

Under the Pennsylvania budget enacted in July 2024, SEPTA received a one-time distribution of \$46.2 million that will help fund operating expenses into the fall. When combined with \$6.9 million in local matching funds already committed by the five southeast counties, the additional \$53 million total provided to SEPTA is less than one-fourth of the needed funding SEPTA originally requested, and less than one-third of the \$161 million proposed by Governor Shapiro.

With no meaningful progress made this fall, SEPTA is being forced to implement a 21.5% fare increase and 20% service cuts that will forever change the region for the worse.

THE IMPACTS OF THE UPCOMING FARE INCREASES

With no prospect of a statewide solution to help fund the everyday operating expenses of public transportation systems, SEPTA is being forced to move forward with a new fare increase proposal that would see rates jump by more than 20% across all modes and methods of payment. These increases are in addition to the more affordable 7.5% fare proposal announced by SEPTA in September that will be formally considered by the SEPTA Board in November.

When both fare increases are combined, customers would see fares climb by nearly 30% starting January 1, 2025.

**Bus and METRO
Pay-per-Ride Fares**

Ways to Pay	Current Weekday Pay-per-Ride Price	12/1/2024	1/1/2025
SEPTA Key	\$2.00	\$2.50	\$2.90
Quick Trip	\$2.50		\$2.90
Cash	\$2.50		\$2.90

**Regional Rail SEPTA Key
Pay-per-Ride Fares**

Zones	Current Weekday Pay-per-Ride Price	12/1/2024	1/1/2025
Zone 1	\$3.75	\$4.00	\$5.00
Zone 2	\$4.75	\$5.50	\$6.50
Zone 3	\$5.75	\$6.50	\$7.75
Zone 4	\$6.50	\$7.50	\$8.75



FORWARD >>>

Southeastern Pennsylvania Transportation Authority
Serving Bucks, Chester, Delaware, Montgomery, and Philadelphia counties

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THE FARE INCREASES ARE NOT ENOUGH.

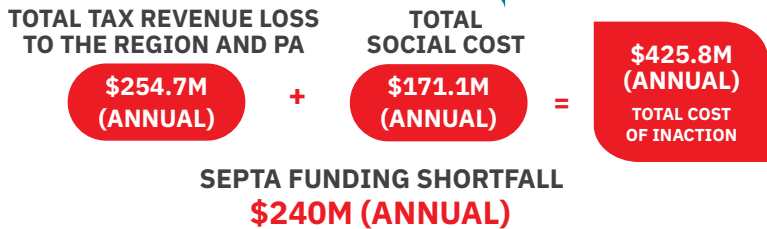
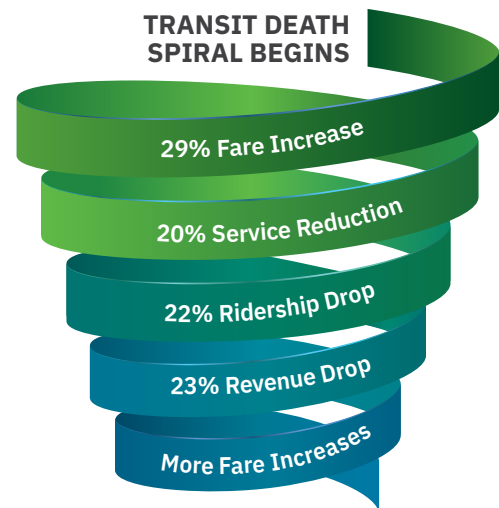
WHAT WILL A 20% SERVICE REDUCTION FEEL LIKE?

Some people will lose SEPTA service completely.

SEPTA will be forced to eliminate dozens of routes leaving some people in our region without access to any transit service or a much longer trip—forcing people to use paratransit if they are eligible, drive, or forego the trip.

For those that will still have service...

- The number of overcrowded bus trips during peak hours will double.**
 Reduced service forces the same crowds on to fewer buses – making it impossible to keep buses on schedule, decreasing reliability, and increasing the number of people “passed up” by overcrowded buses.
- Reduced Metro services leads to crush load crowds on subways and trolleys.**
 Fewer trips serving the same amount of people on the Broad Street Line, Market Frankford Line, and Trolleys means that trains will often arrive at stations with no room for additional passengers to board.
- Students will not have reliable service.**
 The 55,000 student passholders using SEPTA will struggle to reach school on time and access after-school activities, not to mention affecting countless children under 12 who ride for free with family members.
- Regional Rail trains will exceed standing capacity, leading to crowded platforms that create unsafe conditions.**
 Longer waits for packed Regional Rail trains during peak commuting hours and service becomes practically unusable as weekend and off-peak wait times double.
- SEPTA will become overcrowded and unreliable – quickly pushing people to drive more.**
 SEPTA will be entering the “Transit Death Spiral” – fare increases, and service cuts push people away, leading to the need for more fare increases and service cuts until there is nothing left to cut.
- This affects everyone – the regional and statewide economy shrink while people’s quality of life suffers.**
 State and local governments lose over \$250 million per year in tax revenue and congestion forces more people into traffic and increases vehicle ownership costs and emissions.



INVEST IN SEPTA TO KEEP OUR REGION THRIVING AND PEOPLE CONNECTED!