



Title VI/Equity Analysis

Redesign Key Findings Summary

The final analysis has found:

1. **With Metro's redesigned service, a large amount of people will see an increase in the number of places they can travel to by bus. Only a small number of people will see fewer places they can reach.**
 - 47% of residents will receive a large increase in the number of places they can travel to by bus within 45 minutes. (Travel will be more available to 10,000 or more jobs). Jobs are used as a proxy for all travel destinations in this analysis since places of employment are also typically other destinations as well.
 - 3% of residents will see a smaller number of places they can reach within 45 minutes. (1,000 jobs or more will be less available by bus).
2. **Black, indigenous and people of color (BIPOC) residents will benefit as much or more than White residents. Fewer BIPOC residents will experience negative effects compared to White riders.**
 - Service within ¼-mile of neighborhoods with more BIPOC residents (number of bus trips multiplied by number of people) will grow by 30%. Neighborhoods with more white residents will see a 26% growth.
 - 56% of Asian residents, 52% of Hispanic residents, and 45% of Black residents will see a large increase in the number of places they can travel to by bus in 45 minutes. (+10,000 jobs). 45% of White residents will see this same growth.
 - 2% of Asian, Hispanic, and Black residents will see a smaller number of places they can travel to by bus within 45 minutes (-1,000 jobs or less). 3% of White residents will have this same reduced ability to reach jobs.
3. **Low-income residents will benefit as much or more than other residents. Fewer low income residents will experience negative effects compared to other residents.**
 - On paper, service to areas where residents with low income live will grow by 20%, while growth to other neighborhoods will increase by 32%. However, this is largely because the current transfer point system double counts trips.
 - Residents with low income are far more likely to benefit when looking at destinations. 67% of residents with low-income will see a large increase in the number of places they can travel to (+10,000 jobs or better), compared to 40% of other residents.
 - Only 2% of low-income residents will be less able to reach places by bus (-1,000 jobs or more) within 45 minutes, compared to 3% of other residents.



Other effects analyzed, but not part of the official Title VI analysis:

4. **Non-English speaking residents will benefit at similar rates.** 47% of non-English speaking residents will see a large increase in the number of places they can travel to by bus within 45 minutes (10,000 jobs or better). 3% of non-English speaking residents will see far fewer places they can reach (-1,000 jobs or more). Both are the same as the population as a whole.
5. **Older adults will benefit, but at a lower rate than the population as a whole.** 36% of older adults will see a large increase in the places they can travel by bus (+10,000 jobs or better) within 45 minutes. 4% of older adults will see far fewer places they can reach (-1,000 jobs or worse).
 - This is because older adults in Madison are more likely to live in single-family homes and areas where housing is more spread out. As a result, they are less likely to live near main streets where more bus trips are planned.
 - A system that is more spread out to neighborhoods and areas that are further away from main streets (coverage model) might create more benefits for older adults, but this would likely mean fewer gains for people with lower incomes and BIPOC residents.
6. **People with disabilities may benefit less from the network redesign, but data limitations make this unclear.** Census data on where people with disabilities live is much less precise than data on other residents. Data isn't available to show exactly where people with disabilities live and doesn't show differences in disabilities or describe how a disability affects a person's mobility.
 - Based on available data, it appears that 41% of residents with disabilities will experience a large increase in the number of places they can travel to by bus (i.e. +10,000 jobs or better) within 45 minutes. 4% of those with disabilities will see a smaller number of places they can travel. (-1,000 jobs or worse). Both are slightly less than, but within a reasonable margin of error of this data set, in comparison to the population as a whole.