not currently collected by the City.
- Services elsewhere have recorded increased use by college students and younger riders and the potential exists to better serve Marist College, DCC, the Culinary Institute and Vassar College with improved connections, which could be funded, in part, by the colleges or the students. In addition, more consistent connections to the train station and Waryas Park could improve multi-modal transit opportunities as well as serve the public area near the park.
- The existing City service routing includes a number of facilities, housing developments, schools and medical buildings. It is impossible to directly serve all these facilities efficiently with fixed route services. Some of these, as well as some areas of lower demand would likely be more effectively served with demand response services.

4.0 Service Recommendations

Background

This section of the Technical Memorandum will present service recommendations to individual LOOP bus timetables and routings that best replicate the City's bus system or otherwise meet the transit needs of current City bus passengers without adding additional costs to Dutchess County. In addition, it will examine the feasibility for Dutchess County to adjust grant funds based on the changes recommended as the sole public bus operator in the City. These recommendations include the following items:

- Recommendations for making the City of Poughkeepsie bus routes more efficient.
- Evaluation of the impacts on overall LOOP administration, maintenance, and operations if it expanded service to the City.
- Title VI/Environmental Justice analysis for the recommended Dutchess County bus service.
- Expense, revenue, and net cost estimates (e.g. annual or monthly basis) for Dutchess County LOOP to operate the expanded service.

4.1 City Bus Routes

The existing City system provides geographic coverage along a number of street segments within the City, with many of those segments served by one-direction routing, including a number of circuitous turns. The Dutchess County Transit Development Plan completed in 2009 suggested a major restructuring of those routes that would simplify the routing and incorporate more two-directional travel. That restructuring would arguably be better understood and, therefore, attract new riders, but would also eliminate operation on street segments likely serving existing riders. As noted previously, the City does not have route level or stop by stop data available for this analysis. Any route modifications should be compared with passenger counts for any affected street segments prior to implementation.

The difficult choices that are considered in transit planning are: knowing that, in order to grow, systems need to evolve; but recognizing that evolution will likely impact existing riders. The question often posed on planning assignments is: “if you started from scratch what would the system look like?” Usually the answer is that it would retain much of the current structure, but would be updated to better serve changing conditions and attract more riders, especially more new riders. Typically, systems that have been in place for many years have added bits and pieces of service that address individual situations. As a result, route patterns expand, adding more time and more circuitous routing. There are many portions of the existing City service that would only be attractive to persons with no other travel options. Fixed route service cannot sustain itself based on making one way connections to isolated locations. In other locales, such connections typically are made with some form of demand response service. In order to move the public transit system forward, and attract new riders through improved connections, modifications should be made to develop an expanded LOOP network that includes the current corridor services, complements those with streamlined routing of local fixed route services, and incorporates more demand response service options.

Route Plan Concept

Expansion of the Dutchess County LOOP system provides the opportunity to restructure the existing City services to attract new riders through use of two-direction service along major corridors, developing a new shuttle, route deviation of demand response zones and connecting those services with the corridor services. The expanded LOOP network would eliminate the need for redundant service to the Galleria/ South Hills Mall, which would be served only by LOOP A and B. Similarly LOOP C serves Marist College

and the Culinary Institute, obviating the need for that portion of the City Northside route. That route would be restructured so that after serving the housing complexes north and east of downtown and DCC, it would return to downtown and the Transit Hub. LOOP C would no longer access DCC, which requires time-consuming circuitous routing that is affecting demand by through riders.

Main Street and Shopper's Special resources would be combined and a uniform two-direction routing would be established east of downtown connecting consistently with Vassar College at Fulton Av. and Raymond Av. and extending to the current eastern terminus serving Kmart, Stop & Shop and Adams Fairacre Farms. Flex service would be available during designated periods to access individual destinations now served by Main Street or Shopper's Special. Service west of the Transit Hub at Main and Market would be provided by a new Lower Main Shuttle which would connect the train station and Waryas Park and also use existing segments of the Main Street route. Service would be frequent, estimated at 15 minute headways and would be available for a reduced fare. This service would be the only connection to the train station, which would provide additional schedule time for LOOP routes that all currently are routed there.

The existing Southside route serves a large geographic area but does so with primarily a one-direction loop which makes all trip-making, but especially two-direction travel, difficult. The entire route should be reevaluated and any fixed route service should include a two-direction spine. Initially, service to Price Chopper and Stop & Shop could be ended and a transfer point or "mobility hub" would be established near Route 9 and Sharon Dr., which would be served by LOOP A and B. Additional service planning could result in two-direction service along Hooker Ave., or some route deviation or demand response zones. The Special service should be discussed with the affected schools and alternatives developed other than the existing service.

The above concept would affect all existing City routes, would require additional data and public input and would take time to fully develop. However, retaining the current City service sustains some routing redundancies and operational complexities that need to be addressed to attract new riders and adapt to models that are current within the industry.

Since the City does not have current ridecheck data that would include boarding and alighting information on a stop by stop basis, route modifications could be considered on a phased implementation plan as parts of the services were evaluated. However, from the standpoint of public participation and communication, it may be more logical to develop a total system restructure plan, which would be phased incrementally as discussed above.

Current Allocation of City Resources

From a resource allocation perspective, three routes, Main Street, Northside and Southside have the same service hours, approximately 12 hours Monday-Friday and 9 hours on Saturday. The Galleria service operates 8 hours Monday-Friday and 7 hours on Saturday. The Shopper's Special operates 8 hours Monday-Friday; and the Special operates two AM and one PM trip Monday-Friday for a total of two hours Monday-Friday. With the exception of the trips on the Special, all other routes meet at Main and Market and are planned to "pulse" for a timed transfer on the hour or the half-hour.

The City reported, as part of its National Transit Database submittal for 2011, that there were 13,950 annual vehicle hours, which equates to roughly 300 hours per week, after accounting for holidays etc. The following table shows the amount of service per route per week.

Table 2: City Service Hours per Week

<u>Route</u>	<u>Hours M-F</u>	<u>Hours Sat</u>	<u>Total/Week</u>
Galleria	40	7	47
Northside	60	9	69
Southside	60	9	69
Main Street	60	9	69
Shopper's Special	40	N/A	40
Special	7.5	N/A	7.5
Total	267.5	34	301.5

In the prior Technical Memorandum the following revenue and costs per route were reported in Table3:

Table 3: 2011 Estimated Operational Costs per Route and per Passenger

Route	2011 Budget Performance Report - Revenue	2011 Estimated Cost per Route¹	Passengers	Cost per Passenger
Main Street	\$104,588	\$552,541	111,995	\$4.93
Northside	\$95,955	\$506,932	115,423	\$4.39
Southside	\$51,929	\$274,342	66,837	\$4.10
Special	\$8,253	\$43,602	20,799	\$2.10
Shopper's Special	\$15,166	\$80,122	22,116	\$3.62
Galleria	\$75,667	\$399,751	69,408	\$5.76
Total	\$351,558	\$1,857,290	406,578	\$4.54²

¹Due to rounding, the total of all the estimated costs per route does not exactly equal the total operational costs reported by the City to the NTD.

² The average City operating cost per unlinked trip reported to the NTD for FY 2011 is \$4.54

The following section includes a qualitative evaluation of each of the City routes, incorporating the service span and frequency information above and containing relevant connection information to LOOP service.

Galleria

This route significantly duplicates LOOP A and B service south of the Academy St. ramp at Route 9 to the Galleria Mall. This duplication suggests the potential for combining these services and reallocation of resources if LOOP service was expanded and the County was the sole operator. However, there are several routing issues to be resolved. The City directly serves Price Chopper southbound and Stop & Shop northbound and LOOP does not. This connection could be made for mid-day LOOP trips. In addition, LOOP service in downtown uses South Ave. southbound and Academy St. northbound. The City routing is more complex, as shown in blue below (Figure 4), northbound on South Ave. and southbound on Montgomery St., Hamilton St., Livingston St., and then Academy St. before accessing Route 9. The LOOP routing is more direct, but some route segments (e.g. Montgomery St., Hamilton St., and Livingston St.) would be unserved if these routes were combined.

The City Galleria service begins at 8:30 AM from Main and Market and takes 30 minutes to connect to the Galleria Mall and then returns downtown for the 9:30 AM trip. This hourly pattern continues until the last trip arrives downtown at 4:25 PM for a total of 7 round trips Monday-Friday. There are 6 trips on Saturday, with the same start time, but with service ends at 3:25 PM.

LOOP service on A and B Monday-Friday begins at 6:15 AM and 5:30 AM respectively and ends at 11:53 PM and 10:03 PM; there are a total of 24 trips offered, 12 on each LOOP route. Saturday 11 trips are provided on each LOOP route with the same span of service hours as the weekday operation. LOOP routing includes accessing the train station after leaving Main and Market for both outbound and inbound trips.

Northside

The Northside route connects downtown Poughkeepsie with housing complexes, DCC, Marist College and the Culinary Institute. This service, similar to Southside, has two distinct schedules - one is 45 minutes that operates the first two morning trips, and another that is an hour, which operates 10 trips during the remainder of the day. The primary difference is that the first two trips do not extend north to the Culinary Institute and Hyde Park. The span of service is from 6:30 AM-6:30 PM. The majority of this route operates in one-direction only (with the exception of service on Route 9 north of Cedar St. /Marist College). As a result, a person leaving either the housing complexes or DCC and traveling downtown will travel north to Hyde Park before returning south to downtown. The travel time for a round trip is approximately an hour through a circuitous path.

The TDP recommendations included one route serving the housing area, a second serving DCC, a third serving Marist College, and no City service connection to the Culinary Institute. The preferred alternative would be to streamline connections to the colleges and the Culinary Institute and explore options to secure funding from them for additional services.

LOOP C, which extends from Poughkeepsie to Tivoli, primarily operates proximate to the Route 9 corridor during commute hours. But all other LOOP C trips serve DCC, Marist College and the Culinary Institute with 9-12 trips and two-direction service from Main and Market which begins at 5:30 AM and ends at 11 PM.

LOOP does not serve the housing complex area north and east of downtown, but it may be feasible to use existing Northside resources to operate one service to the housing complex area and DCC, and also to modify LOOP C service, which will be further described below. Similar to the Galleria service, there are some portions of Northside that would not be served by either the existing LOOP service or the proposed TDP routes. Those segments would include Cedar St. east of Route 9 to DCC and possibly Creek Rd., north of the City limit.

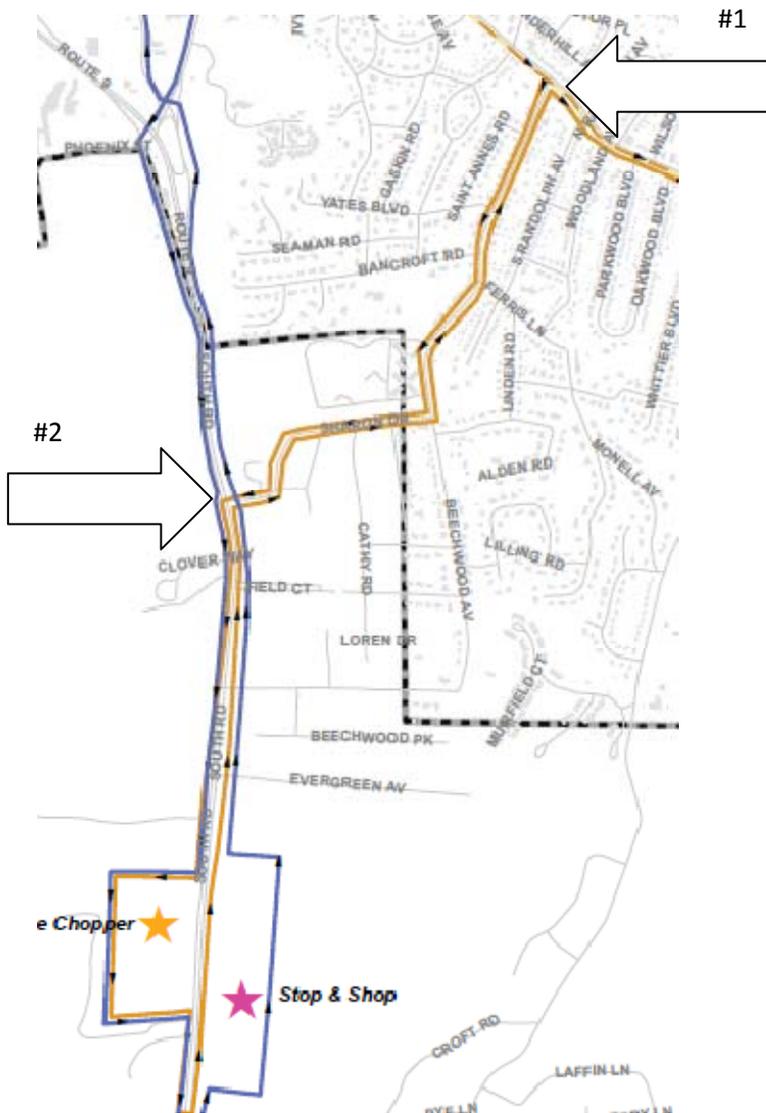
Figure 4: City Galleria Routing North of Academy Street (Current)



Southside

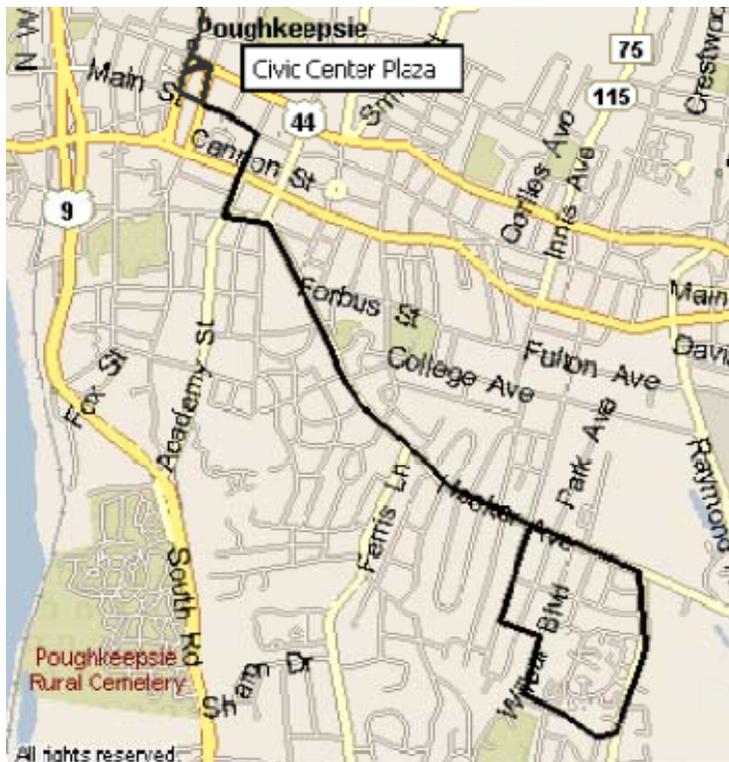
This route has 13 trips Monday-Friday using a 12-hour span of service 6:30 AM to 6:30 PM Monday-Friday and 9 hours on Saturday ending at 3:30 PM. The first three trips are scheduled for 30 minutes and the remainder for one hour. The additional thirty minutes is the time required to connect to and from Hooker Av. and Ferris Ln. to the Price Chopper and Stop & Shop on Route 9, as shown by the top arrow (#1) below. The portion of the service on Route 9 south of Sharon Dr, indicated by the bottom arrow (#2), duplicates LOOP A and B and should be considered for elimination.

