



*Image Credit:*  
Karin Morris, DVRPC

# Modeling Analysis of SEPTA's FY26 Budget Proposal

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# SEPTA's Funding Crisis

- SEPTA faces a \$213 million budget deficit starting July 1, 2025.
- Without additional funding, such as in Governor Shapiro's budget proposal, SEPTA will have to cut service by 45% and raise fares by more than 20%.

Without a permanent funding solution, SEPTA will be forced to take drastic steps to irreversibly shrink the system:



**50 ELIMINATED**  
BUS  
ROUTES



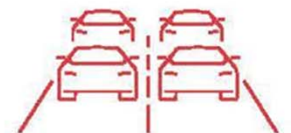
**5 ELIMINATED**  
REGIONAL  
RAIL LINES



**20% REDUCTION**  
IN SERVICE ON  
ALL REMAINING  
ROUTES



**CURFEW**  
ON METRO AND  
REGIONAL  
RAIL SERVICES



**ELIMINATION**  
OF ALL SPECIAL  
SERVICE (E.G.,  
SPORTS EXPRESS)

# SEPTA's Funding Crisis: Potential Impacts



- SEPTA is working with partners to highlight potential impacts across the region
- SEPTA contracted with Econsult on an Economic Impacts Analysis report



- DVRPC was asked to model the service cuts and fare increases to demonstrate potential impacts on mobility in the region

# Methodology for Travel Impact Analysis

## DVRPC Travel Demand Model

### PROPOSED SEPTA SERVICE AND FARE CHANGES

#### 20% Service Cut (begin. 8/24/25)

- Eliminate 32 bus routes
- Shorten 16 bus routes
- Cut service on 88 bus, Metro, and Regional Rail Lines

#### 21.5% Fare Increase

- Base Fare increase to \$2.90

#### + 25% Service Cuts (begin. 1/01/26)

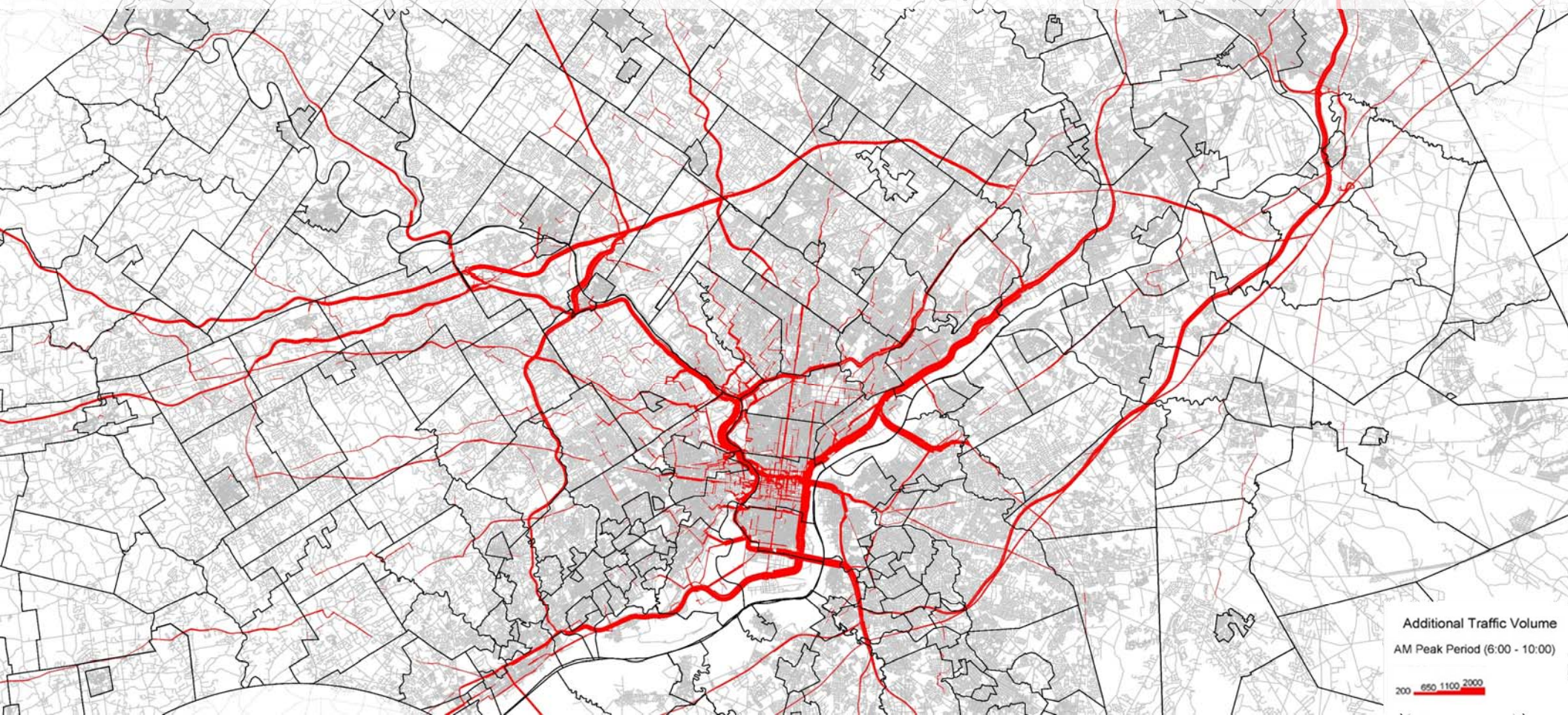
- Eliminate 5 Regional Rail routes, 18 additional bus routes, & Broad-Ridge Spur
- Convert T1 and G1 trolleys to buses
- End service on remaining Metro and Rail Service at 9pm



