



Stranded by Transit Cuts

In early spring, COVID-19 shuttered offices, schools, and the economy. Across America, people locked down. But public transportation systems kept going, with bus and rail operators facing the risks of the virus in order to help millions of people get to work in essential industries like healthcare, and meet essential needs like grocery shopping.

Along with other essential services, public transit kept communities going through the pandemic. But the pandemic has eroded the revenue streams that pay for transit. Fare revenue is down sharply, due to lower ridership and the decisions by many agencies to stop collecting fares as a safety measure. Taxes on retail sales and other goods are coming in below forecast. Local and state budgets face almost unprecedented stress.

In many cities, transit is now at a financial breaking point, even as the coronavirus rages on. Transit agencies have asked for \$32 billion in federal relief funding. Without it, transit leaders in places like Denver and New York have warned that they may need to cut service by 40%.

What would cuts of these magnitude mean? To find out, TransitCenter and the Center for Neighborhood Technology modeled the effect of service cuts in nine regions, using AllTransit - an analysis tool that combines Census and public transit data. We modeled a 50% service cut to peak service and a 30% cut to off-peak service, reflecting the likelihood that cuts would attempt to preserve some full-day service.

The modeling suggests that the impacts would be deep and profound. In the 10 regions we modeled alone, more than 3 million households and 1.4 million jobs would lose access to frequent transit. Black and Hispanic residents would be hardest-hit. Second- and third-shift workers would lose an affordable way to commute, and households without vehicles would have an even harder time meeting everyday needs. Transportation cuts would take out the legs from under cities engaged in a life-or-death struggle with the virus.

Stranded by Transit Cuts: Atlanta

As the coronavirus batters public finances, transit agencies are implementing or proposing the deepest service cuts in a generation. While public transportation received relief funding in the federal CARES Act, this aid has been nearly exhausted in major cities as the crisis stretches on.

Agencies across the U.S. are warning of service cuts as deep as 40%. What would the impact of those cuts be in a region like Atlanta? An analysis using the Center for Neighborhood Technology's AllTransit tool suggests they would be deep and profound.

Hundreds of thousands of residents and jobs would no longer be accessible by frequent transit. Clintisha Flemming, a property owner in metro Atlanta, saw the immediate impact when certain routes were paused due to COVID-19. “Ninety-five percent of my tenants use MARTA,” she said. Many of her tenants depend on MARTA as an essential service to get to work, doctor’s appointments, and probation/court-ordered classes. “The agency cut a bus route that served my building and now my tenants are scrambling to figure out how to get to work and access their doctor. Loss of public transit can change the trajectory of a person’s life. This is life and death for some of my tenants.”

The Impact on the Atlanta Region

Public transportation that runs frequently is key to economic mobility. But in the Atlanta region, the vast majority of people and jobs who benefit from access to frequent full-day service today would lose that service. 142,557 people would lose access to frequent full-day transit; businesses would suffer as 265,127 jobs currently near frequent full-day transit lose that access.

- The impact would fall heavily on Black residents and people of color. More than half of people losing access to frequent full-day transit would be Black residents, and more than two-thirds non-white or Hispanic.
- 10,466 households without access to a private vehicle would lose access to frequent transit, imperiling their ability to meet essential needs. Overall, 57,339 households would lose access to frequent full-day transit.

DISCLAIMER: This analysis is based on the potential impact of budget shortfalls without further emergency aid, not specific transit agency proposals.

How Many Will Lose Access to Frequent Full-Day Transit: Atlanta

	How Many Will Lose Access to Frequent Full-Day Transit	Currently Within 1/2-Mile of Frequent Transit	Near Frequent Transit After 50% Peak and 30% Off-Peak Cut	% Change
People	142,557	194,504	51,947	-73%
<i>Black</i>	76,496	104,714	28,218	-73%
<i>Total Black, Hispanic, Asian, Native American, Pacific Islander, other and multiple races</i>	96,908	133,333	51,947	-73%
Households	57,339	78,236	20,897	-73%
<i>With incomes under \$25,000</i>	16,534	24,182	7,648	-68%
<i>Without access to a private vehicle</i>	10,466	15,227	4,761	-68%
Jobs	265,127	322,869	57,742	-82%
<p>Notes: Figures are for the Atlanta-Sandy Springs-Roswell, GA Metropolitan Statistical Area using Census figures from 2017 and transit service data from 2018.</p> <p>“Frequent full-day transit” is defined as transit that runs at least every 15 minutes between 7 am and 10 pm.</p>				

Methods and Background

For this analysis, the Center for Neighborhood Technology ran an analysis using the AllTransit tool, which combines publicly available transit schedule information (GTFS feeds) and new data created by CNT for more than 300 regions where it did not previously exist.