Figure 5: Southside Routing (Current)



Other portions of the route are also worthy of reconsideration since it, similar to Northside, operates as one-direction loop. The service connects several housing complexes, Vassar Brothers Hospital and several schools, but only in one direction of travel. The routing also contains additional anomalies, such as every other trip either serving Saint Anna or Saint Simeon. The TDP recommendation for this area was to provide two-way service on Hooker Av. but retaining the one-way loop at the eastern end of the route, as shown below. That routing would affect service on Grand Ave., College Av., and Forbus St. This area would also have potential for route deviated or demand response service.

Figure 6: TDP Southside Routing Recommendation

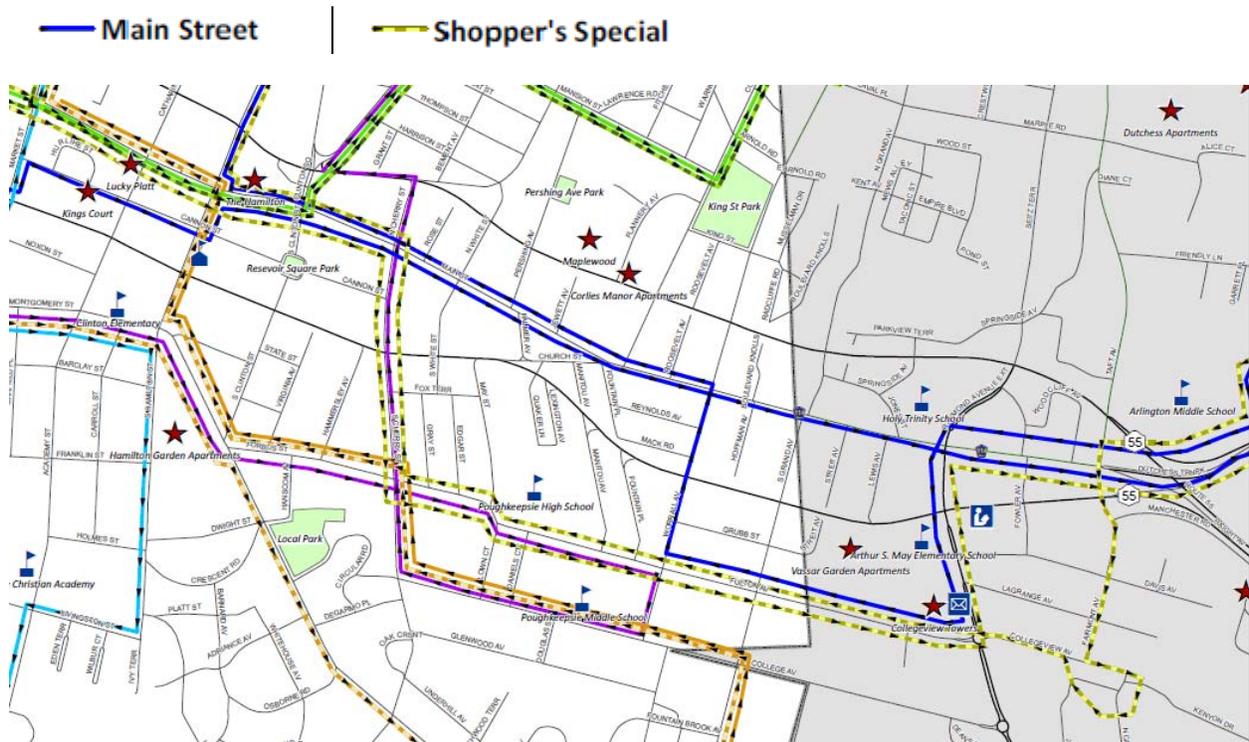


Main Street and Shopper's Special

The Main Street service operates the same hours as Northside and Southside, 12 hours per day from 6:30 AM to 6:30 PM Monday-Friday, leaving downtown on the hour, and 9 hours on Saturday ending at 3:30 PM. The Shopper's Special service operates from 9:30 AM to 5:30 PM Monday-Friday with 8 trips departing on the half hour from downtown. Both routes connect downtown with the Kmart and Stop & Shop, with Main Street also serving Adams Fairacre Farms on Route 44 east of Vassar College and both use portions of Route 44, Raymond Ave., Fulton Ave., Main St., Hamilton St., Mansion St., and also serve the train station.

However, the two City routes are on different but proximate paths heading east from downtown with the Shopper's Special on Main St., Cherry St., Fulton Av. then Raymond Av. and Route 44, returning to directly serve Vassar College. The Main Street service uses Canon St. and Hamilton St. before connecting with Main St. as shown below. In addition, on westbound trips only the Main Street service directly accesses the Maplewood Apartments five times per day and the Corlies Manor on six trips.

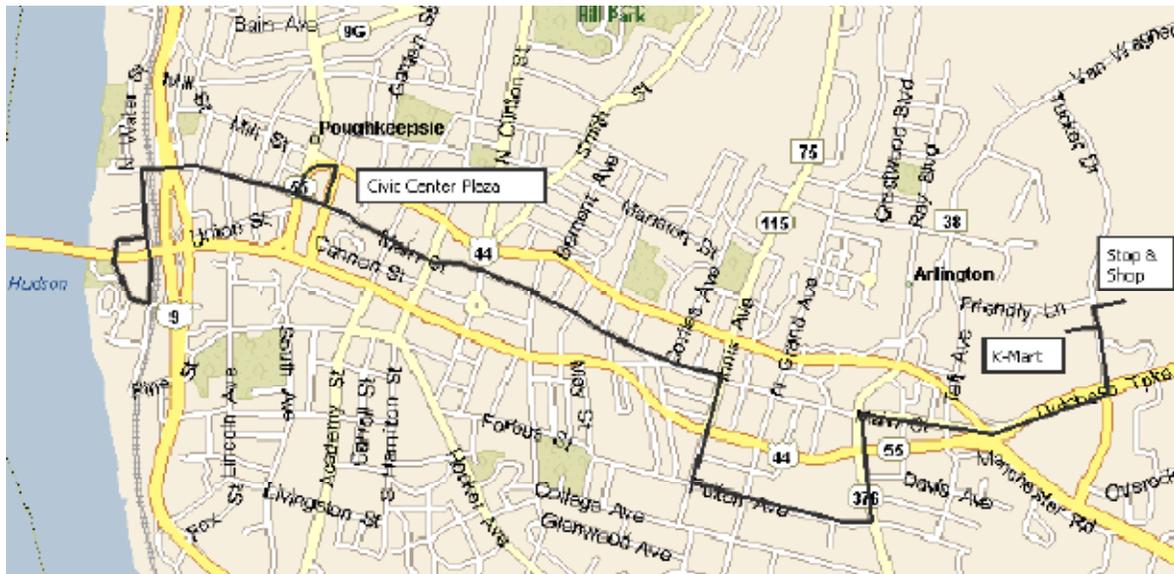
Figure 7: Main Street and Shopper's Special (Current)



The TDP recommendations were to combine the two City services and streamline the routing to eliminate the majority of one-direction service. This recommendation has merit and could work to establish Main Street as a primary corridor serving downtown, with the arterials (Church St./Maple St./Mill St.) served by LOOP D and E, with D traveling Route 44 along the same path as Main Street and Shopper's Special past Kmart. These routes serve a different function than the City service, completing trips to/from the outlying areas to downtown, rather than providing local connections.

Once again service would be removed from some street segments and those would need to be evaluated before changes were made. The TDP routing change the primary access points to Vassar College, but would provide two-direction access via Fulton, Raymond, and Main. Therefore, communicating with Vassar College officials should also be part of any service or routing modification. Similarly, representatives from Maplewood and Corlies would need to be contacted.

Figure 8: TDP Recommended Main Street Corridor Routing



Special

This service operates two AM trips and one PM trip connecting multiple facilities, primarily housing complexes and schools. The 2012 ridership report indicated that over 98 percent of the passengers were students. However, ridership has decreased significantly and the former Superintendent of Schools indicated in a stakeholder interview that there was no relationship with the City Bus Service. Therefore, the rationale for this service and potential alternatives should be further evaluated.

4.2 New LOOP Routes

The following includes recommendations for public bus service in the City of Poughkeepsie.

4.2.1 Recommended changes to service areas

The recommended bus routings for the expanded LOOP service create a corridor based, hub-and-spoke system for the Poughkeepsie service area, which is consistent with the current service structure employed elsewhere by LOOP. The recommendations include minor modifications to existing LOOP routes and the creation of four new LOOP routes.

- LOOP Routes A and B offer direct service between the transit hub and Galleria/South Hills Malls in the Town of Poughkeepsie, providing extensive coverage along Route 9 south of the City. It is recommended that these routes be enhanced slightly by providing direct access to major shopping plazas on Route 9 (e.g. Hudson and Poughkeepsie Plazas).
- LOOP Route C provides service from the transit hub to Route 9 destinations north of the City. The study recommends that this route be improved by providing direct access to Marist College and the Hyde Park Stop-and-Shop. It is recommended that Dutchess Community College (DCC) be served by a separate route, thus negating the need for Route C to detour off of Route 9 for service at DCC and thus building time in the schedule to provide direct access to Marist College and the Hyde Park Stop and Shop.
- LOOP service in the west-central part of the City should be streamlined by removing the Poughkeepsie train station as a regular stop on LOOP Routes A, B, C, D, and E, easing bus congestion at the train station. This would also build time in the Route A, B, C, and D schedules to provide direct access to major shopping centers on Route 9 and 44.
- In conjunction with the above recommendation, create a dedicated lower Main St. shuttle bus between the transit hub, Poughkeepsie train station, and Waryas Park. Such a service should provide frequent time stops (e.g. every 15 minutes) , which would be a more reliable mechanism to connect the downtown with the waterfront.

- Expand LOOP service in the central part of the City by serving the Main St. corridor from the transit hub to South Grand Ave. and then Fulton St. to Vassar College, with follow-on service to Adams, Stop-and-Shop, and Kmart on Route 44. LOOP Route D could also provide occasional direct service to the Kmart, Stop and Shop, and Adams as it travels on Route 44 to and from the City, while LOOP Route E should maintain its current east-west service on Route 44/55 (Arterial).

- Expand LOOP service in the northern part of the City by creating a corridor service between the transit hub and DCC in the Town of Poughkeepsie, with stops at Saint Francis Hospital and the Poughkeepsie Housing Authority.

- Expand LOOP service in the southern part of the City by creating a route that travels along Hooker Ave between the transit hub and Vassar College; this would include regular service to Vassar Brothers and alternating service to the Fox Hill and Saint Simeon housing developments.

- Fixed route service should be reinforced by Dial-A-Ride services already provided in the City and Town of Poughkeepsie. These services could be expanded by the municipalities above the three days a week currently provided.

- Explore options for providing student transportation within FTA regulations.

4.2.1 New LOOP Services

Route H -

LOOP H service on Main Street service connects the transit hub with the various transit generators towards the east including the Stop and Shop, K MART and Adams Fairacre Farm and connects with Vassar College. The two way routing provides a simpler, more consistent travel path along Main Street proximate to a number of shops and residential developments.

Route I -

The LOOP I route connects the transit hub, St. Francis Hospital, and Dutchess Community College as well as a number of residential developments including the Poughkeepsie Housing Authority, Lakeview Arms, Colonial Manor, and Pendell Commons.

Route J –

The LOOP J routing starts at the transit hub and serves Vassar, Brothers Hospital. The primary portion of the route provides two direction service on Hooker Avenue and terminates at the main campus drive of Vassar College. Alternative trips serve either St Simeon and St Anna or the Fox Hills Condominiums.

Route K –

The LOOP K shuttle route connects all services at the transit hub with the Poughkeepsie Rail Station. The routing includes stops at Interfaith Towers, Waryas Park, Rip Van Winkle, and Admiral Halsey, thus providing easy access from the lower Main area and downtown.

4.3. Evaluation of Impacts on Overall LOOP Administration, Maintenance, and Operations

If the County LOOP assumes the role of the sole public transportation provider in Dutchess County, they would become responsible for ensuring the continuing operations of service to existing customers as well as be a lead proponent of identifying new market opportunities for the service. In general, changing a situation in which there is more than one service provider within the same jurisdiction to a single provider should offer economies of scale with regard to the administration and management of the services. This would ultimately reduce the overhead costs associated with the service. There will most certainly be some incremental costs associated with providing more services; however, the overall benefit will be to reduce funds and resources currently used for administration and management, which can be converted to operating dollars that benefit the public.

In addition, from a customer perspective, having a single provider also offers the opportunity to simplify other aspects such as fare structure and fare payment, elimination of competing routes and streamline route structure, provision of consistent information with regard to brand and service identify, and a single point of access for information. Each of these customer related aspects will certainly add a significant amount of intrinsic value to the service and will ultimately provide the opportunity to attract new riders and access new markets.

One of the benefits of Loop expansion would be creating more opportunities for connecting services, reinforcing the role of Loop corridor service for longer distance travel and the new Loop routes as

community connectors. Implementing all of the proposed changes at one time would reinforce and establish the one system approach. Since some portions of the existing City service have been modified to be incorporated into the new structure a phased implementation would be more problematic than a onetime system change. For example, if Shoppers Shuttle and Main Street routes have been combined east of downtown and a portion of their routings west of the transit hub have been incorporated into the new Lower Main route there would duplication and it would be confusing for customers.

The following analysis provides a breakdown of non related service impacts and sets forth the steps necessary for moving forward in considering such a change. The non service related elements of such a change should consider the impact of City functions and elements, as well as those of the County through its LOOP infrastructure.

City

Staffing/Personnel

As related in previous discussions and documents, there are a total of 11 reported employees who are assigned to operate the City buses; these include a total of 9.5 FTE who operate the vehicles, 0.2 of a FTE who has administrative responsibilities, 1 FTE mechanic, and 0.3 of an FTE maintenance supervisor.

In addition, the transit bus service budget supports approximately \$116,000 of salaries and expenses for supporting City services and functions such as payroll, taxes, finance, and the Department of Public Works. These positions and requisite support would not be required in a County operation.

Capital Assets Related to Transit Service

The City reports seven vehicles in operating service, with six vehicles required for maximum service. There are eight vehicles listed in the most recent inventory, two from 2011 and four from 2008 which are hybrid vehicles, and two vehicles from 2004 which are diesel buses. These buses have a twelve year useful life upon their purchase.

The City operates and maintains their vehicles in a shared facility with other City departments, including the Department of Public Works. There are federal funds in the new maintenance facility. There are no federal funds in the building where the buses are housed.

The City has broken ground on a new transit hub in downtown Poughkeepsie near the intersection of Main and Market. This facility is scheduled to open for service to the public in the fall of 2013. The funds used to design and build this facility were federal transit dollars, primarily from the recently completed ARRA process, ARRA Grant, NY96-X027 as well as traditional formula funds.