**What impacts could we experience?**

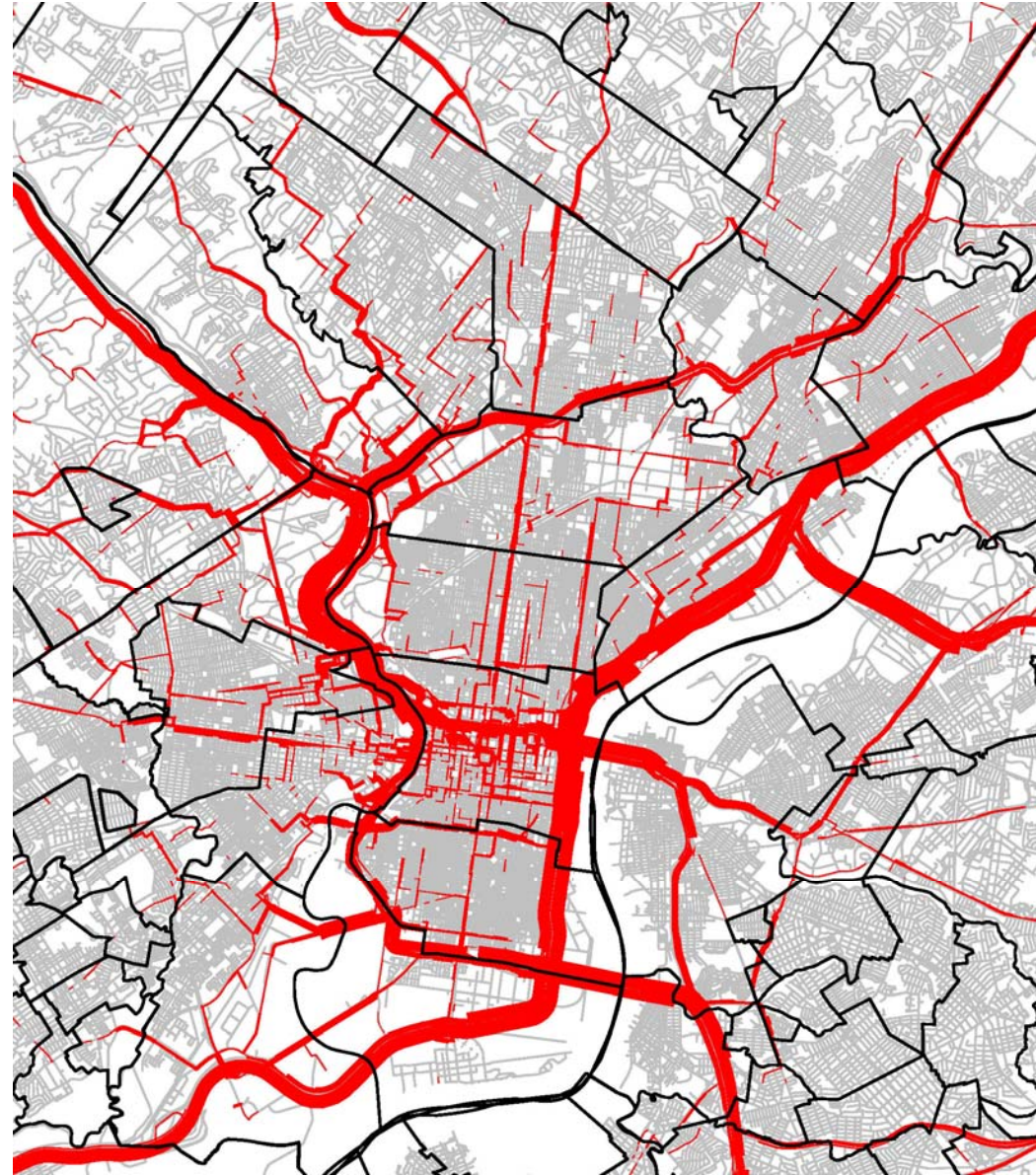


*With more cars on the road, vehicle trips on major corridors will be slower and take longer across the entire region.*



# 1 million

Additional daily vehicle miles  
traveled (VMT) in  
**Philadelphia** alone



# 1 million

Additional daily vehicle miles  