The analysis is focused on frequent full-day service, defined as transit that runs at least every 15 minutes between 7 am and 10 pm. CNT modelled a schedule where peak service (service between 7-9 am and 4-6 pm) was reduced by 50% while off-peak service was reduced by 30%. This reflects that many transit agencies are likely to tailor service cuts to attempt to preserve full-day service.

Stranded by Transit Cuts: Boston

As the coronavirus batters public finances, transit agencies are implementing or proposing the deepest service cuts in a generation. While public transportation received relief funding in the federal CARES Act, this aid has been nearly exhausted in major cities as the crisis stretches on.

Agencies across the U.S. are warning of service cuts as deep as 40%. What would the impact of those cuts be in a region like Boston? An analysis using the Center for Neighborhood Technology's AllTransit tool suggests they would be deep and profound.

The Impact in Boston

Public transportation that runs frequently is key to economic mobility. But in the Boston region, large numbers of people and jobs who benefit from access to frequent full-day service today would lose that service. 126,553 people would lose access to frequent full-day transit; businesses would suffer as 69,618 jobs currently near frequent full-day transit lose that access.

- The impact would fall more heavily on Black residents and people of color. Black residents make up 7% of the region, but 9% of those who would lose access to frequent full-day service. Non-white and Hispanic residents make up 28% of the region, but 38% of those who would lose access to frequent full-day service.
- 10,538 households without access to a private vehicle would lose access to frequent transit, imperiling their ability to meet essential needs. Overall, 50,680 households would lose access to frequent full-day transit.

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How Many Will Lose Access to Frequent Full-Day Transit: Boston

	How Many Will Lose Access to Frequent Full-Day Transit	Currently Within 1/2-Mile of Frequent Transit	Near Frequent Transit After 50% Peak and 30% Off-Peak Cut	% Change
People	126,553	1,036,543	909,909	-12%
<i>Black</i>	11,390	154,205	142,815	-7%
<i>Total Black, Hispanic, Asian, Native American, Pacific Islander, other and multiple races</i>	48,989	488,419	439,430	-10%
Households	50,680	409,619	358,939	-12%
<i>With incomes under \$25,000</i>	9,477	91,680	82,203	-10%
<i>Without access to a private vehicle</i>	10,538	124,107	113,569	-8%
Jobs	69,618	849,859	780,241	-8%
<p><i>Notes:</i> Figures are for the Boston-Cambridge-Newton, MA-NH Metropolitan Statistical Area using Census figures from 2017 and transit service data from 2018.</p> <p>“Frequent full-day transit” is defined as transit that runs at least every 15 minutes between 7 am and 10 pm.</p>				

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Stranded by Transit Cuts: Chicago

As the coronavirus batters public finances, transit agencies are implementing or proposing the deepest service cuts in a generation. While public transportation received relief funding in the federal CARES Act, this aid has been nearly exhausted in major cities as the crisis stretches on.

Agencies across the U.S. are warning of service cuts as deep as 40%. What would the impact of those cuts be in a region like Chicago? An analysis using the Center for Neighborhood Technology's AllTransit tool suggests they would be deep and profound.

If emergency aid for transit does not come through, Tom Hagglund, 66, wonders whether he can continue to rely on it to get to work, or if he'll have to pay for taxi rides he can't afford. "Some days I just give up and say, 'Okay, it will cost me \$25 or \$30 but at least I'll get to work on time,'" said Hagglund, who performs essential support work for the University of Chicago Medical School and Rosalind Franklin University. "But that eats up a huge percentage of my daily budget. I'm very concerned, especially for people who are sick, or older, or can't afford to get around the city on anything other than transit."

The Impact on the Chicago Region

Public transportation that runs frequently is key to economic mobility. But in the Chicago region, large numbers of people and jobs who benefit from access to frequent full-day service today would lose that service. 209,883 people would lose access to frequent full-day transit; businesses would suffer as 55,133 jobs currently near frequent full-day transit lose that access.