The City has purchased new electronic fareboxes using federal transit program funds. As of a recent site visit, the fareboxes are not in use, but are being stored at the City administration and maintenance facility.

The Federal Transit Administration and New York State DOT will require the development of a plan to dispose or transition ownership of all assets purchased with federal dollars up to the value of the equipment and the remaining useful life.

Agreements with Third Party Entities

The City has a third party agreement with Vassar College which works as follows, the students show a valid ID to the operator, the operators track the number of rides provided to students, and the City then invoices the College monthly. The budget from Vassar which supports this service is the College President's office budget. There are two routes which students can access, the Main Street and the Shopper's Special.

If other agreements, formal or informal, are in existence by the City to support the transit service and other City entities, these should be identified and any changes to service or other support should be communicated to these entities.

Other legal or administrative processes which will need to be accommodated include:

- Existing or outstanding workers compensation
- Existing or outstanding Automobile and general liability claims
- Existing or outstanding environmental claims
- Any lease or agreement obligations

Outstanding FTA Grant Obligations

A brief review was conducted of the 2011 Federal Transit Administration Triennial Review. This is a three year desk audit completed by contractors to the FTA to ensure programs and processes are in place to ensure consistent use and due diligence in response to all existing federal requirements of the public programmed funds.

During that review, a number of deficiencies were identified. Many of these deficiencies were corrected, but several items appear to remain open and still need to be corrected. These include the closing of open grants and other inactive grant processes including scheduled milestone reporting. These grant obligations will need to be satisfied by the City.

County/LOOP

Staffing/personnel- additions due to increases in service, street supervision, and maintenance

On an annual basis, the City reports the operation of approximately 14,000 hours of revenue service. The County would need to add to its staffing the equivalent personnel to support the revenue hours of service it would be adding due to the addition of the City revenue service. The County reports approximately 47,000 hours of revenue service on an annual basis currently.

From a maintenance perspective, industry standards indicate that a mechanic is required for every 100,000 to 125,000 miles of revenue service. As the City reports approximately 191,000 miles of revenue service, 1-2 maintenance personnel would be required to operate a similar level of service.

The facility which LOOP operates from appears to have the space available to add the maximum use of six vehicles to its location for service and storage.

4.4 Title VI/Environmental Justice

Background

Title VI

In October 2012, the Federal Transit administration issued revised guidelines to recipients of FTA funds regarding instructions necessary to implement U.S. Department of Transportation Title VI regulations which have authority based on Title VI of the Civil Rights Act of 1964, stating that, "No Person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." The guidelines also included clarification regarding Title VI and Environmental Justice, basically the former is a statute of law, which applies to recipients of federal funds with FTA providing oversight. The latter is an Executive Order, which applies to Federal agencies with recipients facilitating FTA compliance. Additional information regarding the FTA Environmental Justice policy guidance follows this section.

Primary requirements of the revised guidelines applicable to this study are:

- All recipients must submit a Title VI Program every three years
 - The City Program is due February 1, 2015
 - The County Program is due December 1, 2014
- The Programs must be approved by the governing entities
- Eight Program elements are required:
 - Notice of Rights under Title VI
 - How to File a Complaint, copy of complaint form
 - List of Title VI investigations, complaints or lawsuits
 - Public Participation Plan
 - Limited English Proficiency Plan (LEP)
 - Racial Breakdown of Non-elected Advisory Councils
 - Narrative Describing Subrecipient Monitoring
 - Board of Directors resolution or meeting minutes demonstrating the board approved the Title VI Program

- For fixed route operators there is a threshold that differentiates reporting requirements for those agencies with over 50 peak service vehicles in areas of over 200,000 population, from other agencies
 - As a result, neither the City nor the County is required to do detailed reporting of data, evaluating of fare and service changes, etc.
 - However, there is a requirement to report system-wide service standards and policies (either existing or new) that address how service is distributed across the system
 - Examples of components of the system analysis would be: Vehicle load, headway, on-time performance, service availability, distribution of amenities, vehicle assignments
- The larger agencies are required to do a more detailed transit equity analysis connected with fare and service changes, which includes evaluation of disparate impact and disproportionate burden which occurs when a facially neutral policy or practice disproportionately affects members of a group as identified by race, color or national origin (disparate impact) or income (disproportionate burden). As a result, the transit provider shall develop a policy for measuring disparate impacts and disproportionate burden and establish a threshold for determining when adverse effects are borne disproportionately by minority or low income populations and when benefits are not equitably shared by minority or low-income populations

The County completed a Title VI Program report in 2011 which was consistent with and conformed to the requirements that were in place at that time, including general requirements, profile of the service area, fixed facility impacts, distribution of service (e.g. vehicle assignment), load factor analysis, on time performance, service monitoring, public notification, fare changes, and LEP analysis.

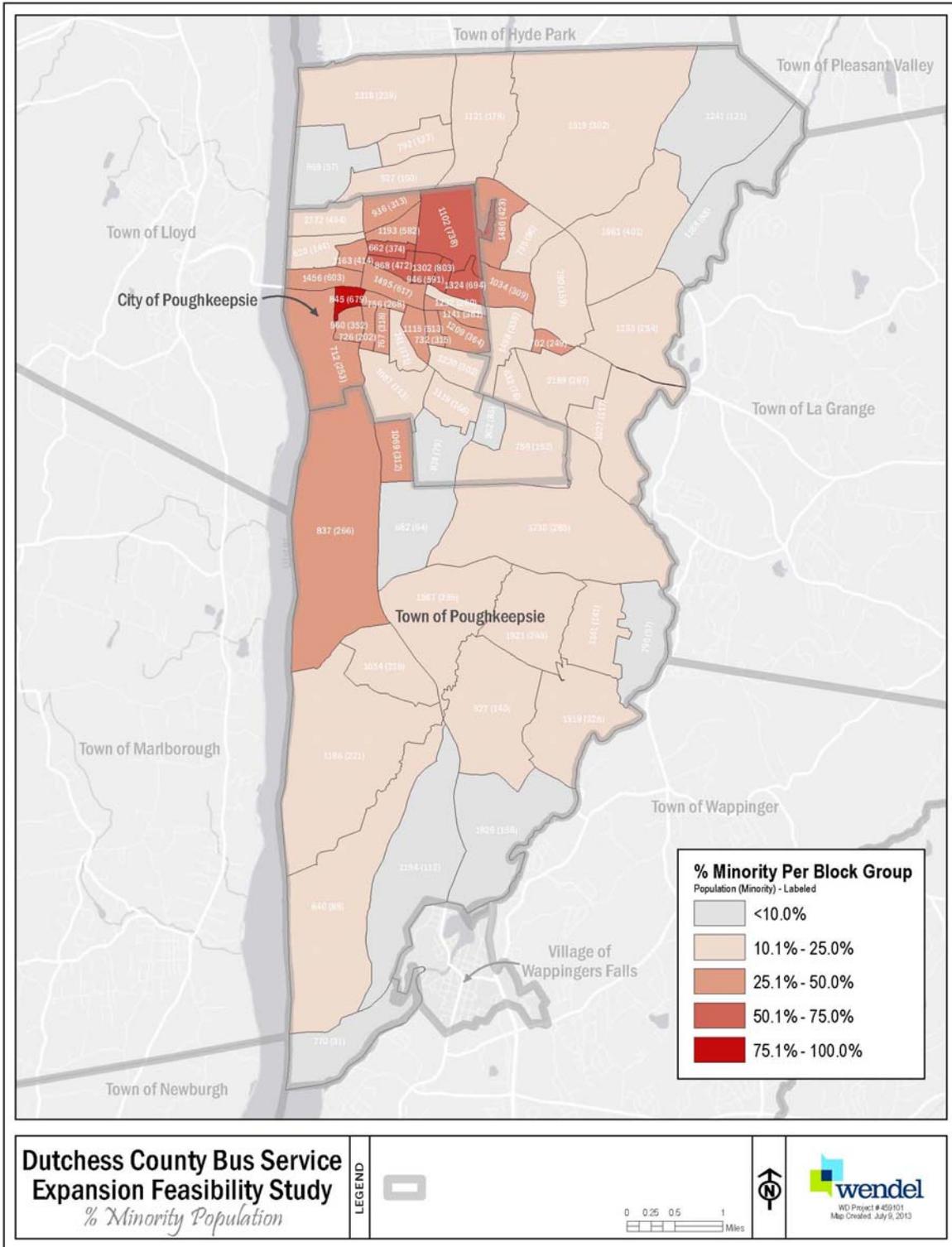
That Program report will be updated in the 2014 submittal. No additional Title VI analyses are required for the service expansion project.

Environmental Justice

In August 2012, the FTA released a circular regarding Environmental Justice (EJ) Policy Guidance for recipients. The key components of EJ are:

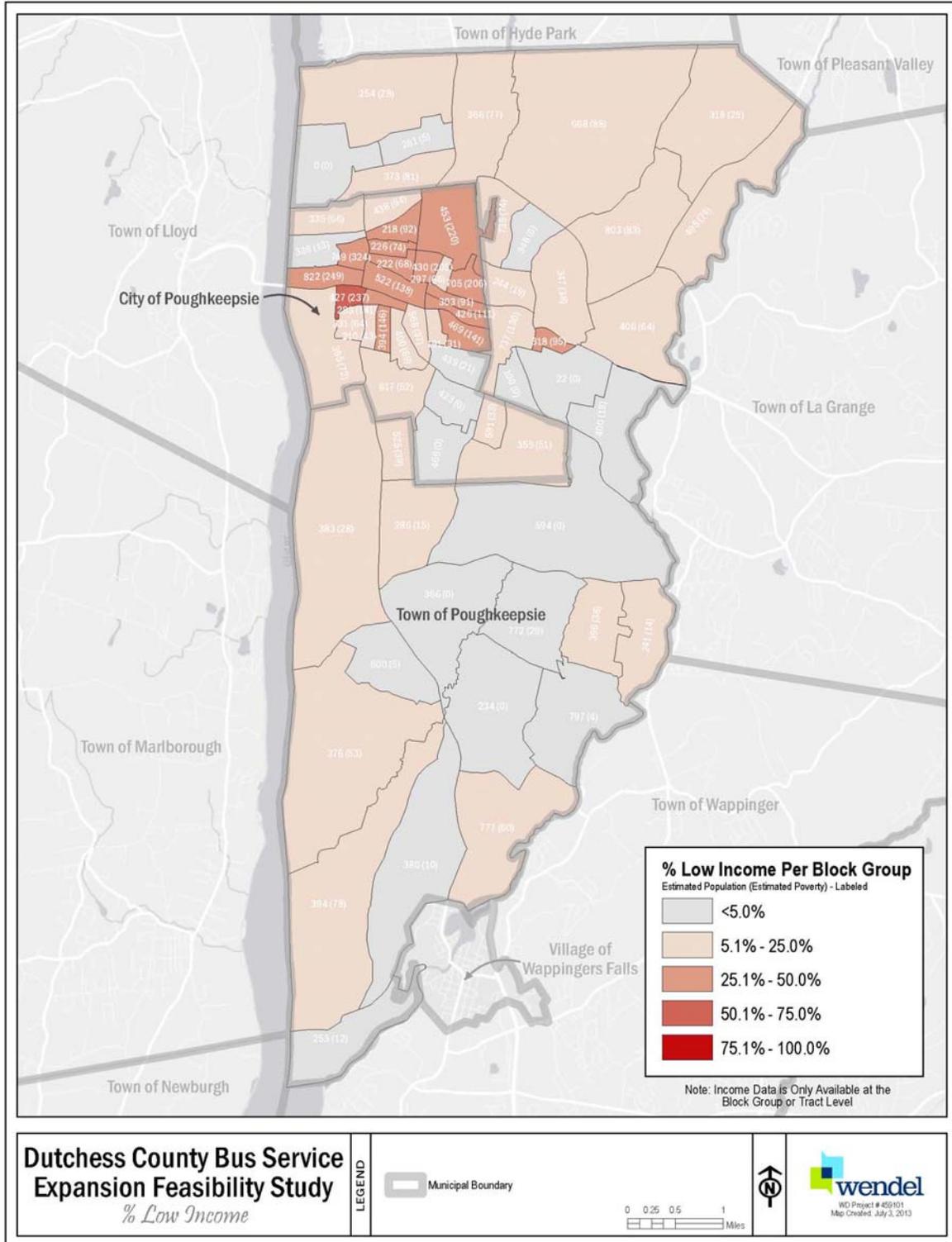
- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Figure 9: City and Town of Poughkeepsie Percent Minority



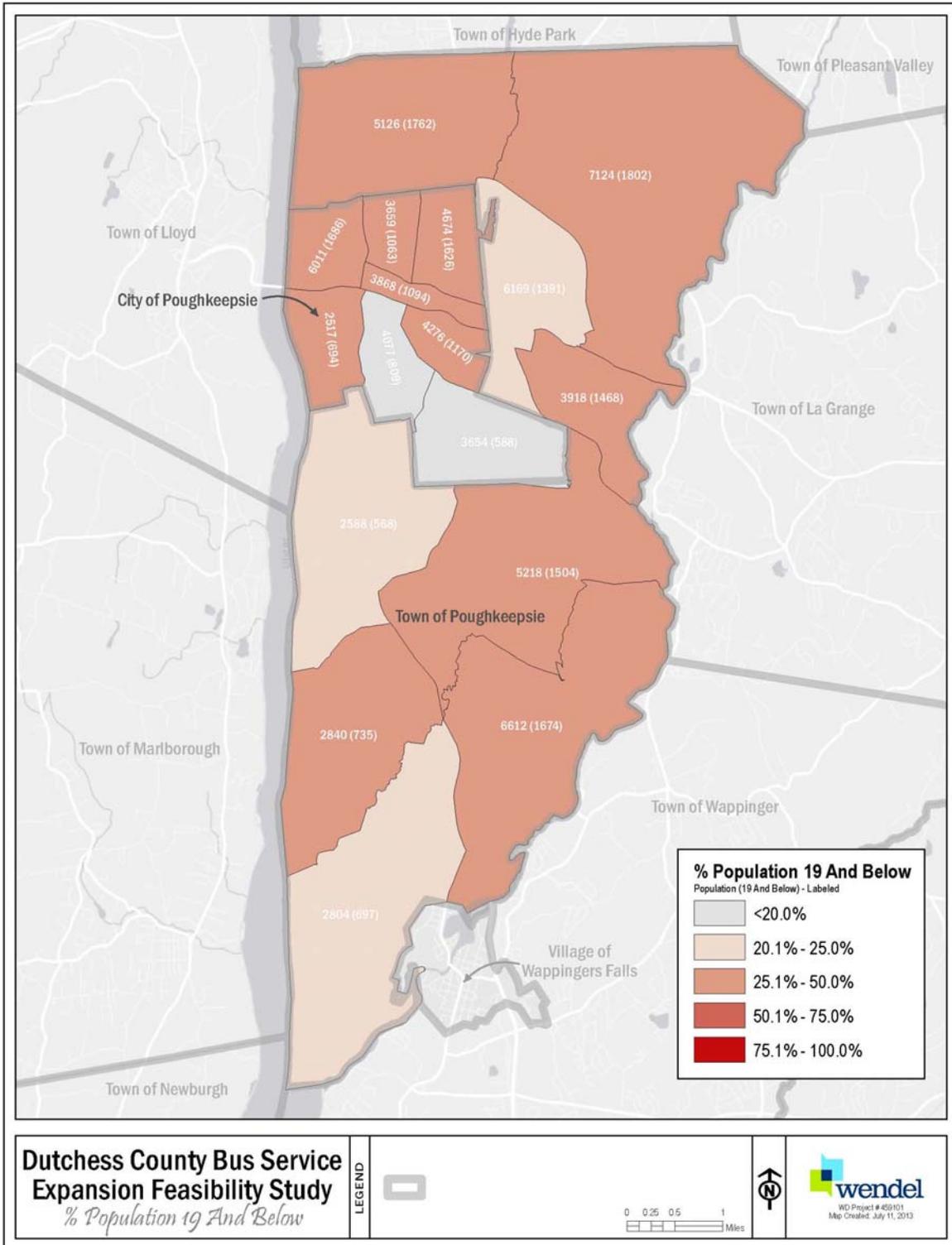
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Figure 10: City and Town of Poughkeepsie Percent Low Income