traveled (VMT) in the **four**  
**PA suburban counties**

Bucks County: 103,000

Chester County: 208,000

Delaware County: 266,000

Montgomery County: 493,000



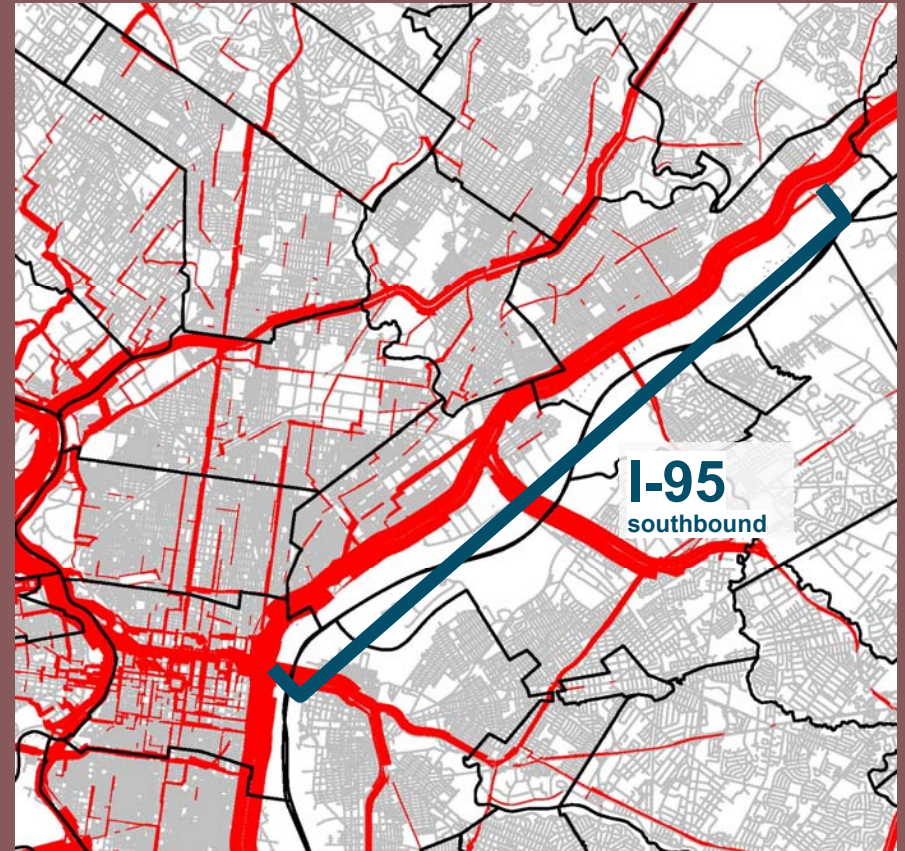
# +275,000

More vehicles on the road  
daily

It is almost as if  
everyone living in  
Pittsburgh drove alone  
on our region's  
roadways.