- The impact would fall more heavily on Black residents and people of color. Black residents make up 17% of the region, but 24% of those who would lose access to frequent full-day service. Non-white and Hispanic residents make up 47% of the region, but 75% of those who would lose access to frequent full-day service.
- Second- and third-shift workers who rely on transit would face even more difficult commutes. 28,034 commuters who leave home between midnight and 5 am would lose access to service that runs frequently 24-hours-a-day; so would 38,850 commuters who leave work between midnight and 5 am.
- 9,663 households without access to a private vehicle would lose access to frequent transit, imperiling their ability to meet essential needs. Overall, 65,281 households would lose access to frequent full-day transit.

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How Many Will Lose Access to Frequent Full-Day Transit: Chicago

	How Many Will Lose Access to Frequent Full-Day Transit	Currently Within 1/2-Mile of Frequent Transit	Near Frequent Transit After 50% Peak and 30% Off-Peak Cut	% Change
People	209,883	2,683,616	2,473,733	-8%
<i>Black</i>	49,712	774,474	724,762	-6%
<i>Total Black, Hispanic, Asian, Native American, Pacific Islander, other and multiple races</i>	158,149	1,816,678	1,658,529	-9%
Households	65,281	1,032,473	967,192	-6%
<i>With incomes under \$25,000</i>	16,621	275,495	258,874	-6%
<i>Without access to a private vehicle</i>	9,663	276,718	267,055	-3%
Jobs	55,133	1,329,583	1,274,450	-4%
	How Many Will Lose Access to Frequent 24-Hour Transit	Currently Within 1/2-Mile of 24-Hour Frequent Transit	Near 24-Hour Frequent Transit After 50% Peak & 30% Off-Peak Cut	% Change
Commuters leaving home between midnight and 5 am	28,034	48,255	20,221	-58.%
Commuters leaving work between midnight and 5 am	38,850	75,377	36,527	-52%
<p>Notes: Figures are for the Chicago-Naperville-Elgin, IL-IN-WI Metropolitan Statistical Area using Census figures from 2017 and transit service data from 2018.</p> <p>“Frequent full-day transit” is defined as transit that runs at least every 15 minutes between 7 am and 10 pm. “Frequent 24-hour transit” is defined as transit that runs at least every 15 minutes for the entire day.</p>				

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Stranded by Transit Cuts: Cincinnati

As the coronavirus batters public finances, transit agencies are implementing or proposing the deepest service cuts in a generation. While public transportation received relief funding in the federal CARES Act, this aid has been nearly exhausted in major cities as the crisis stretches on.

Agencies across the U.S. are warning of service cuts as deep as 40%. What would the impact of those cuts be in a region like Cincinnati? An analysis using the Center for Neighborhood Technology's AllTransit tool suggests they would be deep and profound.

Patrick Jones, 31, rides two buses to get from his home in Cincinnati to reach his job as a forklift operator at the Coca-Cola distribution center across the river in Covington, KY. An essential worker, Jones relied on transit throughout the depths of the pandemic. Already, his typical commute has slowed by 10-20 minutes, as service changes lengthen the wait to transfer between buses in downtown Cincinnati. His trip to work now takes up to an hour and a half. If the lack of emergency aid leads to more cuts, "it would be bad for me, and I'm young," he said. "It's pretty much irreplaceable if you're an elderly person in the city and need transit to get to the grocery store or doctors appointments. Everything is more challenging when you're on the bus."

The Impact on the Cincinnati Region

Public transportation that runs frequently is key to economic mobility. But in the Cincinnati region, frequent full-day service would cease to exist. All 16,599 people who have access to frequent full-day transit today would lose it. So would the 65,422 jobs currently near frequent full-day transit.

- The impact would fall heavily on Black residents and people of color. Nearly half of those losing access to frequent full-transit would be Black residents; slightly more than half would be non-white or Hispanic.
- 3,644 households without access to a private vehicle would lose access to frequent transit, imperiling their ability to meet essential needs. Overall, 8,868 households would lose access to frequent full-day transit.

