




**6<sup>TH</sup> LARGEST**  
MASS TRANSIT SYSTEM IN U.S.



**9,300**  
EMPLOYEES



**700,000+**  
DAILY TRIPS



**2,800**  
VEHICLES



**285**  
SUBWAY & RAIL STATIONS



**13,000**  
BUS & TROLLEY STOPS



**150**  
ROUTES

**OPERATING HIGHLIGHTS**



**HISTORIC INVESTMENT FROM STATE & LOCAL FUNDING PARTNERS**

No Service Cuts in FY2025 if General Assembly Passes Bill to Increase Operating Assistance



**SAFE, CLEAN & SECURE**

40 Additional Police Officers  
 Doubles size of System Safety Department  
 100 Additional Cleaners, with a New Cleaning Focused Department  
 More than doubles total investment (\$72M) in safe, clean, and secure since FY2022



**SERVICE TRANSFORMATION**

Implementation Readiness for Bus Revolution  
 Downpayment on Reimagining Regional Rail with increased service levels



**STRATEGIC INITIATIVES**

**SEPTA key advantage** – 50 Partners, 91,000 Participants

**SEPTA Transformation** – \$50.2M in Annual Recurring Benefits through 2023  
Efficiency & Accountability

IT Master Plan – Widespread Adoption of Digital Technologies

**CAPITAL HIGHLIGHTS**



**HISTORIC INVESTMENT IN CAPACITY TO IMPLEMENT**

- Increasing Headcount Based on Industry Benchmarks
- Reorganization to Improve Ability to Deliver on Capital Program



**SAFE, CLEAN & SECURE**

- New Fare Gates to Reduce Fare Evasion
- New Cleaning Equipment to Support Expanded Cleaning Staff
- Vacuum Trains in Procurement to Better Clean Track Areas



**STATE OF GOOD REPAIR**

- ADA Accessible Stations (Fully ADA by End of 12 Year Plan on BSL, MFL, Trolleys)
- Vehicle Replacement
  - Market-Frankford Line Railcars
  - Broad Street Line Railcars
  - Partial Funding of New Regional Railcars



**MODERNIZATION**

**SEPTA key 2.0**

**Trolley Modernization**

**SEPTA METRO**  
Wayfinding Concept

**RETURN ON INVESTMENT IN SEPTA**

**FY2025 SEPTA BUDGET AT A GLANCE (MILLIONS)**

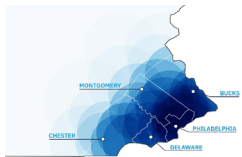
SOURCES			FY2025
Federal	Capital	Section 5307/5340	\$145.6
		Section 5337	\$198.1
		Section 5339/CMAQ Flex	\$46.3
State	Operating	Section 1513 Operating Assistance	\$1,099.6
	Capital	Section 1514 Asset Improvement	\$417.4
Local/Other	Operating	Match On Section 1513	\$164.9
	Operating	Route Guarantees	\$6.0
	Capital	Match On Federal/State Grants	\$16.6
	Capital	SEPTA Financing	\$100.0
Bonds	Capital	SEPTA Financing	\$100.0
	Operating	Passenger Revenue	\$271.8
Self-Generated	Operating	Passenger Revenue	\$271.8
	Operating	Other Revenue	\$86.0
<b>TOTAL SEPTA BUDGET - OPERATING &amp; CAPITAL</b>			<b>\$2,552.3</b>

USES			FY2025
Day-to-Day Service	Labor	Wages & Benefits	\$1,203
	Non-Labor	Material, Services, Energy	\$425.4
Capital Investment	Projects of Significance	Trolley Mod MFL, BSL & Regional Railcars	\$276.8
	Vehicles	Acquisitions & Overhauls	\$113.6
	Accessibility	ADA Stations & Bus Loops	\$97.0
	Other Infrastructure	Track, Power, Signals, Bridges	\$321.6
Financial Obligations	Leases & Debt Services	Property & Trackage Rights, Debt Payments	\$114.9
<b>*TOTAL SEPTA BUDGET - OPERATING &amp; CAPITAL</b>			<b>\$2,552.3</b>

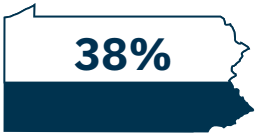
\* The combined total of SEPTA's Operating and Capital Budgets are slightly more than \$2,552.3B because a portion of leases and debt service is presented within both budgets

**SEPTA'S VALUE PROPOSITION – BENEFITS OF INVESTMENT**

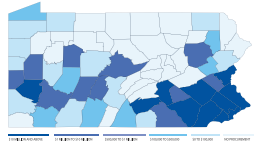
**Economic Benefits**



- The counties of Southeastern PA generate 41% of the State's Economic Activity with 32% of its Population on 5% of its land. This degree of economic productivity and density is not possible without transit to efficiently move people throughout the region.



- These counties also generate 38% of the state's General Fund revenues, far more than its population-based share.