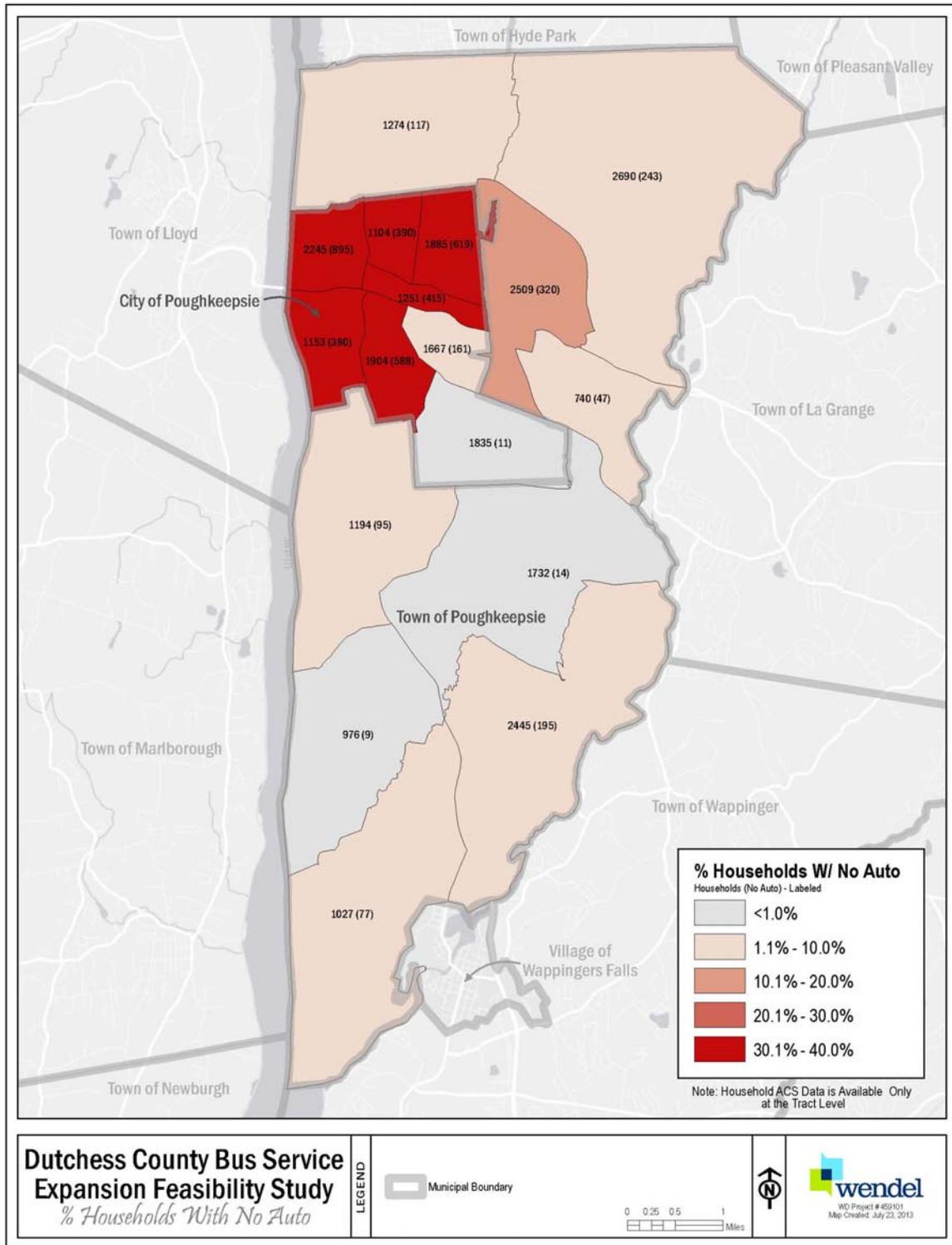
Aud3tion Architecture, Engineering, Surveying & Landscape Architecture, P.C. shall assume no liability for 1. Any errors, omissions, or inaccuracies in the information provided regardless of how caused or, 2. Any decision or action taken or not taken by the reader in reliance upon any information or data furnished hereunder. Data Sources: NYS GIS Clearinghouse, U.S. Census Bureau 2007 - 2011 American Community Survey 5-Year Estimates Block Group Data (Poverty)

Figure 11: City and Town of Poughkeepsie Percent 19 Years or Below



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Figure 12: City and Town of Poughkeepsie Percent No Auto



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The affected population definitions include:

- Minority population - means any readily identifiable group or groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/ transient persons.
- Low-income population - means any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons.

All reasonably foreseeable adverse social, economic, and environmental effects on minority populations and low-income populations must be identified and addressed. Disproportionately high and adverse effects are those predominantly borne by an EJ population, or appreciably more severe than suffered by the non-EJ population. The analysis would take into consideration mitigation and enhancement measures, based on totality of the circumstances (burdens and benefits), and reflects community input.

Analysis

With respect to this project the Environmental Justice circular includes a discussion of transit planning activities and specifically identifies potential service modifications, “especially if reductions are possible.” A typical EJ analysis would include an analysis of demographic data, a public engagement plan, consideration of adverse effects and benefits, and the incorporation of mitigation as needed for the selected alternative. In this case, the County in general is adding services, and these services are intended to attract more riders to the total system.

The above maps depict the Environmental Justice demographic characteristics for the City and Town of Poughkeepsie which would be used as the baseline for the analysis associated with the selected service plan, and would be a component of the Title VI process public engagement process.

4.5 Service Plan Cost Estimates

4.5. 1 LOOP Expansion Cost Estimates

In this section the operational and financial estimates are provided based on the expansion of LOOP services. As indicated in Table 4 below, the four routes would operate 15 hours per day Monday – Saturday, with three routes with 60 minute headways and LOOP K shuttle with 15 minute headways.

Ridership estimates, which affect farebox revenue estimates, are conservative. The passenger estimates assume a fifty percent capture rate and no ridership has been added from the western routing of LOOP K, which serves other destinations, such as Interfaith Towers, Waryas Park, and Rip Van Winkle and Admiral Halsey housing developments. Nevertheless, the total plan can be implemented, as estimated, with no net cost to the County.

Figure 13 below shows the full system recommendations.

Table 4:

Operational & Financial Estimates for Recommended LOOP Routes

	Route H	Route I	Route J	Route K	Total
Operational Estimates¹					
Service Days	Mon-Sat	Mon-Sat	Mon-Sat	Mon-Sat	-
Daily Service Span Hours	15	15	15	15	-
Service Days ²	303	303	303	303	1,212
Service Interval	60 min	60 min	60 min	15 min	-
Round trip mileage	6.0	11.0	10.0	3.0	-
Daily Roundtrip Runs	15	15	15	60	-
Daily Vehicle Hours ³	17	17	17	17	66
Daily Revenue Hours	15	15	15	15	60
Daily Vehicle Miles ³	99	182	165	198	644
Daily Revenue Miles	90	165	150	180	585
Annual Vehicle Hours	5,000	5,000	5,000	5,000	20,000
Annual Revenue Hours	4,545	4,545	4,545	4,545	18,180
Annual Vehicle Miles	29,997	54,995	49,995	59,994	194,981
Annual Revenue Miles	27,270	49,995	45,450	54,540	177,255
Regular Fare (per trip)	\$1.75	\$1.75	\$1.75	\$1.75	-
Reduced Fare (per trip)	\$0.75	\$0.75	\$0.75	\$0.75	-
Number of Buses	1.0	1.0	1.0	1.0	4.0
Number of Drivers (FTE) ⁴	2.25	2.25	2.25	2.25	9.0
Number of Mechanics (FTE) ⁵	0.25	0.25	0.25	0.25	1.0
Passengers per Revenue Hour ⁶	23.7	11.8	9.6	11.3	14.1
Passengers per Revenue Mile	3.9	1.1	1.0	0.9	1.7
Total Passengers (using rev veh hrs)	107,662	53,831	43,577	51,268	256,338
Cost Estimate					
Direct Cost per Vehicle Hour ⁷	\$60.56	\$60.56	\$60.56	\$60.56	\$60.56
Cost per Vehicle Mile	\$10.09	\$5.51	\$6.06	\$5.05	\$6.68
Cost per Passenger	\$2.81	\$5.62	\$6.95	\$5.91	\$4.72
Annual Cost Estimate (using veh hrs) ⁸	\$302,770	\$302,770	\$302,770	\$302,770	\$1,211,079
Revenue Estimate					
Federal Funding (FTA) ⁹	\$132,750	\$132,750	\$132,750	\$132,750	\$531,000
State Operating Assistance (STOA) ¹⁰	\$69,889	\$69,993	\$61,459	\$73,336	\$274,678
Farebox Revenue ¹¹	\$134,577	\$67,289	\$54,472	\$64,085	\$320,423
Vassar College ¹²	\$9,000	\$0	\$0	\$0	\$9,000
Additional Revenue from LOOP A, B, and C ¹³	-	-	-	-	\$120,759
Annual Revenue Estimate	\$346,217	\$270,032	\$248,681	\$270,171	\$1,255,860
Marginal Net Cost to County^{14,15}					-\$44,781

Dutchess County Bus Service Expansion Feasibility Study Technical Memorandum #2: Service Performance Review

Notes:

¹Assumes new service starts January 1, 2014.

²Based on subtracting 52 Sundays and 10 federal holidays in CY 2014.

³Vehicle Hours/Miles use 10 percent bus factor for deadhead travel and maintenance activities.

⁴One driver per nine hour shift, which includes pre and post-trip hours.

⁵One mechanic per 12 buses.

⁶Estimated passenger rates assume a 50 percent capture rate of 3-year average of City passengers per revenue hour (28.2) as per NTD data.

⁷Cost per Vehicle Hour based on Dutchess County estimate of direct hourly costs for drivers, mechanics, and fuel. This does not include overhead costs

⁸Assumes six buses will be transferred from City of Poughkeepsie to Dutchess County at no cost (40 foot diesel-electric hybrids) (Gilligs).

⁹Federal funding estimate from FFY 2013 allocation of FTA Section 5307 funds to the City of Poughkeepsie (approx. \$531,000).

¹⁰STOA reimbursed at \$0.405 per passenger and \$0.69 per vehicle mile. Includes estimated supplemental STOA payment.

¹¹Estimated farebox revenue based on a regular/reduced fare split of 50/50 percent, as per City fare recovery data.

¹²Vassar College revenue based on 2012 data. Does not include potential revenue from DCC or Marist College.

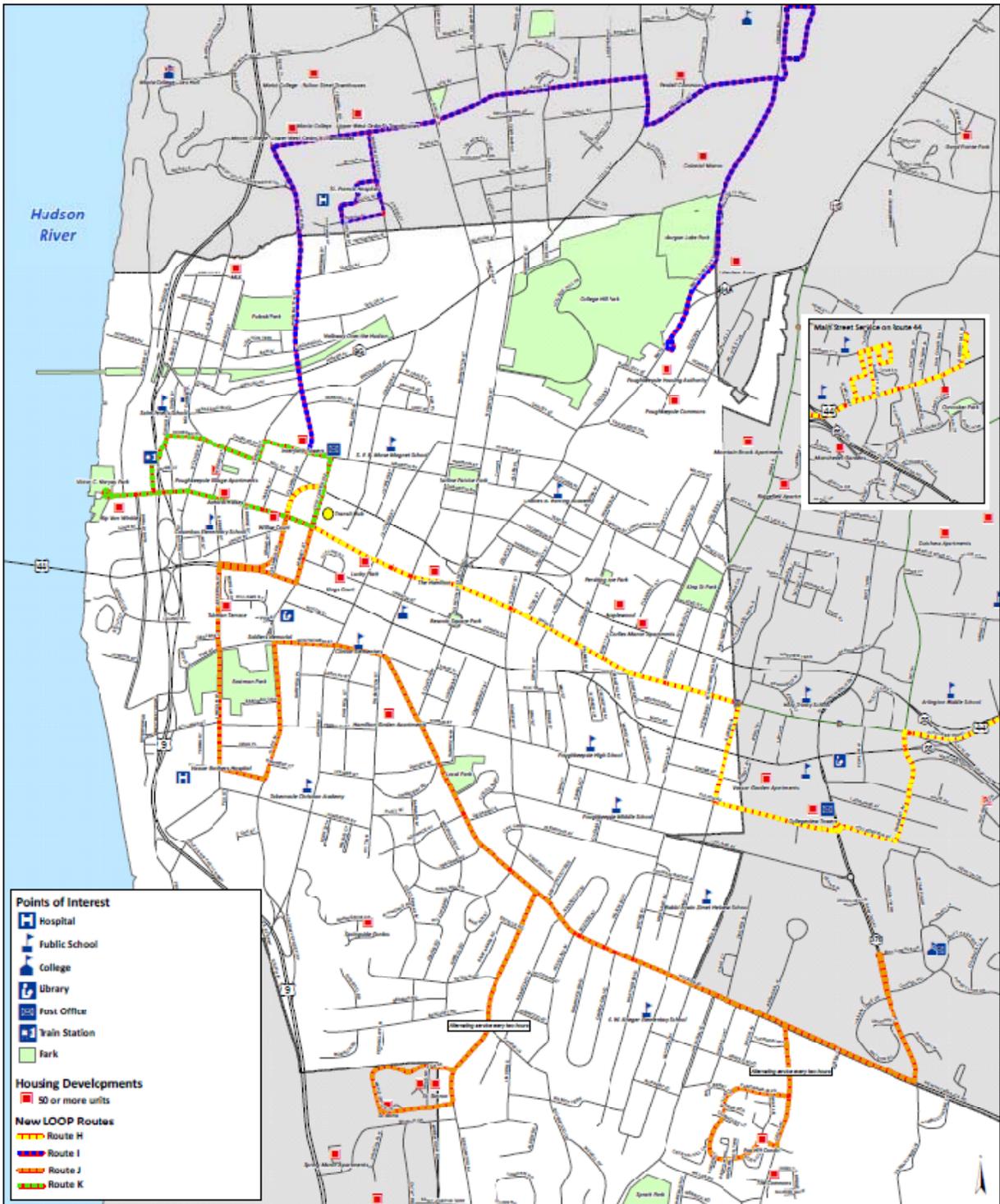
¹³Additional farebox and STOA revenue from former City passengers using LOOP A and B routes, using 5-year average from City Galleria route.