# 18%

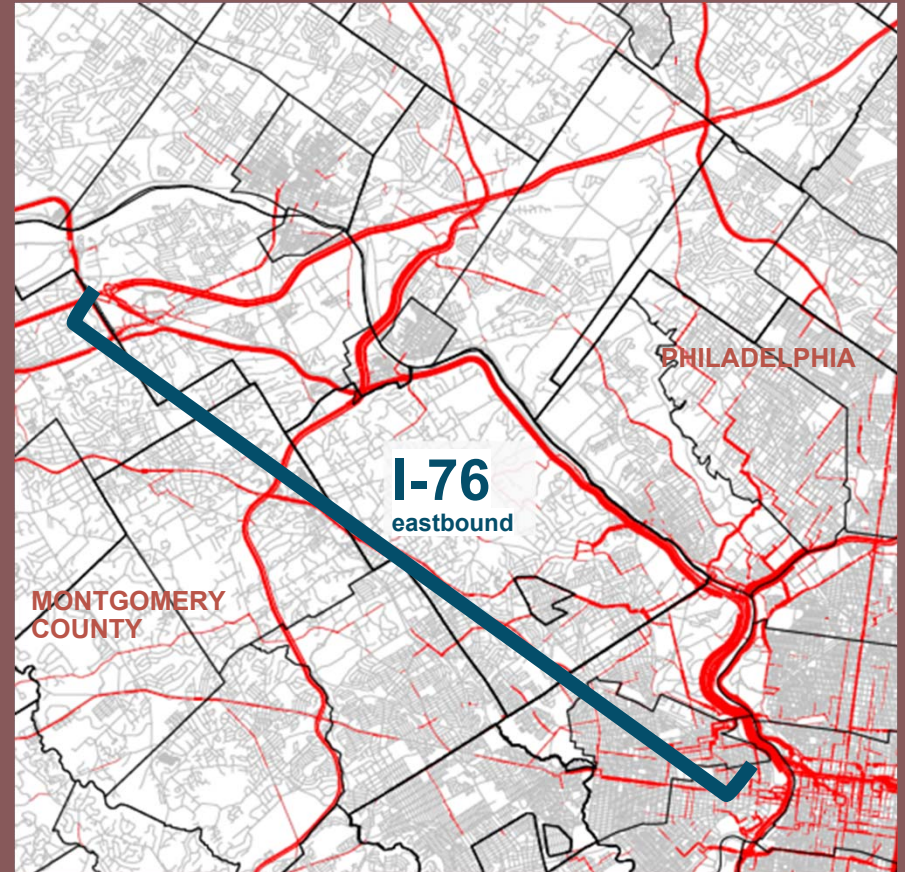
Longer commutes on I-95  
southbound from Academy  
Road to Vine Street  
Expressway



6.5 MPH slower than today,  
during peak hours

# 20%

Longer commutes on the  
Schuylkill Expressway  
eastbound from US 422 to  
Girard Avenue