- From 2018-2022, SEPTA issued \$1.15 billion in contracts to Pennsylvania companies across 41 of 69 counties, an average annual investment of \$231 million.

**Social Benefits**



- As transit travel increases, traffic fatalities decrease. Transit is more than 10 times safer than driving, and Regional Rail is more than 18 times safer than driving.



- The CDC recommends adults average at least 22 minutes of moderate physical activity, such as brisk walking, to stay healthy. Although, less than half of American adults achieve this target, more than half of transit passengers do while walking to and from their stations and stops.

**Environmental Benefits**



- Transit is inherently sustainable, with an average greenhouse gas emissions per passenger travelled one-third of driving in a car.



- SEPTA has an award-winning Sustainability Program with projects, such as a 42 MW solar field in Franklin County, PA, designed to accelerate the environmental benefits of investing in transit.



# OPERATING HIGHLIGHTS



**\$1,202.9**  
MILLION



**\$412.7**  
MILLION



**\$59.0**  
MILLION



**\$63.3**  
MILLION

**TOTAL: \$1.738B**

Labor and Fringe

Materials and Services

Propulsion Power and Fuel

Other



## FACTORS INFLUENCING REVENUE BUDGET

- Growth in SEPTA Key Advantage (91,000+ eligible employees)
- Downward pressure on revenue from increased fare evasion (~\$30-40M per year)
- Fare increase deferred for another year (last: FY2018)
- Continued full funding of Shared Ride Program (E&A Initiative)
- Continued significant Investment Income driven by interest rates and liquid asset surplus



## FACTORS INFLUENCING SUBSIDY BUDGET

- Expired one-time Federal COVID Relief Funding
- **Additional state (\$161M)/local (\$24M) funding (Total: \$185M)**
- Drawdown on Service Stabilization Fund (\$76M) to fill the remaining budget gap
- Additional state/local funding would last six years
- Of proposed FY2025 expenses, 21% covered by revenues, 79% covered by subsidies



## FACTORS INFLUENCING EXPENSE BUDGET

### KEY FACTORS



Contractual Wage Increases



E&A Transformation Program Savings



Easing of Inflationary Impacts on Materials, Supplies, Services & Energy

### STRATEGIC INVESTMENTS

- Service Levels: 92% of Pre-COVID on Transit, 80% on Regional Rail
- Safe, Clean & Secure
- Capital Program Capacity
- HR Recruiting & Retention Efforts
- IT Master Plan Implementation
- Bus Revolution & Reimagining Regional Rail Planning & Implementation Efforts

## OPERATING REVENUE

\$ Amounts in ('000)	2023	2024	2025
	Actual	Actual	Budget
Passenger Revenue	\$252,138	\$272,341	\$271,844
Shared Ride Program	\$9,545	\$24,234	\$27,100
Other Income	\$30,878	\$39,500	\$36,140
Investment Income	\$14,061	\$26,506	\$22,747
<b>TOTAL OPERATING REVENUE</b>	<b>\$306,622</b>	<b>\$362,581</b>	<b>\$357,831</b>

## OPERATING SUBSIDY

\$ Amounts in ('000)	2023	2024	2025
	Actual	Actual	Budget
Federal	\$419,371	\$371,949	\$54,207
State	\$712,050	\$885,499	\$1,153,006
Local	\$102,988	\$125,870	\$167,050
Other	\$5,693	\$6,224	\$5,952
<b>TOTAL SUBSIDY</b>	<b>\$1,240,102</b>	<b>\$1,389,542</b>	<b>\$1,380,215</b>

## OPERATING EXPENSES

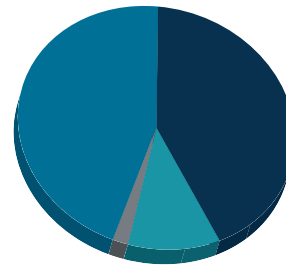
\$ Amounts in ('000)	2023	2024	2025
	Actual	Actual	Budget
Labor & Fringe Benefits	\$1,054,910	\$1,151,064	\$1,202,981
Materials & Services	\$381,916	\$465,286	\$412,709
Injury & Damage Claims	\$7,073	\$43,872	\$28,530
Propulsion Power	\$33,300	\$28,325	\$29,203
Fuel	\$36,747	\$28,899	\$29,843
Vehicle & Facility Rentals	\$5,992	\$5,901	\$6,972
Depreciation	\$26,368	\$27,405	\$27,808
<b>TOTAL EXPENSES</b>	<b>\$1,546,306</b>	<b>\$1,750,752</b>	<b>\$1,738,046</b>

