

Without state legislative action on a permanent funding solution, SEPTA is unable to maintain current service levels. Initial service cuts will go into effect late August 2025 with additional cuts going into effect January 2026.

For more information visit www.septa.org/FundingCrisis or call (215) 580-7800.

Introduction

Given its significant funding deficit, SEPTA identified a package of service reductions up to 45% of current service levels across all modes.

While attempts have been made to preserve service on the authority's highest ridership routes and adequate service coverage wherever possible, the consequences of these cuts will be felt throughout the region; not only by customers who use these routes, but also by passengers on other routes whose trips will now be overcrowded and drivers who will encounter increased congestion due to the lack of viable and reliable transit options.

Methodology

To identify the 45% reduction, SEPTA developed a phased approach to the service cuts. Elements of the first package of service cuts, scheduled to go into service in late August 2025 are as follows:




1. Eliminate service on low ridership routes with average daily boards of less than 300 riders per day.
2. Eliminate routes or route segments where there is overlap with other routes or lower ridership.
3. Reduce frequency, up to 20%, on remaining bus routes while adhering to policy headways.
4. Reduce frequency, up to 20%, on SEPTA Metro routes.
5. Reduce frequency, up to 20%, on all Regional Rail routes.




The second phase of cuts, scheduled to go into effect starting in January 2026, will close maintenance facilities, close stations, and reduce staffing needs.

1. Elimination of 12 additional bus routes, reducing the fleet size and closing a depot.
2. Conversion of two trolley routes to bus routes, closing a depot.
3. Elimination of B3 [Broad Ridge Spur] service, closing Chinatown Station and portions of Fairmount and 8th St Stations.
4. Elimination of five Regional Rail lines and closing 63 stations (44% of SEPTA's Regional Rail route miles), due to service duplication and rail service operating on Amtrak's Northeast Corridor.
5. Elimination of all remaining Regional Rail and Metro service after 9 PM, to reduce overnight staffing at stations.

Detailed List of Service Cuts

The following tables identify the cut type, specific routes impacted, the percentage in reduced service hours, and the estimated impact on customers due to the cut.

PROPOSED CHANGES EFFECTIVE AUGUST 2025			
MODE	CUT TYPE	DETAILS	ESTIMATED DIRECT RIDER IMPACT
 BUS	Elimination of low ridership bus routes (<300)	35, 62, 78, 80, 133, 150, 201, 204, 206, 311	95,100
	Elimination of routes with overlapping service	1, 8, 12, 19, 30, 31, 47M, 50, 73, 88, 89, 106, 120, 126, BLVDDIR	
	Elimination of route segments with overlapping or low-ridership service	2, 3, 5, 7, 9, 17, 27, 43, 52, 58, 61, 63 (G), 84, 98, 115, 124, 125	
	20% reduction of remaining bus service	63 Routes	
 METRO	20% reduction of Metro service	B [BSL], L [MFL], T1-T5 [10, 11, 13, 34, 36], G1 [15], D1 [101], D2 [102]	38,200
 RR	20% reduction of all Regional Rail service	All Routes	14,500

PROPOSED CHANGES EFFECTIVE JANUARY 2026			
MODE	CUT TYPE	DETAILS	ESTIMATED DIRECT RIDER IMPACT
 BUS	Elimination of additional bus routes to reduce fleet size	28, 32, 44, 77, 90, 92, 95, 103, 118, 127, 128, 132, B1 OWL, L1 OWL	14,400
 METRO	Conversion of trolley routes to bus routes	T1 [10], G1 [15]	43,400
	Elimination of B3 [Broad-Ridge Spur] service	B3 [BSL]	
	9PM curfew on all remaining Metro lines	All Routes	
 RR	Elimination of five regional rail lines	Chestnut Hill West, Cynwyd, Paoli/Thorndale, Trenton, Wilmington/Newark	32,300
	9PM curfew on all remaining Regional Rail service	Airport, Chestnut Hill East, Fox Chase, Media/Wawa, Manayunk/Norristown, Warminster, West Trenton	

More information on these changes and the ongoing funding crisis can be found at www.septa.org/FundingCrisis