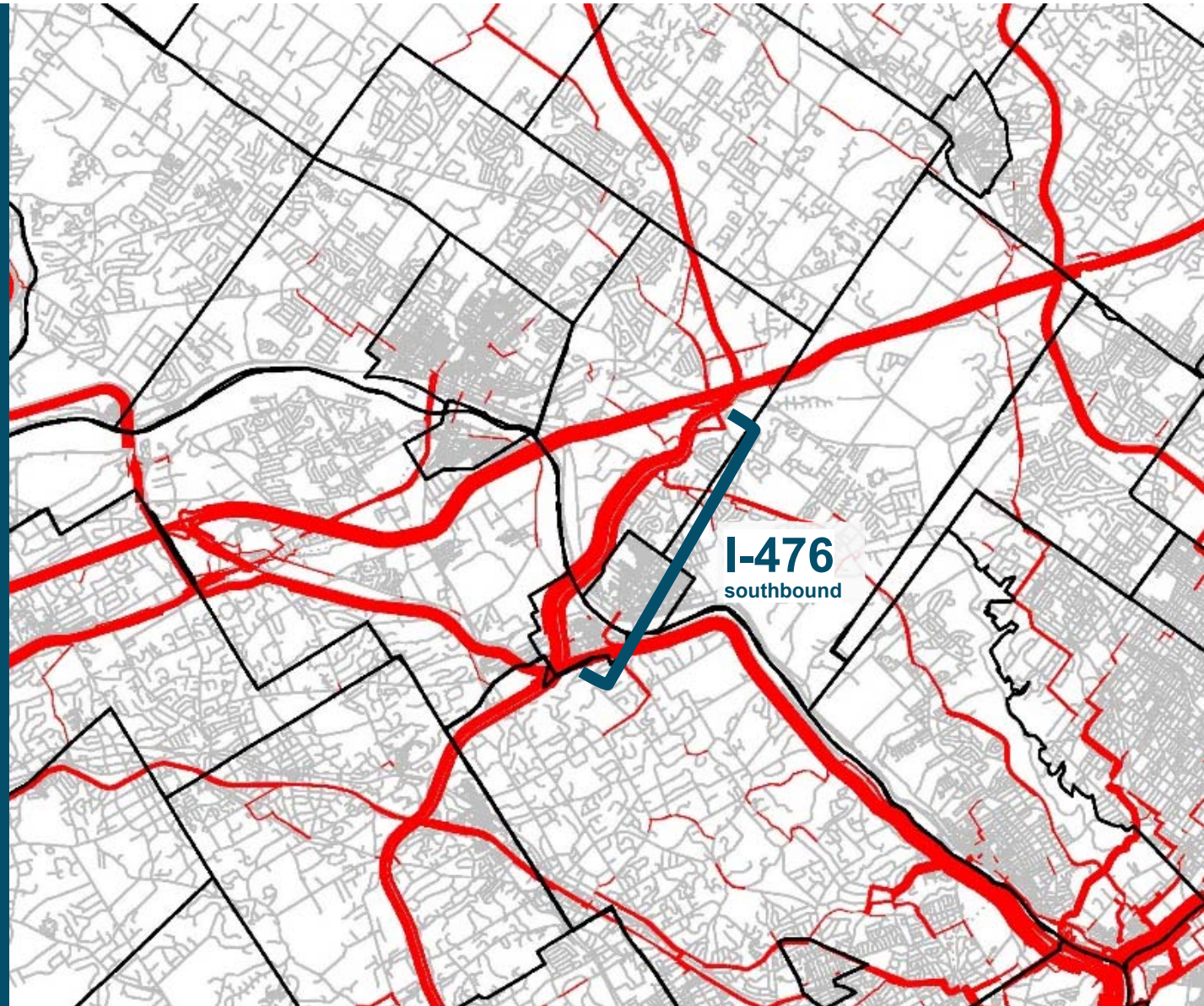
7 MPH slower than today  
during peak hours

