

MCTS Suspension of Freeway Flyer Service During COVID-19 (Title VI Report)

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Title VI of the Civil Rights Act of 1964 states:
“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.”

Background



In response to the COVID-19 pandemic, many employers in downtown Milwaukee implemented telework plans for their employees.

This change greatly reduced the demand for freeway flyer service that transports riders from outlying park-ride lots to downtown.

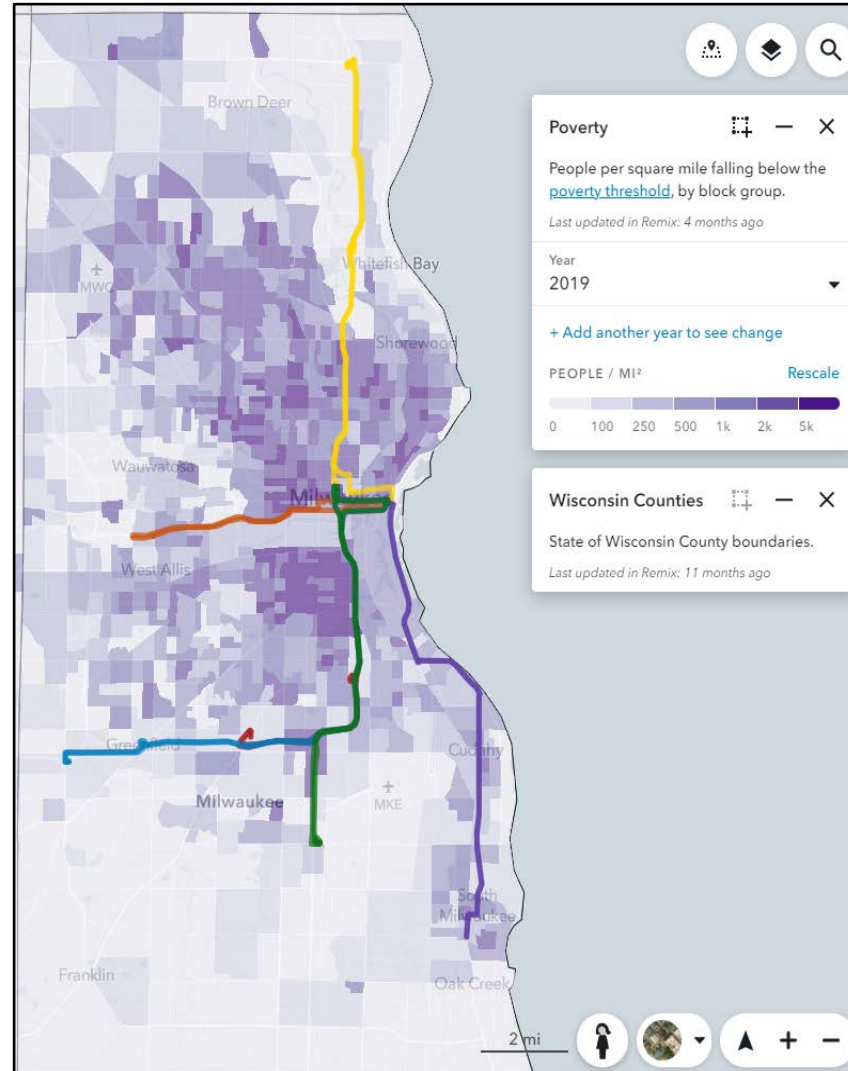
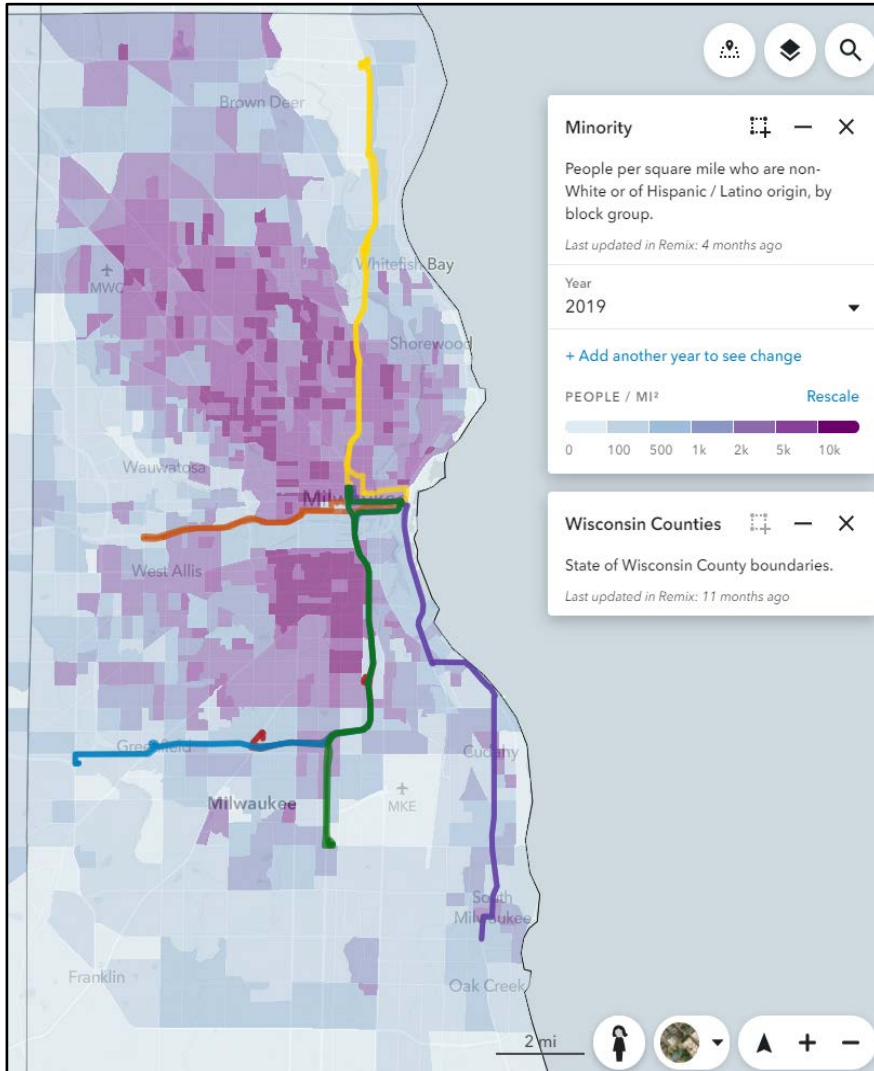
MCTS suspended freeway flyer service in March 2020.



Process for determining if a Service Change has disparate impact on Minority residents or a disproportionate burden on Low-Income residents:

Use 2018 American Community Survey Data to determine where Minority and Low-Income populations reside in Milwaukee County.

Process





Process for determining if a Service Change has disparate impact on Minority residents or a disproportionate burden on Low-Income residents:

A route is considered a “Minority” route if one-third or more of its mileage travels within minority census tracts.

Freeway Flyer Routes 40, 43, 44, 46, 48 and 49 are not considered Minority Routes.



Process for determining if a Service Change has disparate impact on Minority residents or a disproportionate burden on Low-Income residents

Analyze residents' access to transit due to the service change: how many trips in each census tract would be added or removed? Measure the percent change against each other.

Percent Change in Access to Transit



Minority Census Tracts: -0.18%

Non-Minority Census Tracts: -1.16%

No Disparate Impact on Minority Residents

Low-Income Census Tracts: -0.53%

Non-Low-Income Census Tracts: -0.72%

No Disproportionate Burden on Low-Income Residents