

# 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.

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