# CAPITAL HIGHLIGHTS

## OVERVIEW

- The FY2025 Capital Budget invests **\$924.0M** in the region's transit system
- Over 12 years, the Capital Program totals **\$14B**, enabling historic investments in improved safety, cleanliness, security, equity, resiliency, and sustainability
- The \$14B 12-year Capital Program is supported by the Infrastructure Investment & Jobs Act (IIJA), which provides **\$100M per year in additional Federal formula funding**, plus unprecedented opportunities for additional funding through discretionary grant programs
- The Capital Program is also supported by Pennsylvania Act 89 and includes approximately **\$1.7B** of projected bond proceeds over the 12 years
- Historic funding levels will better enable a multi-faceted approach to strategically reduce SEPTA's **\$5.1B State of Good repair backlog**, which has grown in recent years due to the impact of inflation on the cost of capital
- Despite higher-than-ever funding levels, **SEPTA remains significantly below peer regions in annual transit capital investment**. Southeastern Pennsylvania is leaving money on the table – additional local funding is needed as match on highly competitive federal grant opportunities available right now through IIJA

## FY 2025 FUNDING SOURCES

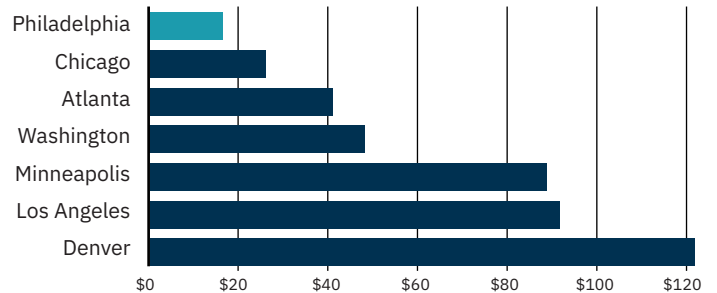


**TOTAL: \$924.0M**

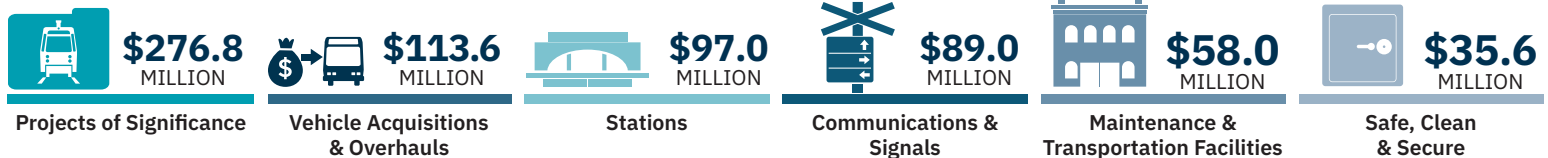
- Federal Funding: \$390M
- State Funding: \$417.4M
- Capital Financing: \$100.00M
- Local Funding: \$16.6M

## PEER REGIONS CONTINUE TO INVEST MORE IN TRANSIT

Regional Capital Funding Per Capita  
Annual Average 2016-2020



## LARGEST INVESTMENTS IN FY2025



## 12-YEAR PROGRAM INVESTMENTS

<p><b>\$1.98</b> BILLION</p> <p><b>Trolley Modernization</b></p> <p><b>* Trolley Modernization:</b> for vehicle acquisition, infrastructure upgrades and a new signal system</p>	<p><b>\$184.8</b> MILLION</p> <p><b>Bus Revolution</b></p> <p><b>Bus Revolution:</b> for end-of-line facilities, transit prioritization, and bus stop enhancements</p>	<p><b>\$467.2</b> MILLION</p> <p><b>Reimagining Regional Rail</b></p> <p><b>Regional Rail Master Plan Implementation:</b> for projects including Mainline-Schuylkill bridges, interlockings and Coatesville service restoration</p>
<p><b>\$3.8</b> BILLION</p> <p><b>Safety, Cleanliness, Resiliency &amp; Modernization:</b> to protect, modernize, and maintain a legacy system in a State of Good Repair, clean &amp; resilient</p>	<p><b>\$700</b> MILLION</p> <p><b>Broad Street Line Railcar Replacement:</b> to initiate replacement of railcars approaching 50-years old</p>	<p><b>\$858.8</b> MILLION</p> <p><b>* Regional Rail Fleet Replacements:</b> to initiate replacement of railcars approaching 50-years old</p>
<p><b>\$3.0</b> BILLION</p> <p><b>Vehicle Acquisitions &amp; Overhaul:</b> to rehabilitate and modernize the legacy system for a State of Good Repair.</p>	<p><b>\$40</b> MILLION</p> <p><b>Wayfinding:</b> for the transformation of SEPTA's rail transit system wayfinding and signage</p>	
<p><b>\$1.4</b> BILLION</p> <p><b>Accessibility for All:</b> for 45 rail stations - by the end of the 12-year program, 100% of subway/elevated and trolley stations will be ADA accessible.</p>		
<p><b>\$1.2</b> BILLION</p> <p><b>Market-Frankford Line Railcar Replacement:</b> for vehicle acquisition, infrastructure upgrades and a new signal system</p>		

**\*NOTE:** Several of SEPTA's projects of significance, including Trolley Modernization and Regional Rail Fleet Replacements, remain underfunded. As of FY2025, a gap of more than \$1 billion remains to fully fund these and other projects of significance throughout the Capital Program.