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How Many Will Lose Access to Frequent Full-Day Transit: Cincinnati

	How Many Will Lose Access to Frequent Full-Day Transit	Currently Within 1/2-Mile of Frequent Transit	Near Frequent Transit After 50% Peak and 30% Off-Peak Cut	% Change
People	16,599	16,599	0	-100%
<i>Black</i>	7,222	7,222	0	-100%
<i>Total Black, Hispanic, Asian, Native American, Pacific Islander, other and multiple races</i>	8,699	8,699	0	-100%
Households	8,868	8,868	0	-100%
<i>With incomes under \$25,000</i>	3,644	3,644	0	-100%
<i>Without access to a private vehicle</i>	2,659	2,659	0	-100%
Jobs	65,422	65,422	0	-100%
<p>Notes: Figures are for the Cincinnati, OH-KY-IN Metropolitan Statistical Area using Census figures from 2017 and transit service data from 2018.</p> <p>“Frequent full-day transit” is defined as transit that runs at least every 15 minutes between 7 am and 10 pm.</p>				

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Stranded by Transit Cuts: Denver

As the coronavirus batters public finances, transit agencies are implementing or proposing the deepest service cuts in a generation. While public transportation received relief funding in the federal CARES Act, this aid has been nearly exhausted in major cities as the crisis stretches on.

Agencies across the U.S. are warning of service cuts as deep as 40%. What would the impact of those cuts be in a region like Denver? An analysis using the Center for Neighborhood Technology's AllTransit tool suggests they would be deep and profound.

The Impact on the Denver Region

Public transportation that runs frequently is key to economic mobility. But in the Denver region, the vast majority of people and jobs who benefit from access to frequent full-day service today would lose that service. 95,793 people would lose access to frequent full-day transit; businesses would suffer as 39,535 jobs currently near frequent full-day transit lose that access.

- The impact would fall more heavily on Black residents and people of color. Black residents make up 5% of the region, but 13% of those who would lose access to frequent full-day service. Non-white and Hispanic residents make up 36% of the region, but 54% of those who would lose access to frequent full-day service.
- 6,486 households without access to a private vehicle would lose access to frequent transit, imperiling their ability to meet essential needs. Overall, 41,093 households would lose access to frequent full-day transit.

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How Many Will Lose Access to Frequent Full-Day Transit: Denver

	How Many Will Lose Access to Frequent Full-Day Transit	Currently Within 1/2-Mile of Frequent Transit	Near Frequent Transit After 50% Peak and 30% Off-Peak Cut	% Change
People	95,793	126,324	30,531	-76%
<i>Black</i>	12,696	15,148	2,452	-84%
<i>Total Black, Hispanic, Asian, Native American, Pacific Islander, other and multiple races</i>	51,701	62,681	10,980	-82%
Households	41,093	58,421	17,328	-70%
<i>With incomes under \$25,000</i>	11,328	15,894	4,566	-71%
<i>Without access to a private vehicle</i>	6,486	10,383	3,897	-62%
Jobs	39,535	197,040	157,505	-20%
<p><i>Notes:</i> Figures are for the Denver-Aurora-Lakewood, CO Metropolitan Statistical Area using Census figures from 2017 and transit service data from 2018.</p> <p>“Frequent full-day transit” is defined as transit that runs at least every 15 minutes between 7 am and 10 pm.</p>				

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Stranded by Transit Cuts: Miami

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Agencies across the U.S. are warning of service cuts as deep as 40%. What would the impact of those cuts be in a region like Miami? An analysis using the Center for Neighborhood Technology's AllTransit tool suggests they would be deep and profound.

Ayanna Wright, 43, rides the bus to get from her home in Miami Gardens to her late shift at a restaurant in the northeast section of Miami — a commute of around an hour and a half. But the night owl bus service she depended on has been suspended, and she's now forced to pay for an Uber multiple times per week. "God forbid I have to be at work at midnight - that means I have to leave my house at 10 pm to be at work," she said. "If public transit were cut further, that would be even more time and money out of my pocket, and I can't afford it."

The Impact on the Miami Region

Public transportation that runs frequently is key to economic mobility. But in the Miami region, the vast majority of people who benefit from access to frequent full-day service today would lose that service. 227,724 people would lose access to frequent full-day transit; businesses would suffer as 100,102 jobs currently near frequent full-day transit lose that access.

