



ANNUAL REPORT

July 1, 2014 - June 30, 2015



Serving Berks and Lancaster Counties

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A Merger Creates New Beginnings and New Possibilities

The idea of regionally connecting and consolidating PA transit systems has been a topic of discussion between state officials and transit leaders for some time. In January 2015, those ideas became more of a reality with the formation of The South Central Transit Authority (SCTA). Throughout most of 2014 discussions took place to merge The Red Rose Transit Authority (RRTA), Lancaster, PA and Berks Area Regional Transportation Authority (BARTA), Reading, PA into one transit authority. A consolidation of the Lancaster and Berks transit authorities became serious when BARTA Board members had to consider leadership options after the unexpected passing of their Executive Director, Dennis Louwerse, in Fall 2013. Originally, the consolidation of RRTA and BARTA was to be a full merger to create one transit authority. However, due to existing state and federal regulations governing the authorities a full merger could not occur. Instead the administrative staff from both BARTA and RRTA consolidated into SCTA, which now oversees both BARTA and RRTA staff and services. With the consolidating of the administrative staff, SCTA is able to combine purchasing products and services at a lower cost, ultimately saving tax-payers over \$800,000 dollars.

Due to the cost savings of the merger, both Berks and Lancaster Counties are able to forgo the payment of the required local match for state operating funding for the next five years. This was an incentive provided under State Act 89 for transit systems to consider merging. Over this five year period, both Counties will save the taxpayers a combined \$4 Million in local funds.

While there have been many internal administrative changes resulting from merging the two administrative staffs, it was critical to the Board of Directors that the service on the street not be affected. From the customer standpoint nothing changed with both services continuing to operate as they did prior to the merger. Both BARTA and RRTA continue to exist as legal Authorities with a five member Board of Directors for each. Further, to ensure that the needs of both communities continue to be heard, the Board of Directors for SCTA is comprised of five members from both the BARTA and RRTA Boards. Decisions on service are ultimately decided by the BARTA and RRTA Boards. Under the structure, BARTA and RRTA are contracting with SCTA to provide all administrative functions, including the purchasing of supplies and maintenance of all facilities. As SCTA becomes more established it is expected that additional savings will be identified as a result of the merger.

The creation of SCTA is a new beginning and a chance for new possibilities.



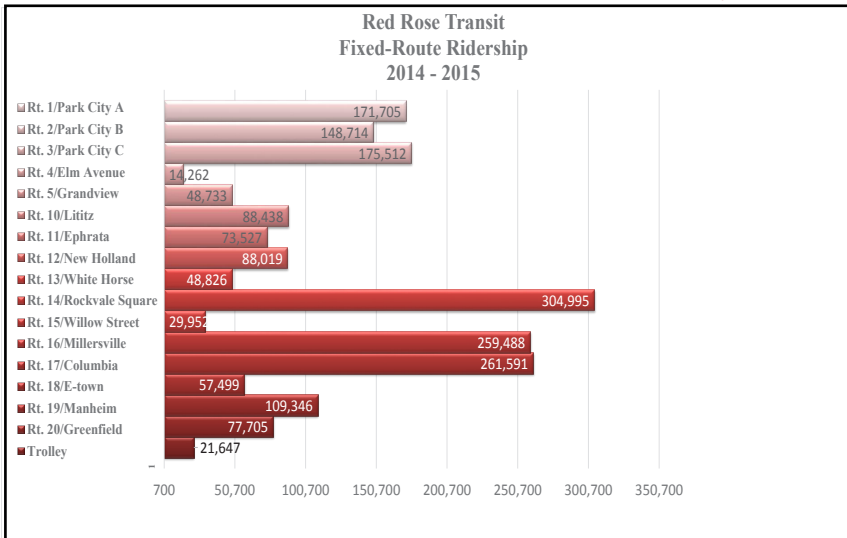
SCTA Board Members front row sitting (left to right): Bonnie Glover, Cynthia Lonergan, June Wolf, Jeffrey Wibberley Back row: Timothy Snyder, Dennis Rex, James Schlegel, Jayne Dieruff, Kevin Barnhardt. Absent: Jeffrey Ouellet

South Central Transit Authority Board

*Kevin Barnhardt, Chairman Jeffrey Wibberley, Vice Chairman June Wolf, Secretary
Timothy Snyder, Treasurer Jayne Dieruff Bonnie Glover Cynthia Lonergan
Jeffrey Ouellet Dennis Rex Jim Schlegel
David Kilmer, Executive Director Jill Nagy, Solicitor*

Red Rose Transit Authority

Red Rose Transit fixed-route bus services provided 1,926,379 trips in Fiscal Year 2014-2015 on 17 bus routes in Lancaster County.