¹⁴Does not include staff hours needed to develop schedules, train staff, and market new routes, or bus repainting.

¹⁵No net cost change for modified LOOP C, D, and E routes by not serving train station.

Figure 13:

Dutchess County Bus Service Expansion Feasibility Study Recommendations (New LOOP Routes)



APPENDIX A

LOOP SCHEDULES

LOOP Schedules

Route A Southbound Monday - Friday														
Poughkeepsie • Galleria • Wappingers Falls Walmart • Dutchess Mall														
6: POUGHKEEPSIE - Main & Market (C to routes A,C,D, & E)	E6:00	6:15	7:00	8:30	10:00	11:17	1:00	E1:15	2:50	4:30	5:30	7:00	8:30	9:30
8: POUGHKEEPSIE - Mill Street & Dongan Place	---	6:16	7:01	8:31	10:01	11:18	1:01	---	2:51	4:31	5:31	7:01	8:31	9:31
10: POUGHKEEPSIE - Poughkeepsie Train Station	---	6:20	7:05	8:35	10:05	11:22	1:05	---	2:55	4:35	5:35	7:05	8:35	9:35
11: POUGHKEEPSIE - Davies Place & Main Street	---	6:20	7:05	8:35	10:05	11:22	1:05	---	2:55	4:35	5:35	7:05	8:35	9:35
12: POUGHKEEPSIE - Main Street & Columbus Drive	---	6:21	7:06	8:36	10:06	11:23	1:06	---	2:56	4:36	5:36	7:06	8:36	9:36
13: POUGHKEEPSIE - Columbus Drive & Church Street East	---	6:22	7:07	8:37	10:07	11:24	1:07	---	2:57	4:37	5:37	7:07	8:37	9:37
14: POUGHKEEPSIE - Church Street & Market Street	---	6:23	7:08	8:38	10:08	11:25	1:08	---	2:58	4:38	5:38	7:08	8:38	9:38
15: POUGHKEEPSIE - Market Street & South Avenue	---	6:24	7:09	8:39	10:09	11:26	1:09	---	2:59	4:39	5:39	7:09	8:39	9:39
16: POUGHKEEPSIE - Route 9 & Sharon Drive	---	6:25	7:10	8:40	10:10	11:27	1:10	---	3:00	4:40	5:40	7:10	8:40	9:40
17: POUGHKEEPSIE - Route 9 & Beechwood Avenue	---	6:26	7:11	8:41	10:11	11:28	1:11	---	3:01	4:41	5:41	7:11	8:41	9:41
18: POUGHKEEPSIE - Route 9 & Rivercrest Apartments	---	6:27	7:12	8:42	10:12	11:29	1:12	---	3:02	4:42	5:42	7:12	8:42	9:42
19: POUGHKEEPSIE - Route 9 & Hudson Plaza	---	6:28	7:13	8:43	10:13	11:30	1:13	---	3:03	4:43	5:43	7:13	8:43	9:43
20: POUGHKEEPSIE - Route 9 & IBM North Entrance (Hess)	---	6:29	7:14	8:44	10:14	11:31	1:14	---	3:04	4:44	5:44	7:14	8:44	9:44
21: POUGHKEEPSIE - Route 9 & IBM Road (Cappuccino's)	---	6:30	7:15	8:45	10:15	11:32	1:15	---	3:05	4:45	5:45	7:15	8:45	9:45
22: POUGHKEEPSIE - Route 9 & Anthony Drive	---	6:31	7:16	8:46	10:16	11:33	1:16	---	3:06	4:46	5:46	7:16	8:46	9:46
23: POUGHKEEPSIE - Route 9 & Neptune Road	---	6:32	7:17	8:47	10:17	11:34	1:17	---	3:07	4:47	5:47	7:17	8:47	9:47
24: POUGHKEEPSIE - Route 9 & South Gate Drive	---	6:33	7:18	8:48	10:18	11:35	1:18	---	3:08	4:48	5:48	7:18	8:48	9:48
25: POUGHKEEPSIE - Route 9 & Bonefish Grill	---	6:34	7:19	8:49	10:19	11:36	1:19	---	3:09	4:49	5:49	7:19	8:49	9:49
26: POUGHKEEPSIE - Route 9 & Old Post Road	---	6:35	7:20	8:50	10:20	11:37	1:20	---	3:10	4:50	5:50	7:20	8:50	9:50
27: POUGHKEEPSIE - Galleria Food Court	---	---	---	8:54	10:24	11:41	1:24	---	3:14	4:54	5:54	7:24	8:54	9:54
28: POUGHKEEPSIE - South Hills Mall K-Mart	---	---	---	8:57	10:27	11:44	1:27	---	3:17	4:57	5:57	7:27	8:57	9:57
29: POUGHKEEPSIE - South Hills Mall & Route 9D	---	---	---	8:58	10:28	11:45	1:28	---	3:18	4:58	5:58	7:28	8:58	9:58
30: POUGHKEEPSIE - Route 9D & Route 9 South	---	6:37	7:22	8:58	10:28	11:46	1:29	---	3:19	4:59	5:59	7:29	8:59	9:59
31: POUGHKEEPSIE - Route 9 & Westside Plaza	---	6:38	7:23	10:00	10:30	11:47	1:30	---	3:20	5:00	6:00	7:30	9:00	10:00
32: WAPPINGERS FALLS - Route 9 & Colonial Drive	---	6:40	7:25	10:02	10:32	11:49	1:32	---	3:22	5:02	6:02	7:32	9:02	10:02
33: WAPPINGERS FALLS - Route 9 & Wenliss Terrace	---	6:42	7:27	10:04	10:34	11:51	1:34	---	3:24	5:04	6:04	7:34	9:04	10:04
34: WAPPINGER - Route 9 & CR 93 (Myers Corners Road)	---	6:44	7:29	10:06	10:36	11:53	1:36	---	3:26	5:06	6:06	7:36	9:06	10:06
35: WAPPINGER - Route 9 & Hark Plaza	---	6:47	7:32	10:08	10:38	11:56	1:39	---	3:29	5:09	6:09	7:39	9:09	10:09
36: FISHKILL - Route 9 & Church Street	---	6:53	7:38	10:15	10:45	12:02	1:45	---	3:35	5:15	6:15	7:45	9:15	10:15
37: FISHKILL - Route 9 & Merritt Boulevard	---	6:55	7:40	10:17	10:47	12:04	1:47	---	3:37	5:17	6:17	7:47	9:17	10:17
38: FISHKILL - Walmart	6:45	6:50	7:44	10:21	10:51	12:08	1:51	2:00	3:41	5:21	6:21	7:51	9:21	10:21
39: FISHKILL - Dutchess Mall		7:08	7:53	10:30	11:00	12:17	2:00		3:50	5:30	6:30	8:00	9:30	10:30
40: BEACON - Beacon Post Office														10:45

Read Schedule Down (Light #s = a.m. / **Bold #s = p.m.**) * On Demand Service call (845) 473-8424 for pick-up C = Connecting Service E = Express

Route A Southbound Saturday

Poughkeepsie • Galleria • Wappingers Falls Walmart • Dutchess Mall

6: POUGHKEEPSIE - Main & Market (C to routes B,C,D, & E)	6:15	7:00	9:30	10:00	11:17	----	2:50	4:30	5:30	7:00	8:30	9:30
8: POUGHKEEPSIE - Mill Street & Dongan Place	6:16	7:01	9:31	10:01	11:18	----	2:51	4:31	5:31	7:01	8:31	9:31
10: POUGHKEEPSIE - Poughkeepsie Train Station	6:20	7:05	9:35	10:05	11:22	----	2:55	4:35	5:35	7:05	8:35	9:35
11: POUGHKEEPSIE - Dawles Place & Main Street	6:20	7:05	9:35	10:05	11:22	----	2:55	4:35	5:35	7:05	8:35	9:35
12: POUGHKEEPSIE - Main Street & Columbus Drive	6:21	7:06	9:36	10:06	11:23	----	2:56	4:36	5:36	7:06	8:36	9:36
13: POUGHKEEPSIE - Columbus Drive & Church Street East	6:22	7:07	9:37	10:07	11:24	----	2:57	4:37	5:37	7:07	8:37	9:37
14: POUGHKEEPSIE - Church Street & Market Street	6:23	7:08	9:38	10:08	11:25	----	2:58	4:38	5:38	7:08	8:38	9:38
15: POUGHKEEPSIE - Market Street & South Avenue	6:24	7:09	9:39	10:09	11:26	----	2:59	4:39	5:39	7:09	8:39	9:39
16: POUGHKEEPSIE - Route 9 & Sharon Drive	6:25	7:10	9:40	10:10	11:27	----	3:00	4:40	5:40	7:10	8:40	9:40
17: POUGHKEEPSIE - Route 9 & Beechwood Avenue	6:26	7:11	9:41	10:11	11:28	----	3:01	4:41	5:41	7:11	8:41	9:41
18: POUGHKEEPSIE - Route 9 & Rivercrest Apartments	6:27	7:12	9:42	10:12	11:29	----	3:02	4:42	5:42	7:12	8:42	9:42
19: POUGHKEEPSIE - Route 9 & Hudson Plaza	6:28	7:13	9:43	10:13	11:30	----	3:03	4:43	5:43	7:13	8:43	9:43
20: POUGHKEEPSIE - Route 9 & IBM North Entrance (Hess)	6:29	7:14	9:44	10:14	11:31	----	3:04	4:44	5:44	7:14	8:44	9:44
21: POUGHKEEPSIE - Route 9 & IBM Road (Cappuccino's)	6:30	7:15	9:45	10:15	11:32	----	3:05	4:45	5:45	7:15	8:45	9:45
22: POUGHKEEPSIE - Route 9 & Anthony Drive	6:31	7:16	9:46	10:16	11:33	----	3:06	4:46	5:46	7:16	8:46	9:46
23: POUGHKEEPSIE - Route 9 & Neptune Road	6:32	7:17	9:47	10:17	11:34	----	3:07	4:47	5:47	7:17	8:47	9:47
24: POUGHKEEPSIE - Route 9 & South Gate Drive	6:33	7:18	9:48	10:18	11:35	----	3:08	4:48	5:48	7:18	8:48	9:48
25: POUGHKEEPSIE - Route 9 & Bonefish Grill	6:34	7:19	9:49	10:19	11:36	----	3:09	4:49	5:49	7:19	8:49	9:49
26: POUGHKEEPSIE - Route 9 & Old Post Road	6:35	7:20	9:50	10:20	11:37	----	3:10	4:50	5:50	7:20	8:50	9:50
27: POUGHKEEPSIE - Galleria Food Court	----	----	9:54	10:24	11:41	12:35	3:14	4:54	5:54	7:24	8:54	9:54
28: POUGHKEEPSIE - South Hills Mall K-Mart	----	----	9:57	10:27	11:44	12:38	3:17	4:57	5:57	7:27	8:57	9:57
29: POUGHKEEPSIE - South Hills Mall & Route 9D	----	----	9:58	10:28	11:45	12:39	3:18	4:58	5:58	7:28	8:58	9:58
30: POUGHKEEPSIE - Route 9D & Route 9 South	6:37	7:22	9:59	10:29	11:46	12:40	3:19	4:59	5:59	7:29	8:59	9:59
31: POUGHKEEPSIE - Route 9 & Westside Plaza	6:38	7:23	10:00	10:30	11:47	12:41	3:20	5:00	6:00	7:30	9:00	10:00
32: WAPPINGERS FALLS - Route 9 & Colonial Drive	6:40	7:25	10:02	10:32	11:49	12:43	3:22	5:02	6:02	7:32	9:02	10:02
33: WAPPINGERS FALLS - Route 9 & Wenliss Terrace	6:42	7:27	10:04	10:34	11:51	12:45	3:24	5:04	6:04	7:34	9:04	10:04
34: WAPPINGER - Route 9 & CR 93 (Myers Corners Road)	6:44	7:29	10:06	10:36	11:53	12:47	3:26	5:06	6:06	7:36	9:06	10:06
35: WAPPINGER - Route 9 & Hark Plaza	6:47	7:32	10:09	10:39	11:56	12:50	3:29	5:09	6:09	7:39	9:09	10:09
36: FISHKILL - Route 9 & Church Street	6:53	7:38	10:15	10:45	12:02	12:56	3:35	5:15	6:15	7:45	9:15	10:15
37: FISHKILL - Route 9 & Merritt Boulevard	6:55	7:40	10:17	10:47	12:04	12:58	3:37	5:17	6:17	7:47	9:17	10:17
38: FISHKILL - Walmart	6:59	7:44	10:21	10:51	12:08	1:02	3:41	5:21	6:21	7:51	9:21	10:21
39: FISHKILL - Dutchess Mall	7:08	7:53	10:30	----	12:17	1:11	3:50	5:30	6:30	8:00	9:30	10:30
40: BEACON - Beacon Post Office				11:15								10:45

Read Schedule Down (Light #s = a.m. / **Bold #s = p.m.**) * On Demand Service call (845) 473-0171 for pick-up C = Connecting Service E = Express