- The impact would fall heavily on Black residents and people of color. Nearly a third of people losing access to frequent full-day transit would be Black residents, and three-quarters non-white or Hispanic.
- 18,370 households without access to a private vehicle would lose access to frequent transit, imperiling their ability to meet essential needs. Overall, 91,118 households would lose access to frequent full-day transit.

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How Many Will Lose Access to Frequent Full-Day Transit: Miami

	How Many Will Lose Access to Frequent Full-Day Transit	Currently Within 1/2-Mile of Frequent Transit	Near Frequent Transit After 50% Peak and 30% Off-Peak Cut	% Change
People	227,724	387,063	159,339	-59%
<i>Black</i>	70,668	97,674	27,006	-72%
<i>Total Black, Hispanic, Asian, Native American, Pacific Islander, other and multiple races</i>	169,998	300,303	130,305	-57%
Households	91,118	153,413	62,295	-59%
<i>With incomes under \$25,000</i>	28,556	49,288	20,732	-58%
<i>Without access to a private vehicle</i>	18,370	29,244	10,874	-63%
Jobs	100,002	351,465	251,463	-28%
<p>Notes: Figures are for the Miami-Fort Lauderdale-West Palm Beach, FL Metropolitan Statistical Area using Census figures from 2017 and transit service data from 2018.</p> <p>“Frequent full-day transit” is defined as transit that runs at least every 15 minutes between 7 am and 10 pm.</p>				

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Stranded by Transit Cuts: New York

As the coronavirus batters public finances, transit agencies are implementing or proposing the deepest service cuts in a generation. While public transportation received relief funding in the federal CARES Act, this aid has been nearly exhausted in major cities as the crisis stretches on.

Agencies across the U.S. are warning of service cuts as deep as 40%. What would the impact of those cuts be in a region like New York/Northern New Jersey? An analysis using the Center for Neighborhood Technology's AllTransit tool suggests they would be deep and profound.

One of hundreds of thousands of people affected would be Suk-Yee Wong, a pharmacist at NYU Langone Orthopedic hospital on the East Side of Manhattan. She lives in Middle Village, Queens, with her husband and two children, and takes a bus and two subways to work. With COVID-19 forcing service reductions at the MTA, her typical 90-minute commute has become considerably longer and far less reliable. She wakes up half an hour earlier to get to her shift on time. "My commute has never been easy," she said. Without emergency funding, "then it will become even longer and more unreliable. I also worry that my patients will have problems accessing care, particularly those who depend on paratransit to see their doctors and receive physical therapy. These patients do not have the means to call an Uber."

Throughout New York and Northern New Jersey, essential workers like Wong would be stranded and the region's economic recovery would be imperiled in the midst of a pandemic.

The Impact on the New York Region

Public transportation that runs frequently is key to economic mobility. But in the New York and northern New Jersey region, large numbers of people and jobs who benefit from access to frequent full-day service today would lose that service. 555,121 people would lose access to frequent full-day transit; businesses would suffer as 184,911 jobs currently near frequent full-day transit lose that access.

- The impact would fall more heavily on Black residents and people of color. Black residents make up 16% of the region, but 20% of those who would lose access to frequent full-day service. Non-white and Hispanic residents make up 53% of the region, but 65% of those who would lose access to frequent full-day service.
- Second- and third-shift workers who rely on transit would face even more difficult commutes. 9,591 commuters who leave home between midnight and 5 am would lose access to service that runs frequently 24-hours-a-day; so would 15,107 commuters who leave work between midnight and 5 am.
- 40,534 households without access to a private vehicle would lose access to frequent transit, imperiling their ability to meet essential needs. Overall, 194,797 households would lose access to frequent full-day transit.

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How Many Will Lose Access to Frequent Full-Day Transit: New York

