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Governor Shapiro Visits SEPTA HQ, Calls on State Senate to Act and Deliver Critical Recurring Revenue for SEPTA and Mass Transit Across the Commonwealth

Governor Shapiro's [2025-26 budget proposal](#) includes \$292 million in new funding to support 52 transit systems that serve nearly one million riders each day in rural, urban, and suburban communities across the Commonwealth.

"My daughter takes the bus to school, to her summer job, to after-school activities like her vocal class, and she'll be depending on it for a part-time job starting this fall. If her bus route stops running later this month, it will upend her education, her job opportunities, and our daily lives."

"It's time for Senate Republicans to come back to Harrisburg, do the job they were elected to do, and keep Pennsylvania moving."

Simultaneously, Lieutenant Governor Austin Davis met with Pittsburgh Regional Transit (PRT) to highlight the urgent need for more funding to keep mass transit running in Western Pennsylvania.



Harrisburg, PA – Today, **Governor Josh Shapiro** visited Southeastern Pennsylvania Transportation Authority (SEPTA) Headquarters where he met with SEPTA leadership, including General Manager Scott Sauer, and riders to discuss how public transit serves as a lifeline for many Pennsylvanians and powers the Commonwealth's economy. Following that meeting, Governor Shapiro once again called on the state Senate to pass critical recurring revenue for SEPTA and mass transit agencies across the Commonwealth so that Pennsylvanians can get to work, students can get to school, and we can continue to grow our economy.

Simultaneously, **Lieutenant Governor Austin Davis** met with Pittsburgh Regional Transit (PRT) to highlight the urgent need for more funding to keep mass transit running in Western Pennsylvania. Like SEPTA, PRT [has warned](#) of significant service cuts and fare increases if the state Senate fails to pass the proposed Shapiro-Davis budget.

Since taking office, the Governor has [delivered](#) over **\$380 million in new funding for roads and bridges**, improving over 12,000 miles of roads and leading the nation in repairing poor-condition bridges. For two years in a row, the Governor has proposed the first significant increase in state support for transit in over a decade — and his **2025-26 budget proposal includes \$292 million in new mass transit funding**, growing to **\$1.5 billion over five years**.

Last year, Governor Shapiro secured **\$80 million** in funding for mass transit as part of the FY2024-25 budget – and after the General Assembly failed to act, the

Governor [took decisive action](#) to transfer \$153 million in federal highway capital funds to SEPTA to prevent immediate service cuts and a planned 21 percent fare increase.

Nearly one million Pennsylvanians rely on mass transit every day — and the Governor's proposal would [invest](#) in **52 systems serving cities, suburbs, and rural communities alike.**

Mass transit isn't just about our biggest cities — it's essential statewide. Rural shared-ride services alone provide **2.6 million trips a year** for seniors, helping them get to doctor's appointments, grocery stores, and more. Meanwhile, mass transit across the Commonwealth supports **more than 39,000 jobs** and drives **\$5.4 billion in economic activity each year**, according to the Pennsylvania Public Transportation Association.

Governor Shapiro has taken action — proposing long-term support for mass transit systems across the Commonwealth. That proposal has passed the state House of Representatives four times — but the Senate has yet to act. The Governor is calling on the state Senate to join him and pass a comprehensive, bipartisan transportation funding plan that meets the moment and secures the future of public transit in Pennsylvania.

Pennsylvanians [support](#) the Governor's plan — highlighting how critical mass transit is to our economy, workforce, and quality of life.

See what Governor Shapiro, Lieutenant Governor Davis, SEPTA General Manager Scott Sauer, and SEPTA rider Autumn Fingerhood said about the urgent need for the state Senate to act and deliver critical funding for mass transit:

Governor Josh Shapiro: "Every day, hundreds of thousands of Pennsylvanians rely on SEPTA to get to work, take their kids to school, and keep their lives moving. I've been one of those riders, and I know firsthand how important it is that our buses, subways, and trains are there when people need them. This isn't just a Philadelphia issue or a Pittsburgh issue — it's a Pennsylvania issue. It's about that mom trying to get home to her child, that student trying to get to class, and that bus driver working hard to provide for their family. We need long-term, recurring funding for SEPTA and for every transit agency in our Commonwealth — and the time to act is right now."

Lieutenant Governor Austin Davis: "I'm proud to be here as the son of a Pittsburgh Regional Transit bus operator — who, today, is out driving a bus to help folks get where they need to go. We're here with a single message: it's time for Senate Republicans to end their vacation, come back to Harrisburg, and do the work to fund mass transit — not just here in Pittsburgh, but all across our great Commonwealth. The House of Representatives, led by Speaker McClinton and Leader Bradford, has taken up mass transit funding measures several times — four or five by my count — and, as we speak, the House will be convening within the hour to pass yet another transportation funding plan. It's time for Senate Republicans to come back to Harrisburg, do the job they were elected to do, and keep Pennsylvania moving."

SEPTA General Manager Scott Sauer: “We’re just days away from having to move forward with across-the-board service cuts that will impact all SEPTA customers and every community we serve. This will make it harder for people to get to work, school, doctor’s appointments — anywhere they need to go. Tens of thousands will no longer see SEPTA as a viable option, and many will drive instead, adding to congestion on our roads. Everyone will feel this. We do not want to make these devastating changes, but without a funding solution, we’ll have to move ahead with a 20 percent service cut on August 24 and a 45 percent cut this fiscal year. SEPTA has already saved more than \$30 million in the last eight months, lowered our budget deficit, and embraced the accountability measures the legislature is considering. At the same time, ridership is growing — up 13 percent last year, with subway ridership up 15 percent thanks to historic reductions in crime. If we get the support we need to avoid these cuts, we’re ready to move quickly to enhance service across the system.”

Autumn Fingerhood, a SEPTA rider: “I’m a single mother of two, and my 15-year-old daughter is excited to start 10th grade on August 25 — just one day after these cuts will take effect if SEPTA doesn’t get its funding. Like hundreds of thousands of families in the Philadelphia region, we rely on SEPTA. My daughter takes the bus to school, to her summer job, to after-school activities like her vocal class, and she’ll be depending on it for a part-time job starting this fall. If her bus route stops running later this month, it will upend her education, her job opportunities, and our daily lives. I’m a single mom who works hard every single day to support my children. I do not have others to rely on — I rely on SEPTA, and for me, SEPTA has been very reliable.”

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