Route A Northbound Saturday

Dutchess Mall • Walmart • Wappingers Falls Galleria • Poughkeepsie

40: BEACON - Beacon Post Office				11:30									10:45
39: FISHKILL - Dutchess Mall	7:15	8:00	10:30	----		1:00	2:00	4:00	5:45	6:45	8:30	10:00	11:00
38: FISHKILL - Walmart	7:23	8:08	10:38	11:45	12:00	1:08	2:08	4:08	5:53	6:53	8:38	10:08	11:08
41: FISHKILL - Route 9 & Westage Drive	7:26	8:11	10:41		12:03	1:11	2:11	4:11	5:56	6:56	8:41	10:11	11:11
42: FISHKILL - Route 9 & Holiday Inn Express	7:27	8:12	10:42		12:04	1:12	2:12	4:12	5:57	6:57	8:42	10:12	11:12
43: FISHKILL - Route 9 & Merritt Boulevard North	7:28	8:13	10:43		12:05	1:13	2:13	4:13	5:58	6:58	8:43	10:13	11:13
44: FISHKILL - Route 9 & Commonwealth Avenue	7:29	8:14	10:44		12:06	1:14	2:14	4:14	5:59	6:59	8:44	10:14	11:14
45: WAPPINGER - Route 9 & CR 28 (Old Hopewell Road)	7:32	8:17	10:47		12:08	1:17	2:17	4:17	6:02	7:02	8:47	10:17	11:17
46: WAPPINGER - Route 9 & CR 93 (Myers Corners Road)	7:38	8:23	10:53		12:13	1:23	2:23	4:23	6:08	7:08	8:53	10:23	11:23
47: WAPPINGERS FALLS - Route 9 & CR 104 (New Hackensack Road)	7:40	8:25	10:55		12:15	1:25	2:25	4:25	6:10	7:10	8:55	10:25	11:25
48: WAPPINGERS FALLS - Route 9 & Woodhill Green	7:41	8:26	10:56		12:16	1:26	2:26	4:26	6:11	7:11	8:56	10:26	11:26
49: POUGHKEEPSIE - Route 9 & Kohr's Dept. Store	7:42	8:27	10:57		12:17	1:27	2:27	4:27	6:12	7:12	8:57	10:27	11:27
50: POUGHKEEPSIE - Route 9D & Route 9 North	7:44	8:29	10:59		12:19	1:29	2:29	4:29	6:14	7:14	8:59	10:29	11:29
29: POUGHKEEPSIE - South Hills Mall & Route 9D	-----	-----	11:00		12:20	1:30	2:30	4:30	6:15	7:15	9:00	10:30	11:30
28: POUGHKEEPSIE - South Hills Mall K-Mart	-----	-----	11:00		12:20	1:30	2:30	4:30	6:15	7:15	9:00	10:30	11:30
27: POUGHKEEPSIE - Galleria Food Court	-----	-----	11:01		12:21	1:31	2:31	4:31	6:16	7:16	9:01	10:30	11:31
51: POUGHKEEPSIE - Route 9 & Old Post Road	7:46	8:31	11:03			1:33	2:33	4:33	6:18	7:18	9:03	10:33	11:33
52: POUGHKEEPSIE - Route 9 & Clarion Hotel	7:48	8:33	11:04			1:34	2:34	4:34	6:19	7:19	9:04	10:34	11:34
53: POUGHKEEPSIE - Route 9 & Neptune Rd	7:49	8:34	11:05			1:35	2:35	4:35	6:20	7:20	9:05	10:35	11:35
54: POUGHKEEPSIE - Route 9 & Casperkill Golf Club	7:50	8:35	11:06			1:36	2:36	4:36	6:21	7:21	9:06	10:36	11:36
55: POUGHKEEPSIE - Route 9 & Kingwood Park Road	7:50	8:35	11:06			1:36	2:36	4:36	6:21	7:21	9:06	10:36	11:36
57: POUGHKEEPSIE - Route 9 & Spackenkill Road	7:51	8:36	11:07			1:37	2:37	4:37	6:22	7:22	9:07	10:37	11:37
56: POUGHKEEPSIE - IBM*	7:51	8:36	11:07			1:37	2:37	4:37	6:22	7:22	9:07	10:37	11:37
58: POUGHKEEPSIE - Route 9 & Barnes & Noble	7:52	8:37	11:08			1:38	2:38	4:38	6:23	7:23	9:08	10:38	11:38
59: POUGHKEEPSIE - Route 9 & Poughkeepsie Plaza	7:52	8:37	11:08			1:38	2:38	4:38	6:23	7:23	9:08	10:38	11:38
60: POUGHKEEPSIE - Route 9 & Evergreen Avenue	7:54	8:39	11:10			1:40	2:40	4:40	6:25	7:25	9:10	10:40	11:40
61: POUGHKEEPSIE - Route 9 & Beechwood Avenue	7:54	8:39	11:10			1:40	2:40	4:40	6:25	7:25	9:10	10:40	11:40
62: POUGHKEEPSIE - South Avenue & Academy Street	7:55	8:40	11:11			1:41	2:41	4:41	6:26	7:26	9:11	10:41	11:41
5: POUGHKEEPSIE - Academy Street & Cannon Street	7:57	8:42	11:13			1:43	2:43	4:43	6:28	7:28	9:13	10:43	11:43
6: POUGHKEEPSIE - Main & Market (C to routes B,C,D, & E)	8:01	8:46	11:17			1:47	2:47	4:47	6:32	7:32	9:17	10:47	11:47
8: POUGHKEEPSIE - Mill Street & Dongan Place	8:02	8:47	11:18			1:48	2:48	4:48	6:33	7:33	9:18	10:48	11:48
10: POUGHKEEPSIE - Poughkeepsie Train Station	8:07	8:52	11:22			1:53	2:53	4:53	6:38	7:38	9:23	10:53	11:53

Read Schedule Down (Light #s = am / **Bold #s = pm**) * On Demand Service call (845) 473-0171 for pick-up C = Connecting Service E = Express

Route B Southbound Monday - Friday

Poughkeepsie • Galleria • Wappingers Falls Fishkill • Beacon

8: POUGHKEEPSIE - Main & Market (C to routes A,C,D, & E)	5:30	6:30	7:45	8:45	10:45	12:00	2:00	3:30	5:15	6:00	8:00	8:30
8: POUGHKEEPSIE - Mill Street & Dongan Place	5:31	6:31	7:46	8:46	10:46	12:01	2:01	3:31	5:16	6:01	8:01	8:31
10: POUGHKEEPSIE - Poughkeepsie Train Station	5:35	6:35	7:50	8:50	10:50	12:05	2:05	3:35	5:20	6:05	8:05	8:35
11: POUGHKEEPSIE - Davles Place & Main Street	5:35	6:35	7:50	8:50	10:50	12:05	2:05	3:35	5:20	6:05	8:05	8:35
12: POUGHKEEPSIE - Main Street & Columbus Drive	5:36	6:36	7:51	8:51	10:51	12:06	2:06	3:36	5:21	6:06	8:06	8:36
13: POUGHKEEPSIE - Columbus Drive & Church Street East	5:37	6:37	7:52	8:52	10:52	12:07	2:07	3:37	5:22	6:07	8:07	8:37
14: POUGHKEEPSIE - Church Street & Market Street	5:38	6:38	7:53	8:53	10:53	12:08	2:08	3:38	5:23	6:08	8:08	8:38
16: POUGHKEEPSIE - Market Street & South Avenue	5:39	6:39	7:54	8:54	10:54	12:09	2:09	3:39	5:24	6:09	8:09	8:39
18: POUGHKEEPSIE - Route 9 & Sharon Drive	5:40	6:40	7:55	8:55	10:55	12:10	2:10	3:40	5:25	6:10	8:10	8:40
17: POUGHKEEPSIE - Route 9 & Beechwood Avenue	5:41	6:41	7:56	8:56	10:56	12:11	2:11	3:41	5:26	6:11	8:11	8:41
18: POUGHKEEPSIE - Route 9 & Rivercrest Apartments	5:42	6:42	7:57	8:57	10:57	12:12	2:12	3:42	5:27	6:12	8:12	8:42
19: POUGHKEEPSIE - Route 9 & Hudson Plaza	5:43	6:43	7:58	8:58	10:58	12:13	2:13	3:43	5:28	6:13	8:13	8:43
20: POUGHKEEPSIE - Route 9 & IBM North Entrance	5:44	6:44	7:59	8:59	10:59	12:14	2:14	3:44	5:29	6:14	8:14	8:44
21: POUGHKEEPSIE - Route 9 & IBM Road (Cappucino's)	5:45	6:45	8:00	9:00	11:00	12:15	2:15	3:45	5:30	6:15	8:15	8:45
22: POUGHKEEPSIE - Route 9 & Anthony Drive	5:46	6:46	8:01	9:01	11:01	12:16	2:16	3:46	5:31	6:16	8:16	8:46
23: POUGHKEEPSIE - Route 9 & Neptune Road	5:47	6:47	8:02	9:02	11:02	12:17	2:17	3:47	5:32	6:17	8:17	8:47
24: POUGHKEEPSIE - Route 9 & South Gate Drive	5:48	6:48	8:03	9:03	11:03	12:18	2:18	3:48	5:33	6:18	8:18	8:48
26: POUGHKEEPSIE - Route 9 & Bonefish Grill	5:49	6:49	8:04	9:04	11:04	12:19	2:19	3:49	5:34	6:19	8:19	8:49
28: POUGHKEEPSIE - Route 9 & Old Post Road	5:50	6:50	8:05	9:05	11:05	12:20	2:20	3:50	5:35	6:20	8:20	8:50
27: POUGHKEEPSIE - Galleria Food Court	----	----	8:09	9:09	11:09	12:25	2:25	3:55	5:40	6:25	8:25	8:55
28: POUGHKEEPSIE - South Hills Mall K-Mart	----	----	8:12	9:12	11:12	12:28	2:28	3:58	5:43	6:28	8:28	8:58
83: POUGHKEEPSIE - Route 9D South	5:52	6:52	8:14	9:14	11:14	12:29	2:29	3:59	5:44	6:29	8:29	
84: WAPPINGERS FALLS - Route 9D & DeLaverne Avenue	5:53	6:53	8:15	9:15	11:15	12:30	2:30	4:00	5:45	6:30	8:30	
86: WAPPINGERS FALLS - Route 9D & Spring Street	5:57	6:57	8:19	9:19	11:19	12:34	2:34	4:04	5:49	6:34	8:34	
88: WAPPINGERS FALLS - Route 9D & Carmine Drive	5:58	6:58	8:20	9:20	11:20	12:35	2:35	4:05	5:50	6:35	8:35	
87: WAPPINGER - Route 9D & Alpine Drive	6:03	7:03	8:25	9:25	11:25	12:40	2:40	4:10	5:55	6:40	8:40	
88: WAPPINGER - Route 9D & CR 92 (Chelsea Road)	6:07	7:07	8:29	9:29	11:29	12:44	2:44	4:14	5:59	6:44	8:44	
89: FISHKILL - Castle Point - some demand only stops*	6:15	7:15	8:37	9:37	11:37*	12:52*	2:52	4:22	---	6:52*	8:52*	
70: FISHKILL - Route 9D & Dutchess Stadium	6:17	7:17	8:39	9:39	11:39	12:54	2:54	4:24	6:04	6:54	8:54	
71: FISHKILL - Route 9D & Hudson View Drive	6:19	7:19	8:41	9:41	11:41	12:56	2:56	4:26	6:06	6:56	8:56	
72: BEACON - Route 9D & Main Street	6:20	7:20	8:42	9:42	11:42	12:57	2:57	4:27	6:07	6:57	8:57	
73: BEACON - Main Street & Veteran's Place	6:21	7:21	8:43	9:43	11:43	12:58	2:58	4:28	6:08	6:58	8:58	
40: BEACON - Beacon Post Office	6:22	7:22	8:44	9:44	11:44	12:59	2:59	4:29	6:09	6:59	8:59	

Read Schedule Down (Light #s = a.m. / Bold #s = p.m.) * On Demand Service call (845) 473-0171 for pick-up C = Connecting Service E = Express

Route B Northbound Monday - Friday

Beacon • Fishkill • Wappingers Falls Galleria • Poughkeepsie

40: BEACON - Beacon Post Office	6:45	7:45	9:00	10:00	12:00	1:00	3:00	4:30	6:20	7:00	---	9:00
76: BEACON - Route 9D & Teller Avenue	6:45	7:45	9:00	10:00	12:00	1:00	3:00	4:30	6:20	7:00	---	9:00
146: BEACON - Forrester Heights	6:47	7:47	9:02	10:02	12:02	1:02	3:02	4:32	6:22	7:02	---	9:02
72: BEACON - Route 9D & Main Street	6:50	7:50	9:05	10:05	12:05	1:05	3:05	4:35	6:25	7:05	---	9:05
78: FISHKILL - Route 9D North	6:52	7:52	9:07	10:07	12:07	1:07	3:07	4:37	6:27	7:07	---	9:07
77: FISHKILL - Route 9D & Pappas Lane	6:57	7:57	9:12	10:12	12:12	1:12	3:12	4:42	6:32	7:12	---	9:12
78: WAPPINGER - Route 9D & CR 34 (Baxtertown Road)	7:01	8:01	9:16	10:16	12:16	1:16	3:16	4:46	6:36	7:16	---	9:16
79: WAPPINGER - Route 9D & Misk Lane	7:03	8:03	9:18	10:18	12:18	1:18	3:18	4:48	6:38	7:18	---	9:18
80: WAPPINGER - Route 9D & CR 28 (Old Hopewell Road)	7:05	8:05	9:20	10:20	12:20	1:20	3:20	4:50	6:40	7:20	---	9:20
81: WAPPINGERS FALLS - Route 9D & CR 93 (Middlebush Road)	7:06	8:06	9:21	10:21	12:21	1:21	3:21	4:51	6:41	7:21	---	9:21
82: WAPPINGERS FALLS - Route 9D & Mesler Park	7:10	8:10	9:25	10:25	12:25	1:25	3:25	4:55	6:45	7:25	---	9:25
83: WAPPINGERS FALLS - Route 9D & Delavergne Avenue	7:12	8:12	9:27	10:27	12:27	1:27	3:27	4:57	6:47	7:27	---	9:27
84: POUGHKEEPSIE - Route 9D & Swenson Drive	7:13	8:13	9:28	10:28	12:28	1:28	3:28	4:58	6:48	7:28	---	9:28
28: POUGHKEEPSIE - South Hills Mall K-Mart	---	---	9:31	10:31	12:31	1:31	3:31	5:01	6:51	7:31	9:00	9:31
27: POUGHKEEPSIE - Galleria Food Court	---	---	9:36	10:36	12:36	1:36	3:36	5:06	6:56	7:36	9:05	9:36
62: POUGHKEEPSIE - Route 9 & Clarion Hotel	7:16	8:16	9:37	10:37	12:37	1:37	3:37	5:07	6:57	7:37	9:06	9:37
63: POUGHKEEPSIE - Casperkill Golf Club	7:19	8:19	9:40	10:40	12:40	1:40	3:40	5:10	7:00	7:40	9:09	9:40
64: POUGHKEEPSIE - Route 9 & Neptune Road	7:20	8:20	9:41	10:41	12:41	1:41	3:41	5:11	7:01	7:41	9:10	9:41
66: POUGHKEEPSIE - Route 9 & Kingwood Park Road	7:21	8:21	9:42	10:42	12:42	1:42	3:42	5:12	7:02	7:42	9:11	9:42
67: POUGHKEEPSIE - Route 9 & Spackenkill Road	7:22	8:22	9:43	10:43	12:43	1:43	3:43	5:13	7:03	7:43	9:12	9:43
68: POUGHKEEPSIE - IBM*	7:23	8:23	9:44	10:44	12:44	1:44	3:44	5:14	7:04	7:44	9:13	9:44
68: POUGHKEEPSIE - Route 9 @ Barnes & Noble	7:24	8:24	9:45	10:45	12:45	1:45	3:45	5:15	7:05	7:45	9:14	9:45
69: POUGHKEEPSIE - Route 9 & Poughkeepsie Plaza	7:25	8:25	9:46	10:46	12:46	1:46	3:46	5:16	7:06	7:46	9:15	9:46
80: POUGHKEEPSIE - Route 9 & Evergreen Avenue	7:26	8:26	9:47	10:47	12:47	1:47	3:47	5:17	7:07	7:47	9:16	9:47
81: POUGHKEEPSIE - Route 9 & Beechwood Avenue	7:27	8:27	9:48	10:48	12:48	1:48	3:48	5:18	7:08	7:48	9:17	9:48
82: POUGHKEEPSIE - South Avenue & Academy Street	7:28	8:28	9:49	10:49	12:49	1:49	3:49	5:19	7:09	7:49	9:18	9:49
5: POUGHKEEPSIE - Academy Street & Cannon Street	7:31	8:31	9:52	10:52	12:52	1:52	3:52	5:22	7:12	7:52	9:21	9:52
8: POUGHKEEPSIE - Main & Market (C to routes A,C,D, & E)	7:36	8:36	9:57	10:57	12:57	1:57	3:57	5:27	7:17	7:57	9:26	9:57
8: POUGHKEEPSIE - Mill Street & Dongan Place	7:37	8:37	9:58	10:58	12:58	1:58	3:58	5:28	7:18	7:58	9:27	9:58
10: POUGHKEEPSIE - Poughkeepsie Train Station	7:42	8:42	10:03	11:03	1:03	2:03	4:03	5:33	7:23	8:03	9:32	10:03