	How Many Will Lose Access to Frequent Full-Day Transit	Currently Within 1/2-Mile of Frequent Transit	Near Frequent Transit After 50% Peak and 30% Off-Peak Cut	% Change
People	555,121	9,396,930	8,841,809	-6%
<i>Black</i>	111,990	<i>2,118,034</i>	<i>2,006,044</i>	-5%
<i>Total Black, Hispanic, Asian, Native American, Pacific Islander, other and multiple races</i>	361,778	<i>6,497,804</i>	<i>6,136,026</i>	-6%
Households	194,797	3,449,159	3,254,362	-6%
<i>With incomes under \$25,000</i>	39,983	<i>871,023</i>	<i>831,040</i>	-5%
<i>Without access to a private vehicle</i>	40,534	<i>1,807,274</i>	<i>1,766,740</i>	-2%
Jobs	184,911	4,549,411	4,364,500	-4%
	How Many Will Lose Access to Frequent 24-Hour Transit	Currently Within 1/2-Mile of 24-Hour Frequent Transit	Near 24-Hour Frequent Transit After 50% Peak & 30% Off-Peak Cut	% Change
Commuters leaving home between midnight and 5 am	9,591	106,612	97,021	-9%
Commuters leaving work between midnight and 5 am	15,107	197,273	182,166	-8%
<p><i>Notes:</i> Figures are for the New York-Newark-Jersey City, NY-NJ-PA Metropolitan Statistical Area using Census figures from 2017 and transit service data from 2018.</p> <p>“Frequent full-day transit” is defined as transit that runs at least every 15 minutes between 7 am and 10 pm. “Frequent 24-hour transit” is defined as transit that runs at least every 15 minutes for the entire day.</p>				

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Stranded by Transit Cuts: Philadelphia

As the coronavirus batters public finances, transit agencies are implementing or proposing the deepest service cuts in a generation. While public transportation received relief funding in the federal CARES Act, this aid has been nearly exhausted in major cities as the crisis stretches on.

Agencies across the U.S. are warning of service cuts as deep as 40%. What would the impact of those cuts be in a region like Philadelphia? An analysis using the Center for Neighborhood Technology's AllTransit tool suggests they would be deep and profound..

Hundreds of thousands of Philadelphians like Jackie Williams would be affected. Williams, 67, rides SEPTA every day to get to work, meetings, grocery shopping and to visit friends and relatives. "A cut in service would increase the time I need to get to work by at least 20 minutes," she says. "I moved to Philly because of increased opportunity and extensive public transportation. Having reliable transportation has given me peace of mind and helped me to feel safe as I move around the city."

The Impact on the Philadelphia Region

Public transportation that runs frequently is key to economic mobility. But in the Philadelphia region, large numbers of people and jobs who benefit from access to frequent full-day service today would lose that service. 396,136 people would lose access to frequent full-day transit; businesses would suffer as 141,557 jobs currently near frequent full-day transit lose that access.

- The impact would fall more heavily on Black residents and people of color. Black residents make up 20% of the region, but 44% of those who would lose access to frequent full-day service. Non-white and Hispanic residents make up 37% of the region, but 65% of those who would lose access to frequent full-day service.
- Second- and third-shift workers who rely on transit would face even more difficult commutes. 9,710 commuters who leave home between midnight and 5 am would lose access to service that runs frequently 24-hours-a-day; so would 21,948 commuters who leave work between midnight and 5 am.
- 34,072 households without access to a private vehicle would lose access to frequent transit, imperiling their ability to meet essential needs. Overall, 148,530 households would lose access to frequent full-day transit.

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How Many Will Lose Access to Frequent Full-Day Transit: Philadelphia

	How Many Will Lose Access to Frequent Full-Day Transit	Currently Within 1/2-Mile of Frequent Transit	Near Frequent Transit After 50% Peak and 30% Off-Peak Cut	% Change
People	396,136	1,419,964	1,023,828	-28%
<i>Black</i>	174,816	647,380	472,564	-27%
<i>Total Black, Hispanic, Asian, Native American, Pacific Islander, other and multiple races</i>	257,229	981,245	724,016	-26%
Households	148,530	537,241	388,711	-28%
<i>With incomes under \$25,000</i>	45,425	189,503	144,078	-24%
<i>Without access to a private vehicle</i>	34,072	178,421	144,349	-19%
Jobs	141,557	650,710	509,153	-22%
	How Many Will Lose Access to Frequent 24-Hour Transit	Currently Within 1/2-Mile of 24-Hour Frequent Transit	Near 24-Hour Frequent Transit After 50% Peak & 30% Off-Peak Cut	% Change
Commuters leaving home between midnight and 5 am	9,710	10,999	1,289	-88%
Commuters leaving work between midnight and 5 am	21,948	25,051	3,103	-88%

Notes: Figures are for the Philadelphia-Camden-Wilmington, PA-NJ-DE-MD Metropolitan Statistical Area using Census figures from 2017 and transit service data from 2018.

