



Bill numbers: 250375, 250376

Resolution number: 250398

Introduced by: O'Rourke

Cosponsor(s): Gauthier, Landau, Brooks

Assigned committee: Not applicable

Date introduced: 04/24/2025

Fiscal Note

Overview

The legislation would propose changes to the Philadelphia Home Rule Charter to create a transit access fund. It is anticipated that there would be a total cost of \$135,469,770 over five years.

Legislative Summary

Home Rule Charter Amendment and Ballot Question

This legislation would add a question to the November 4, 2025, ballot. Qualified electors in the election may answer Yes or No to the following question:

Shall The Philadelphia Home Rule Charter be amended to provide for a mandatory annual appropriation for the Transit Access Fund?

The Charter change would require at least one half of one percent (0.5%) of the City's total General Fund be appropriated to the Transit Access Fund. The charter amendment would also require the Mayor or Mayor designee to create a plan for improving rider transit access and assessing the success of the implemented programs. The Charter change would not allow a transfer of funds from the Transit Access Fund unless the Director of Finance certifies that the funds are needed to prevent material disruption in City services or that the funds are needed for emergency programs.

Transit Access Fund

In addition to the proposed charter change, bill 250376 outlines the use of the Transit Access Fund and reporting requirements. This bill would allow the Transit Access Fund to fund

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programs and projects that benefit households with incomes at or below 150 percent of the Federal Poverty Level. The bill outlines that the fund would be used to:

- Provide free or reduced-cost SEPTA transit passes.
- Increase public transit access.
- 15 percent of the Fund may be used for covering the City's administrative costs associating with administering the programs and projects.

It would also require the Managing Director's Office or any other agency that the Mayor designates to publish an annual report for the public that includes:

- A Transit Access Plan, detailing the City's five-year plan for improving transit access.
- A list and descriptions of all programs funded by the Transit Access Fund.
- An assessment of the impact of all programs funded by the Transit Access Fund.

Proposed Effective Date

After certification of the election at which the amendments would be approved, the charter amendment would take effect in Fiscal Year 2027.

Fiscal Impact Analysis

This bill would require an amount equal to at least 0.5% of the City's total General Fund to be appropriated to the Transit Access Fund. The estimated cost of implementing this legislation is summarized in the table below. The total cost is estimated to be \$135,469,770 over five years.

Fiscal Impact Summary	FY26	FY27	FY28	FY29	FY30	Total
Expenditure Increase/(Decrease)						
General Fund	\$0	\$33,373,008	\$33,668,291	\$34,225,111	\$34,203,360	\$135,469,770
Net Cost/(Savings)	\$0	\$33,373,008	\$33,668,291	\$34,225,111	\$34,203,360	\$135,469,770

The previous table was calculated using projected General Fund expenditures in the FY2026-2030 Five Year Plan submitted to PICA on June 30, 2025, as detailed below:

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	FY2027	FY2028	FY2029	FY2030
Projected General Fund Obligation Estimates				
	\$6,674,601,55	\$6,733,658,294	\$6,845,022,137	\$6,840,672,063
Appropriation of 0.5%				
	0.5%	0.5%	0.5%	0.5%
Projected Transit Access Fund Appropriations				
	\$33,373,008	\$33,668,291	\$34,225,111	\$34,203,360

*Housing Trust Fund (HTF) and Budget Stabilization Reserve (BSR)

Legislative History

Not applicable.

Prepared by: Policy and Fiscal Analyst Unit, Mayor's Office of Legislative Affairs

Date: 08/07/2025

This document is a summary of proposed legislation as introduced and is prepared by the Mayor's Office of Legislative Affairs for general information only. It does not represent the official legal position of the City. Estimates are calculated using the best information available. Actual costs and revenue impact incurred may vary from estimates.