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Route B Southbound Saturday

Poughkeepsie • Galleria • Wappingers Falls Fishkill • Beacon

6: POUGHKEEPSIE - Main & Market (C to routes A,C,D, & E)	5:30	6:30	7:45	---	10:45	12:00	2:00	3:30	5:15	---	8:00	8:30
8: POUGHKEEPSIE - Mill Street & Dongan Place	5:31	6:31	7:46	---	10:46	12:01	2:01	3:31	5:16	---	8:01	8:31
10: POUGHKEEPSIE - Poughkeepsie Train Station	5:35	6:35	7:50	---	10:50	12:05	2:05	3:35	5:20	---	8:05	8:35
11: POUGHKEEPSIE - Davies Place & Main Street	5:35	6:35	7:50	---	10:50	12:05	2:05	3:35	5:20	---	8:05	8:35
12: POUGHKEEPSIE - Main Street & Columbus Drive	5:36	6:36	7:51	---	10:51	12:06	2:06	3:36	5:21	---	8:06	8:36
13: POUGHKEEPSIE - Columbus Drive & Church Street East	5:37	6:37	7:52	---	10:52	12:07	2:07	3:37	5:22	---	8:07	8:37
14: POUGHKEEPSIE - Church Street & Market Street	5:38	6:38	7:53	---	10:53	12:08	2:08	3:38	5:23	---	8:08	8:38
15: POUGHKEEPSIE - Market Street & South Avenue	5:39	6:39	7:54	---	10:54	12:09	2:09	3:39	5:24	---	8:09	8:39
16: POUGHKEEPSIE - Route 9 & Sharon Drive	5:40	6:40	7:55	---	10:55	12:10	2:10	3:40	5:25	---	8:10	8:40
17: POUGHKEEPSIE - Route 9 & Beechwood Avenue	5:41	6:41	7:56	---	10:56	12:11	2:11	3:41	5:26	---	8:11	8:41
18: POUGHKEEPSIE - Route 9 & Rivercrest Apartments	5:42	6:42	7:57	---	10:57	12:12	2:12	3:42	5:27	---	8:12	8:42
19: POUGHKEEPSIE - Route 9 & Hudson Plaza	5:43	6:43	7:58	---	10:58	12:13	2:13	3:43	5:28	---	8:13	8:43
20: POUGHKEEPSIE - Route 9 & IBM North Entrance	5:44	6:44	7:59	---	10:59	12:14	2:14	3:44	5:29	---	8:14	8:44
21: POUGHKEEPSIE - Route 9 & IBM Road (Cappucino's)	5:45	6:45	8:00	---	11:00	12:15	2:15	3:45	5:30	---	8:15	8:45
22: POUGHKEEPSIE - Route 9 & Anthony Drive	5:46	6:46	8:01	---	11:01	12:16	2:16	3:46	5:31	---	8:16	8:46
23: POUGHKEEPSIE - Route 9 & Neptune Road	5:47	6:47	8:02	---	11:02	12:17	2:17	3:47	5:32	---	8:17	8:47
24: POUGHKEEPSIE - Route 9 & South Gate Drive	5:48	6:48	8:03	---	11:03	12:18	2:18	3:48	5:33	---	8:18	8:48
25: POUGHKEEPSIE - Route 9 & Bonefish Grill	5:49	6:49	8:04	---	11:04	12:19	2:19	3:49	5:34	---	8:19	8:49
26: POUGHKEEPSIE - Route 9 & Old Post Road	5:50	6:50	8:05	---	11:05	12:20	2:20	3:50	5:35	---	8:20	8:50
27: POUGHKEEPSIE - Galleria Food Court	---	---	8:09	9:25	11:09	12:25	2:25	3:55	5:40	6:06	8:25	8:55
28: POUGHKEEPSIE - South Hills Mall K-Mart	---	---	8:12	9:28	11:12	12:28	2:28	3:58	5:43	6:09	8:28	8:58
63: POUGHKEEPSIE - Route 9D South	5:52	6:52	8:14	9:29	11:14	12:29	2:29	3:59	5:44	6:10	8:29	
64: WAPPINGERS FALLS - Route 9D & Delavergne Avenue	5:53	6:53	8:15	9:30	11:15	12:30	2:30	4:00	5:45	6:11	8:30	
65: WAPPINGERS FALLS - Route 9D & Spring Street	5:57	6:57	8:19	9:34	11:19	12:34	2:34	4:04	5:49	6:15	8:34	
66: WAPPINGERS FALLS - Route 9D & Carmine Drive	5:58	6:58	8:20	9:35	11:20	12:35	2:35	4:05	5:50	6:16	8:35	
67: WAPPINGER - Route 9D & Alpine Drive	6:03	7:03	8:25	9:40	11:25	12:40	2:40	4:10	5:55	6:21	8:40	
68: WAPPINGER - Route 9D & CR 92 (Chelsea Road)	6:07	7:07	8:29	9:43	11:29	12:44	2:44	4:14	5:59	6:25	8:44	
69: FISHKILL - Castle Point *	6:15	7:15	8:37	9:48	11:37	12:52	2:52	4:22	6:07	6:33	8:52	
70: FISHKILL - Route 9D & Dutchess Stadium	6:17	7:17	8:39	9:50	11:39	12:54	2:54	4:24	6:09	6:35	8:54	
71: FISHKILL - Route 9D & Hudson View Drive	6:19	7:19	8:41	9:52	11:41	12:56	2:56	4:26	6:11	6:37	8:56	
72: BEACON - Route 9D & Main Street	6:20	7:20	8:42	9:53	11:42	12:57	2:57	4:27	6:12	6:38	8:57	
73: BEACON - Main Street & Veteran's Place	6:21	7:21	8:43	9:54	11:43	12:58	2:58	4:28	6:13	6:39	8:58	
40: BEACON - Beacon Post Office	6:22	7:22	8:45	9:55	11:45	1:00	3:00	4:30	6:15	6:40	9:00	

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Route B Northbound Saturday

Beacon • Fishkill • Wappingers Falls Galleria • Poughkeepsie

40: BEACON - Beacon Post Office	8:45	8:45	9:00	10:00	12:00	1:00	3:05	5:30	6:20	7:00	---	9:00
75: BEACON - Route 9D & Teller Avenue	8:45	8:45	9:00	10:00	12:00	1:00	3:05	5:30	6:20	7:00	---	9:00
145: BEACON - Forrester Heights	8:47	8:47	9:02	10:02	12:02	1:02	3:07	5:32	6:22	7:02	---	9:02
72: BEACON - Route 9D & Main Street	8:50	8:50	9:05	10:05	12:05	1:05	3:10	5:35	6:25	7:05	---	9:05
76: FISHKILL - Route 9D North	8:52	8:52	9:07	10:07	12:07	1:07	3:12	5:37	6:27	7:07	---	9:07
77: FISHKILL - Route 9D & Pappas Lane	8:57	8:57	9:12	10:12	12:12	1:12	3:17	5:42	6:32	7:12	---	9:12
78: WAPPINGER - Route 9D & CR 34 (Baxtertown Road)	7:01	9:01	9:16	10:16	12:16	1:16	3:21	5:46	6:36	7:16	---	9:16
79: WAPPINGER - Route 9D & Misk Lane	7:03	9:03	9:18	10:18	12:18	1:18	3:23	5:48	6:38	7:18	---	9:18
80: WAPPINGER - Route 9D & CR 28 (Old Hopewell Road)	7:05	9:05	9:20	10:20	12:20	1:20	3:25	5:50	6:40	7:20	---	9:20
81: WAPPINGERS FALLS - Route 9D & CR 93 (Middlebush Road)	7:06	9:06	9:21	10:21	12:21	1:21	3:26	5:51	6:41	7:21	---	9:21
82: WAPPINGERS FALLS - Route 9D & Mesier Park	7:10	9:10	9:25	10:25	12:25	1:25	3:30	5:55	6:45	7:25	---	9:25
83: WAPPINGERS FALLS - Route 9D & Delavergne Avenue	7:12	9:12	9:27	10:27	12:27	1:27	3:32	5:57	6:47	7:27	---	9:27
84: POUGHKEEPSIE - Route 9D & Swenson Drive	7:13	9:13	9:28	10:28	12:28	1:28	3:33	5:58	6:48	7:28	---	9:28
28: POUGHKEEPSIE - South Hills Mall K-Mart	---	9:16	9:31	10:31	12:31	1:31	3:36	6:01	6:51	7:31	9:00	9:31
27: POUGHKEEPSIE - Galleria Food Court	---	9:21	9:36	10:36	12:36	1:36	3:41	6:06	6:56	7:36	9:05	9:36
52: POUGHKEEPSIE - Route 9 & Clarion Hotel	7:18		9:37	10:37	12:37	1:37	3:42		6:57	7:37	9:06	9:37
53: POUGHKEEPSIE - Route 9 & Neptune Road	7:19		9:40	10:40	12:40	1:40	3:45		7:00	7:40	9:09	9:40
54: POUGHKEEPSIE - Casperkill Golf Club	7:20		9:41	10:41	12:41	1:41	3:46		7:01	7:41	9:10	9:41
55: POUGHKEEPSIE - Route 9 & Kingwood Park Road	7:21		9:42	10:42	12:42	1:42	3:47		7:02	7:42	9:11	9:42
57: POUGHKEEPSIE - Route 9 & Spackenkill Road	7:22		9:43	10:43	12:43	1:43	3:48		7:03	7:43	9:12	9:43
56: POUGHKEEPSIE - IBM*	7:23		9:44	10:44	12:44	1:44	3:49		7:04	7:44	9:13	9:44
58: POUGHKEEPSIE - Route 9 @ Barnes & Noble	7:24		9:45	10:45	12:45	1:45	3:50		7:05	7:45	9:14	9:45
59: POUGHKEEPSIE - Route 9 & Poughkeepsie Plaza	7:25		9:46	10:46	12:46	1:46	3:51		7:06	7:46	9:15	9:46
60: POUGHKEEPSIE - Route 9 & Evergreen Avenue	7:26		9:47	10:47	12:47	1:47	3:52		7:07	7:47	9:16	9:47
61: POUGHKEEPSIE - Route 9 & Beechwood Avenue	7:27		9:48	10:48	12:48	1:48	3:53		7:08	7:48	9:17	9:48
62: POUGHKEEPSIE - South Avenue & Academy Street	7:28		9:49	10:49	12:49	1:49	3:54		7:09	7:49	9:18	9:49
5: POUGHKEEPSIE - Academy Street & Cannon Street	7:31		9:52	10:52	12:52	1:52	3:57		7:12	7:52	9:21	9:52
6: POUGHKEEPSIE - Main & Market (C to routes A,C,D, & E)	7:36		9:57	10:57	12:57	1:57	4:02		7:17	7:57	9:26	9:57
8: POUGHKEEPSIE - Mill Street & Dongan Place	7:37		9:58	10:58	12:58	1:58	4:03		7:18	7:58	9:27	9:58
10: POUGHKEEPSIE - Poughkeepsie Train Station	7:42		10:03	11:03	1:03	2:03	4:08		7:23	8:03	9:32	10:03

Read Schedule Down (Light #s = am / **Bold #s = pm**) * On Demand Service call (845) 473-0171 for pick-up C = Connecting Service E = Express

Route C Southbound Monday - Saturday													
Tivoli • Red Hook • Rhinebeck Hyde Park • DCC • Poughkeepsie													
106: TIVOLI - Post Office	6:45	7:15	9:46										11:30
100: TIVOLI - Route 9G & Broadway	6:48	7:18	9:49										11:33
99: RED HOOK - Route 9G & CR 103 (Annandale Road)	6:51	7:21	9:52										11:36
98: RED HOOK - Bard College	6:54	7:24	9:55										11:39
139: RED HOOK - Route 9G & River Road	6:55	7:25	9:56										11:40
97: RED HOOK - Route 199 & Route 9G	6:59	7:29	10:00										11:44
96: RED HOOK - Route 9 & Route 199	7:04	7:34	10:05										11:49
137: RHINEBECK - Stop & Shop	7:06	7:36	10:07										11:51
136: RHINEBECK - Dutchess County Fairgrounds	7:08	7:38	10:09										11:53
138: RHINEBECK - Northern Dutchess Hospital	7:10	7:40	10:11										11:55
159: RHINEBECK - Route 9 & Market Street	7:12	7:42	10:13										11:57
140: RHINEBECK - Astor	7:14	7:44	10:15										11:59
156: STAATSBURG - Route 9 & Old Post Road Mills Mansion	7:16	7:46	10:17										12:01
157: STAATSBURG - Anderson Center for Autism	7:18	7:48	10:19										12:03
143: HYDE PARK - Route 9 & West Market Street	7:20	7:50	10:21	11:45	11:55	12:05	1:55						
144: HYDE PARK - Route 9 & Crumwold Place	7:22	7:52	10:23	11:47	11:57	12:07	1:57						
95: HYDE PARK - Stop & Shop	7:26	7:56	10:27	11:50	12:01	12:11	2:00						
94: HYDE PARK - West Dorsey Lane & Route 9 (CIA)	7:28	7:58	10:29	11:52	12:03	12:13	2:02						
93: HYDE PARK - Route 9G (Violet Avenue) & West Dorsey Lane	---	---	10:32	---	---	12:16							
92: POUGHKEEPSIE - Cottage Road & Route 9G (Violet Avenue)	---	---	10:35	---	---	12:19							
91: POUGHKEEPSIE - Creek Road & Cottage Road	---	---	10:38	---	---	12:22							
90: POUGHKEEPSIE - Creek Road & DCC	---	---	10:41	---	---	12:25		2:16	2:16	---	4:25	7:30	---
133: POUGHKEEPSIE - Hudson Valley Market Place Saturday Only													2:21
89: POUGHKEEPSIE - Violet Avenue & Pendell Road	---	---	10:44	---	---	12:28		2:19	2:26	---	4:28	7:33	---
88: POUGHKEEPSIE - Fulton Street & Route 9G Violet Ave	---	---	10:47	---	---	12:31		2:21	2:28	---	4:31	7:36	---
87: POUGHKEEPSIE - Route 9 & Fulton Street (Marist)	7:31	8:01	10:50	11:55	12:06	12:34	2:05	2:24	2:31	---	4:34	7:39	7:49
86: POUGHKEEPSIE - Verrazano Boulevard & Washington St	7:34	8:04	10:53	11:58	12:09	12:37	2:08	2:27	2:34	---	4:37	7:42	7:52
10: POUGHKEEPSIE - Train Station	7:36	8:06	10:55	12:01	12:12	12:40	2:11	2:30	2:37	---	4:40	7:45	7:55
6: POUGHKEEPSIE - Main & Market	7:38	8:08	10:58	12:04	12:15	12:43	2:14	2:36	2:43	4:00	4:43	7:48	7:58
													8:50
													11:13

Read Schedule Down (Light #s = a.m. / **Bold #s = p.m.**) * On Demand Service call (845) 473-0171 for pick-up C = Connecting Service E = Express