“Frequent full-day transit” is defined as transit that runs at least every 15 minutes between 7 am and 10 pm.

“Frequent 24-hour transit” is defined as transit that runs at least every 15 minutes for the entire day.

Methods and Background

For this analysis, the Center for Neighborhood Technology ran an analysis using the AllTransit tool, which combines publicly available transit schedule information (GTFS feeds) and new data created by CNT for more than 300 regions where it did not previously exist.

The analysis is focused on frequent full-day service, defined as transit that runs at least every 15 minutes between 7 am and 10 pm. CNT modelled a schedule where peak service (service between 7-9 am and 4-6 pm) was reduced by 50% while off-peak service was reduced by 30%. This reflects that many transit agencies are likely to tailor service cuts to attempt to preserve full-day service.

Stranded by Transit Cuts: Seattle

As the coronavirus batters public finances, transit agencies are implementing or proposing the deepest service cuts in a generation. While public transportation received relief funding in the federal CARES Act, this aid has been nearly exhausted in major cities as the crisis stretches on.

Agencies across the U.S. are warning of service cuts as deep as 40%. What would the impact of those cuts be in a region like Seattle? An analysis using the Center for Neighborhood Technology's AllTransit tool suggests they would be deep and profound.

Anna Zivarts, 36, lives in South Seattle. She's a low-vision mom, who has never been able to get a driver's license. Like many disabled and transit-dependent people, Anna has always tried to arrange her life to be close to reliable transit – where she lives, where she works, where she takes her kid to preschool or the doctor. Cuts would cause major disruptions. Ultimately, when disabled and transit-dependent people lose the transit they rely on, their worlds shrink as it takes too long or becomes too dangerous to make trips to connect to their communities.

The Impact on the Seattle Region

Public transportation that runs frequently is key to economic mobility. But in the Seattle region, large numbers of people and jobs who benefit from access to frequent full-day service today would lose that service. 349,364 people would lose access to frequent full-day transit; businesses would suffer as 246,440 jobs currently near frequent full-day transit lose that access.

- The impact would fall more heavily on Black residents and people of color. Black residents make up 5% of the region, but 7% of those who would lose access to frequent full-day service. Non-white and Hispanic residents make up 35% of the region, but 43% of those who would lose access to frequent full-day service.
- 16,791 households without access to a private vehicle would lose access to frequent transit, imperiling their ability to meet essential needs. Overall, 147,236 households would lose access to frequent full-day transit.

DISCLAIMER: This analysis is based on the potential impact of budget shortfalls without further emergency aid, not specific transit agency proposals.

How Many Will Lose Access to Frequent Full-Day Transit: Seattle

	How Many Will Lose Access to Frequent Full-Day Transit	Currently Within 1/2-Mile of Frequent Transit	Near Frequent Transit After 50% Peak and 30% Off-Peak Cut	% Change
People	349,364	761,369	412,005	-46%
<i>Black</i>	23,152	56,333	33,181	-41%
<i>Total Black, Hispanic, Asian, Native American, Pacific Islander, other and multiple races</i>	150,296	306,954	156,658	-49%
Households	147,236	342,852	195,616	-43%
<i>With incomes under \$25,000</i>	25,293	60,283	34,990	-42%
<i>Without access to a private vehicle</i>	16,791	58,567	41,776	-29%
Jobs	246,440	673,854	427,414	-37%

Notes: Figures are for the Seattle-Tacoma-Bellevue, WA Metropolitan Statistical Area using Census figures from 2017 and transit service data from 2018.

“Frequent full-day transit” is defined as transit that runs at least every 15 minutes between 7 am and 10 pm.

Methods and Background

For this analysis, the Center for Neighborhood Technology ran an analysis using the AllTransit tool, which combines publicly available transit schedule information (GTFS feeds) and new data created by CNT for more than 300 regions where it did not previously exist.

The analysis is focused on frequent full-day service, defined as transit that runs at least every 15 minutes between 7 am and 10 pm. CNT modelled a schedule where peak service (service between 7-9 am and 4-6 pm) was reduced by 50% while off-peak service was reduced by 30%. This reflects that many transit agencies are likely to tailor service cuts to attempt to preserve full-day service.