# 55%

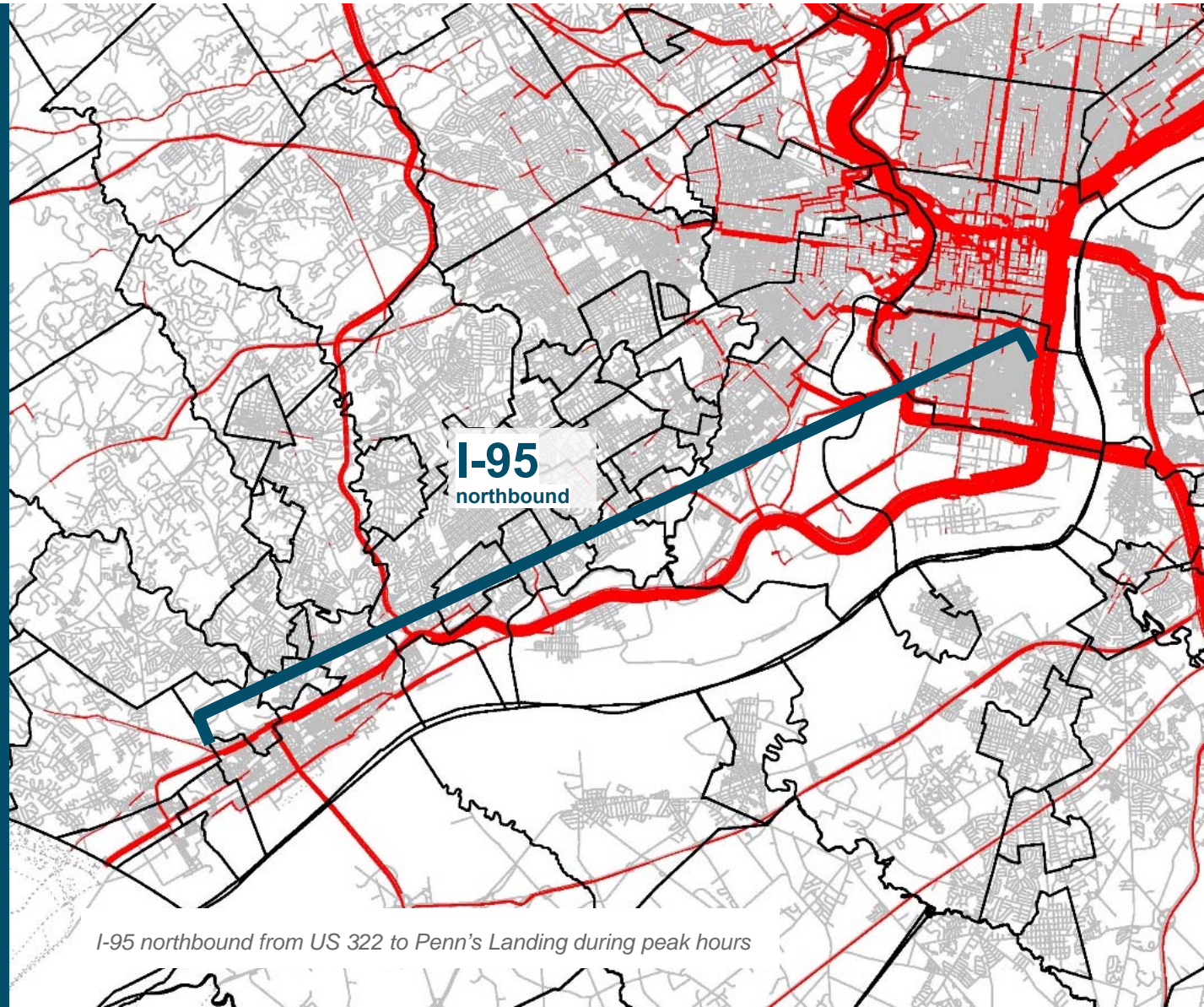
Of the additional travel will be on **arterials, collectors, and local roads**, NOT on major highways

County/City	% of new VMT on arterials, collectors, and local roads
Bucks	22%
Chester	45%
Delaware	60%
Montgomery	55%
Philadelphia	58%