Route C Northbound Monday - Saturday

Poughkeepsie • DCC • Hyde Park Rhinebeck • Red Hook • Tivoli

6: POUGHKEEPSIE - Main & Market	5:35	6:05	7:30	8:30	9:15	11:00	11:00	1:15	1:40	2:00	4:45	5:15	8:15	8:45
10: POUGHKEEPSIE - Poughkeepsie Train Station	5:40	6:10	7:35	8:35	9:20	11:05	11:05	1:20	----	2:05	4:50	5:20	8:20	8:50
147: POUGHKEEPSIE - Main Street & North Clover Street	5:40	6:10	7:35	8:35	9:20	11:05	11:05	1:20	----	2:05	4:50	5:20	8:20	8:50
85: POUGHKEEPSIE - Mill Street & Verrazano Boulevard	5:41	6:11	7:36	8:36	9:21	11:06	11:06	1:21	----	2:06	4:51	5:21	8:21	8:51
86: POUGHKEEPSIE - Verrazano Boulevard & Washington St	5:43	6:13	7:38	8:38	9:23	11:08	11:08	1:23	----	2:08	4:53	5:23	8:23	8:53
87: POUGHKEEPSIE - Route 9 & Fulton Street (Marist)	5:45	6:15	7:40	8:40	9:25	11:10	11:10	1:25	----	2:10	4:55	5:25	8:25	8:55
88: POUGHKEEPSIE - Fulton Street & Route 9G Violet Ave	----	----	----	8:42	9:27	11:12	11:12	1:27	----	2:21	----	5:27	8:27	8:57
89: POUGHKEEPSIE - Violet Avenue & Pendell Road	----	----	----	8:44	9:29	11:14	11:14	1:29	----	2:14	----	5:29	8:29	8:59
133: POUGHKEEPSIE - Hudson Valley Market Place Saturday Only							11:22							
90: POUGHKEEPSIE - Creek Road & DCC	----	----	----	8:46	9:31	11:16	11:30	1:31	----	2:16	----	5:31	8:31	9:01
91: POUGHKEEPSIE - Creek Road & Cottage Road	----	----	----	8:48	9:33	11:18	11:32	1:33	----	2:18	----	5:33	8:33	9:03
92: POUGHKEEPSIE - Cottage Road & Route 9G Violet Ave	----	----	----	8:50	9:35	11:20	11:34	1:35	----	2:20	----	5:35	8:35	9:05
93: HYDE PARK - Route 9G (Violet Ave) & W Dorsey Lane	----	----	----	8:52	9:37	11:22	11:36	1:37	----	2:22	----	5:37	8:37	9:07
94: HYDE PARK - West Dorsey Lane & Route 9 (CIA)	5:47	6:17	7:42	8:54	9:39	11:24	11:39	1:40	----	2:24	4:57	5:39	8:39	9:09
95: HYDE PARK - Stop & Shop Supermarket	5:50	6:20	7:45	8:57	9:42	11:27	11:42	1:43	----	2:27	5:00	5:42		9:12
166: HYDE PARK - St. Andrews Rd	----	----	----	----	----	11:29	11:43	1:44	----	----	----	----		----
167: HYDE PARK - St. Andrews Rd & Route 9G (Violet Ave)	----	----	----	----	----	11:31	11:45	1:46	----	----	----	----		----
168: HYDE PARK - Route 9G & East Market Street	----	----	----	----	----	11:36	11:50	1:51	----	----	----	----		----
134: HYDE PARK - East Market St and Route 9	----	----	----	----	----	11:40	11:54	1:55	----	----	----	----		----
9: HYDE PARK - Hyde Park Shopping Center	5:54	6:24	7:49	9:01	9:46					2:31	5:04	5:46		9:16
134: HYDE PARK - Route 9 & East Market Street	5:56	6:26	7:51	9:02	9:48					2:33	5:06	5:48		9:18
148: RHINEBECK - Route 9 & Tourist Information Center	6:11	6:41	8:06	9:15	10:03					2:48	5:21	6:03		9:33
136: RHINEBECK - Dutchess County Fairgrounds	6:14	6:44	8:09	9:18	10:06					2:51	5:24	6:06		9:36
137: RHINEBECK - Stop & Shop	6:16	6:46	8:11	9:20	10:08					2:53	5:26	6:08		9:38
96: RHINEBECK - Route 9 & Route 9G	6:18	6:48	8:13	9:22	10:10					2:22	2:55	5:28	6:10	9:40
152: RED HOOK - Red Hook Public Library	6:23	6:53		9:27	10:15						3:00	5:33	6:15	9:45
97: RED HOOK - Route 199 & Route 9G	6:27	6:57		9:31	10:19						3:04	5:37	6:19	9:49
139: RED HOOK - Route 9G & River Road	*	----		9:35	10:23						3:08	*	*	----
98: RED HOOK - Bard College (Route 9G & Entrance Road)	*	----		9:36	10:24						3:09	*	*	----
99: RED HOOK - Route 9G & CR 103 (Annandale Road)	6:33	7:03		9:38	10:26						3:11	5:43	6:25	9:54
100: RED HOOK - Route 9G & Broadway	6:36	7:06		9:41	10:29						3:14	5:46	6:28	9:57
101: TIVOLI - Pine Street & Broadway	6:39	7:09		9:43	10:32						3:17	5:49	6:31	9:59
106: TIVOLI - Tivoli Post Office	6:42	7:12		9:46	10:35						3:21	5:52	6:34	10:01

Read Schedule Down (Light #s = am / **Bold #s = pm**) * On Demand Service call (845) 473-0171 for pick-up C = Connecting Service E = Express

Route D Eastbound Monday - Saturday
Poughkeepsie • Pleasant Valley
Millbrook • Wassaic • Dover

6: POUGHKEEPSIE - Main & Market (C to routes A,B,C,& F)	5:45	8:26	11:24	1:15	5:10	7:30	9:35
8: POUGHKEEPSIE - Mill Street & Dongan Place	5:46	---	---	1:16	5:11	7:31	9:36
10: POUGHKEEPSIE - Poughkeepsie Train Station	5:50	9:30	11:45	1:20	5:15	7:35	9:40
12: POUGHKEEPSIE - Main Street & Columbus Drive	5:52	9:32	11:47	1:22	5:17	7:37	9:42
13: POUGHKEEPSIE - Columbus Drive & Church Street East	5:54	9:34	11:49	1:24	5:19	7:39	9:44
107: POUGHKEEPSIE - Route 44 East & Burnett Boulevard	5:58	9:38	11:53	1:28	5:23	7:43	9:48
140: POUGHKEEPSIE - Canterbury Plaza / Adams	6:00	9:40	11:55	1:30	5:25	7:45	9:50
108: POUGHKEEPSIE - Route 44 & Rochdale Firehouse	6:04	9:44	11:59	1:34	5:29	7:49	9:54
141: PLEASANT VALLEY - Medical Arts Building	6:09	9:49	12:04	1:39	5:34	7:54	9:59
109: PLEASANT VALLEY - Town Hall / Route 44	6:11	9:51	12:06	1:41	5:36	7:56	10:00
142: PLEASANT VALLEY - A&P / Route 44	6:12	9:52	12:07	1:42	5:37	7:57	10:01
110: PLEASANT VALLEY - Route 44 & Rossway Road	6:15	9:55	12:10	1:45	5:40	8:00	10:04
112: MILLBROOK - Front Street & Franklin Avenue	6:21	10:01	12:16	1:51	5:46	8:06	10:10
111: MILLBROOK - CR 95 (Eastern Dutchess Govt. Center)	---	10:07	12:22	1:57	5:52	8:12	---
144: MILLBROOK - Dutchess Day School	6:31			2:05	6:00		10:17
114: DOVER - Route 343 & Route 22	6:40			2:13	6:08		10:25
143: AMENIA - Tenmile River Station Metro North RR	6:44			2:18			10:29
115: WASSAIC - Taconic D.D.S.O.	6:47			2:21			10:31
159: DOVER - Dover Elementary School	6:59			2:33			10:40

Read Schedule Down (Light #s = a.m. / **Bold #s = p.m.**) * On Demand Service call (845) 473-0171 for pick-up C = Connecting Service E = Express

Route D Westbound Monday - Saturday

**Dover • Wassaic • Millbrook
 Pleasant Valley • Poughkeepsie**

159: DOVER - Dover Elementary School	7:20			3:35			11:35
115: WASSAIC - Taconic D.D.S.O.	7:30			3:45			11:45
143: WASSAIC - Tenmile River Station Metro North RR	7:32			3:47			11:47
114: DOVER - Route 343 & Route 22	7:35			3:50	6:08		11:50
144: MILLBROOK - Dutchess Day School	7:43			3:58	6:16		11:58
111: MILLBROOK - CR 95 (Eastern Dutchess Govt. Center)	-----	10:45	1:00	4:06	6:24	8:12	-----
112: MILLBROOK - Front Street & Franklin Avenue	7:53	10:51	1:06	4:12	6:30	8:18	12:02
110: PLEASANT VALLEY - Route 44 & Rossway Road	7:59	10:57	1:12	4:18	6:36	8:24	12:04
142: PLEASANT VALLEY - Route 44 & A&P Supermarket	8:02	11:00	1:15	4:21	6:40	8:27	12:08
109: PLEASANT VALLEY - Route 44 & Town Hall	8:04	11:02	1:17	4:23	6:43	8:31	12:09
141: PLEASANT VALLEY - Route 44 & Medical Arts Building	8:05	11:03	1:18	4:24	6:44	8:32	12:10
108: POUGHKEEPSIE - Route 44 & Rochdale Firehouse	8:07	11:05	1:20	4:26	6:46	8:34	12:15
140: POUGHKEEPSIE - Canterbury Plaza / Adams	8:10	11:08	1:23	4:29	6:49	8:37	12:20
161: POUGHKEEPSIE - Commerce Street & Route 55	-----	-----	-----	-----	-----	8:42	-----
107: POUGHKEEPSIE - Route 44 East & Burnett Boulevard	8:12	11:10	1:25	4:31	6:51	*	*
4: POUGHKEEPSIE - Route 44/55 & Catharine Street	8:18	11:16	1:31	4:37	6:57	*	*
5: POUGHKEEPSIE - Academy Street & Cannon Street	8:20	11:18	1:33	4:39	6:59	*	*
6: POUGHKEEPSIE - Main & Market (C to routes A,B,C,& F)	8:21	11:19	1:34	4:40	7:00	*	*
8: POUGHKEEPSIE - Mill Street & Dongan Place	8:22	11:20	1:35	4:41	7:01	*	*
10: POUGHKEEPSIE - Poughkeepsie Train Station	8:26	11:24	1:39	4:45	7:05	*	*

Read Schedule Down (Light #s = am / **Bold #s = pm**) * On Demand Service call (845) 473-0171 for pick-up C = Connecting Service E = Express

Route E Eastbound Monday - Saturday

Poughkeepsie • LaGrange • Billings Union Vale • Beekman • Pawling

9: POUGHKEEPSIE - Main & Market (C to routes A,B,C,D, & F)	5:30	8:25	12:00	12:57	1:34	1:47	1:57	2:00	2:00	2:14	2:38	2:45	2:47	6:10	7:40	8:28	8:40	8:57	10:15	10:47	11:13	11:47	
9: POUGHKEEPSIE - Mill Street & Dongan Place	5:31	8:26	12:01	12:58	1:35	1:48	1:58	---	2:01	---	---	2:48	---	6:11	7:41	8:27	---	8:58	---	10:48	---	11:48	
10: POUGHKEEPSIE - Poughkeepsie Train Station (arrive)	5:35	8:30	12:06	1:03	1:39	1:53	2:03	---	2:05	---	---	2:50	---	6:15	7:45	8:31	---	10:03	---	10:53	---	11:53	
10: POUGHKEEPSIE - Poughkeepsie Train Station (depart)	5:35	9:30	12:16	1:03	1:39	1:53	2:03	---	2:05	2:11	2:30	2:50	---	6:18	7:46	8:31	---	10:03	---	10:53	11:10	11:53	
11: POUGHKEEPSIE - Davies Place & Main Street	5:35	9:30	12:16	1:03	1:39	1:53	2:03	---	2:05	2:11	2:30	2:50	---	6:18	7:46	8:31	---	10:03	---	10:53	11:10	11:53	
12: POUGHKEEPSIE - Main Street & Columbus Drive	5:37	9:32	12:17	1:05	1:41	1:55	2:05	---	2:07	2:13	2:32	2:52	---	6:17	7:47	8:33	---	10:05	---	10:55	11:12	11:55	
13: POUGHKEEPSIE - Columbus Drive & Church Street East	5:39	9:34	12:19	1:07	1:43	1:57	2:07	2:08	2:08	2:16	2:34	2:54	2:50	6:19	7:49	8:35	8:43	10:07	10:18	10:57	11:14	11:57	
116: POUGHKEEPSIE - Route 55 East & Burnett Boulevard	5:45	9:40	12:26	1:13	1:49	2:03	2:13	2:09	2:15	2:21	2:40	3:00	2:58	6:25	7:55	8:41	8:49	10:13	10:24	11:03	11:20	12:03	
117: LAGRANGE - Route 55 & Noxon Road	5:48	9:43	12:28	1:16	1:52	2:06	2:16	2:12	2:18	2:24	2:43	3:03	2:59	6:28	7:58	8:44	8:52	10:16	10:27	11:06	11:23	12:06	
118: LAGRANGE - Route 55 & Commerce Street	5:49	9:44	12:29	1:17	1:53	2:07	2:17	2:13	2:19	2:25	2:44	3:04	3:00	6:29	7:59	8:45	8:53	10:17	10:28	11:07	11:24	12:07	
119: LAGRANGE - Hannaford/Daily Planet	5:57	9:52	12:37						2:27					6:37	8:08								
7: LAGRANGE - DRA Imaging	5:59	9:54	12:38						2:29					6:39	8:10								
120: BILLINGS - Route 55 & Route 82	6:01	9:56	12:41						2:31					6:41	8:12								
121: UNION VALE - Route 55 & CR 21 (Buzgal Road)	6:06	10:01	12:46						2:38					6:48	8:17								
122: BEEKMAN - Stop & Shop	6:11	10:06	12:51						2:41					6:51	8:22								
123: PAWLING - Route 55 & Route 218/CR 32	6:15	10:11	12:55						2:46					6:56	8:27								
124: PAWLING - Route 55 & CR 69 (Harmony Rd.)	6:21	10:16	1:01						2:51					6:01	8:32								
135: PAWLING - Route 22 North & Route 55	6:25	10:21	1:05						2:55					6:05	8:37								
151: PAWLING - Hannaford	6:31	10:26	1:11						3:01					6:11	---								
149: PAWLING - King's Apartments	6:35	10:31	1:15						3:05					6:15	---								
150: PAWLING - Route 22 & Coulter Avenue	6:38	10:33	1:18						3:08					6:18	8:38								
125: PAWLING - Chamber of Commerce	6:40	10:35	1:20						3:10					6:20	8:40								
126: PAWLING - Local*	6:40	10:35	1:20						---					6:20	---								

Read Schedule Down (Light #s = a.m. / **Bold #s = p.m.**) * On Demand Service call (845) 473-0171 for pick-up C = Connecting Service E = Express