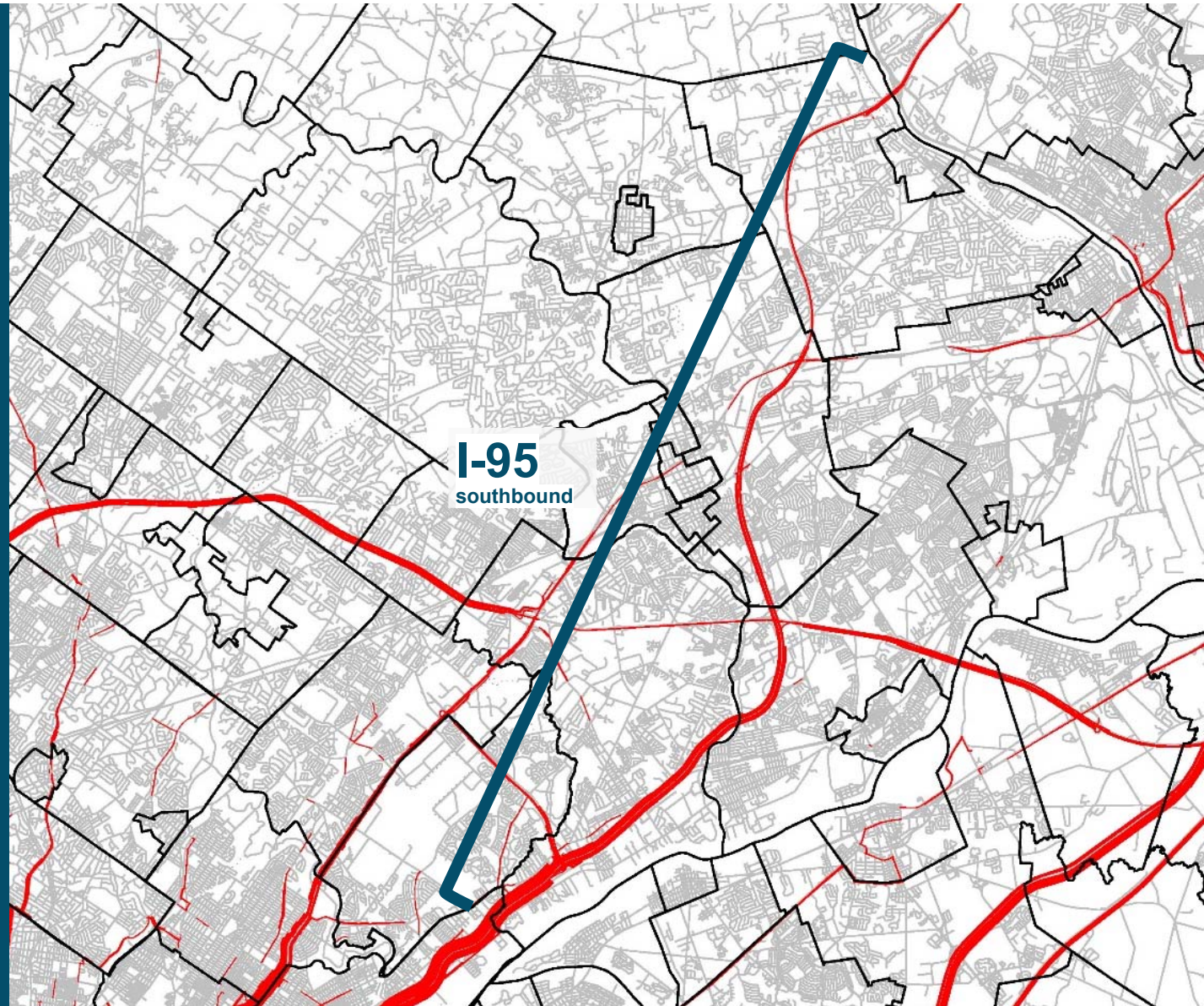
In Montgomery County, speeds on the already congested I-476 drop from 37.1 MPH to 32.5 MPH



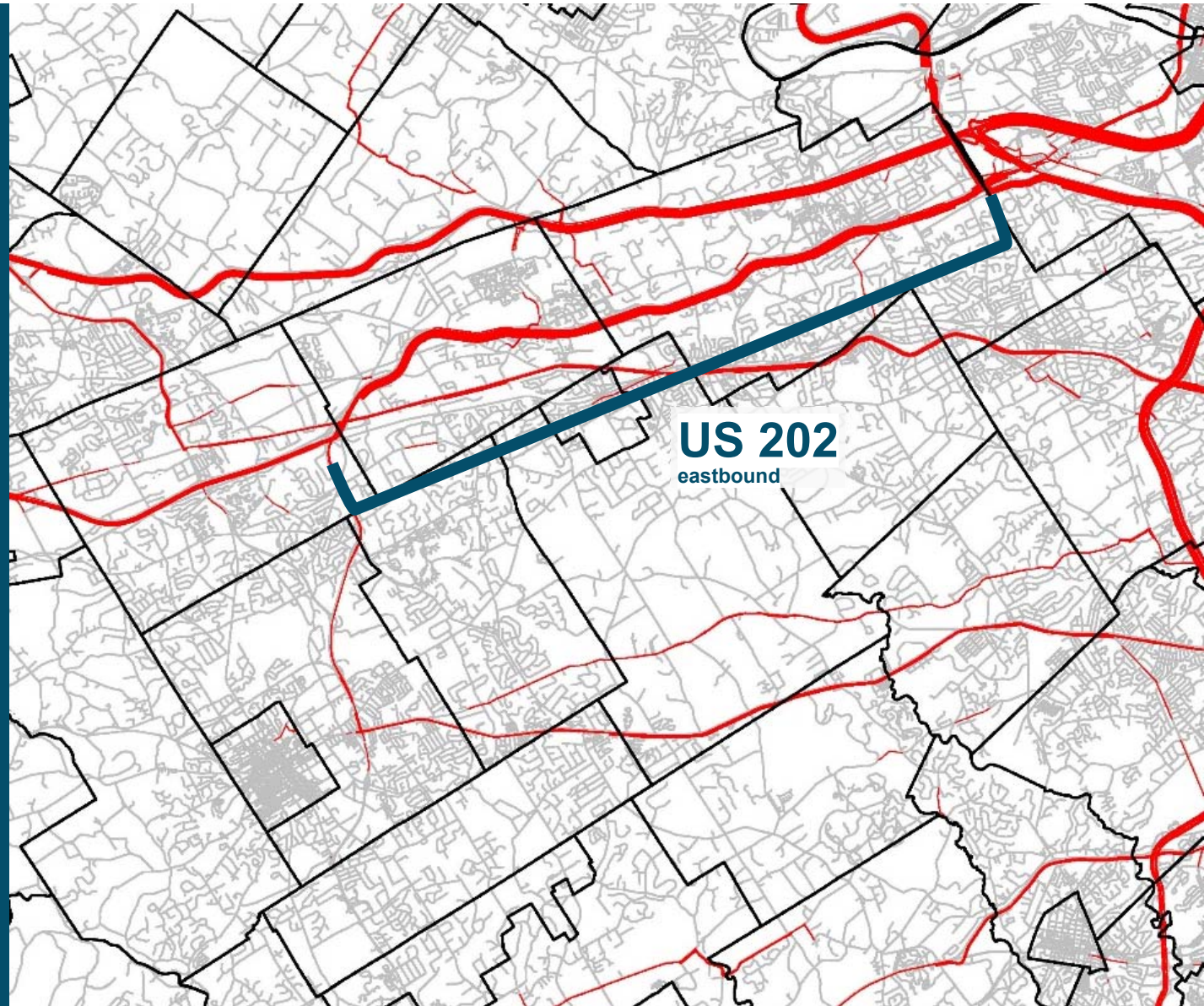
For Delaware  
County,  
traveling on I-95 to  
Philadelphia takes  
**10% longer**



In Bucks County,  
delays on  
I-95/I-295  
get 30% longer,  
in addition to any  
delays on I-95  
further south



In Chester County,  
delays on  
US 202 increase  
by 40%,  
after losing the  
Paoli line's  
congestion  
mitigation impacts





# Broader Impacts of Deep Cuts



## Goods Movement

40% of goods movement in the Commonwealth occurs through our region. Congestion-related delays will impact supply chains and the economy across the state.



## Tourism & America 250

>1 million visitors are forecasted to attend big local events in 2026, injecting >\$1B into our regional economy. Lack of travel options will impede people movement and impact travel decisions.



## Community Impacts

Traffic will be directed to parallel and neighborhood streets, impacting communities. Years of progress improving air quality will be set back, and safety concerns may be exacerbated.



## Air Quality Conformity

Travel impacts will challenge our ability to pass federally mandated Air Quality Conformity process, which would jeopardize funding to our region's transportation projects.

## Key takeaway

With the proposed SEPTA service cuts and fare increases, traffic impacts will be felt across the entire region by all drivers and in every community...

and hurt the Commonwealth's economy and our ability to compete globally.



**THANK YOU**