This chart shows the ridership of each route in RRTA's fixed-route system.

RRTA Receives Grant

On February 5, 2015, The Federal Transit Administration awarded RRTA \$2.6 Million to help with the purchase of 14 electric hybrid buses to replace the current diesel buses that are at the end of their useful life. The new, low emission buses will be manufactured by BAE Systems and Gillig. The grant that RRTA was awarded was one of 10 other U.S. projects. Funding is provided through FTA's Low or No Emission Vehicle Deployment Program (LoNo).



RRTA's Queen Street Station's 2nd Floor will now be occupied

RRTA Has New Tenant

In August 2014, RRTA approved the lease agreement with The Lancaster Moravian Congregation (LMC) to occupy the 2nd Floor of RRTA's Queen Street Station, 225 North Queen Street, Lancaster.

Red Rose Access provided 309,115 door-to-door trips in Fiscal Year 2014-2015.

Red Rose Access Transitions to New State-Wide Scheduling Software

In May 2015, Red Rose Access began using a new state-wide scheduling software. Ecolane USA, Inc. located in King of Prussia, PA is the software company that is providing the Ecolane transit scheduling software.



Red Rose Transit Authority Board

*Jeffrey Wibberley, Chairman Cynthia Lonergan, Vice Chairwoman
Jeffrey Ouellet, Treasurer June Wolf, Secretary Bonnie Glover*

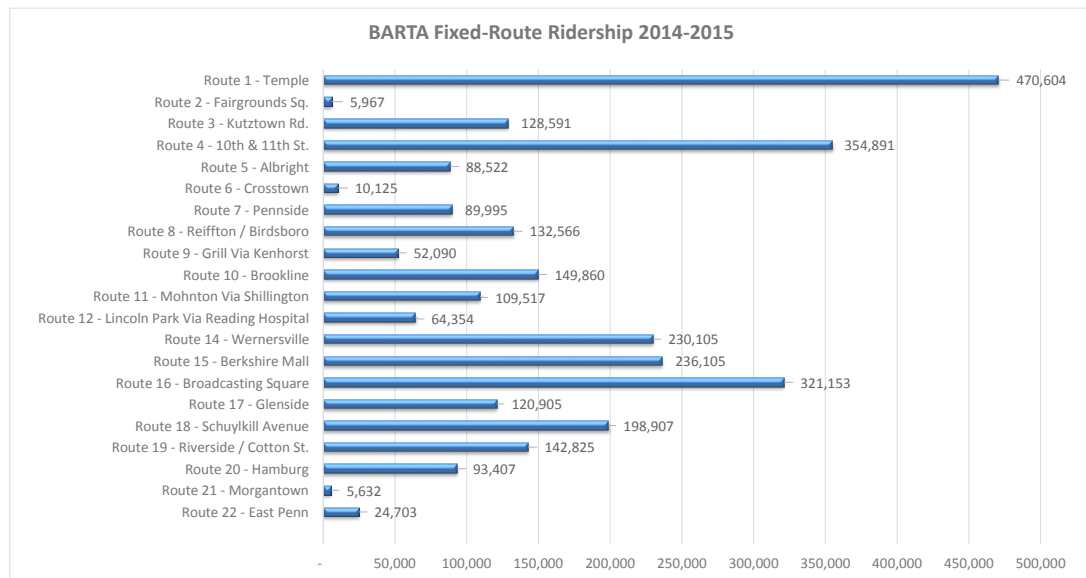
Berks Area Regional Transportation Authority

BARTA fixed-route buses provided 3,034,952 trips in Fiscal Year 2014-2015 on 21 bus routes in Berks County.



BARTA Receives Grant to Purchase Buses

On February 5, 2015, The Federal Transit Administration awarded RRTA \$2.6 Million to help with the purchase of electric hybrid buses to replace the current diesel buses that are at the end of their useful life. As part of this grant BARTA will be awarded funding to purchase 3 hybrid buses. The new, low emission buses will be manufactured by BAE Systems and Gillig.



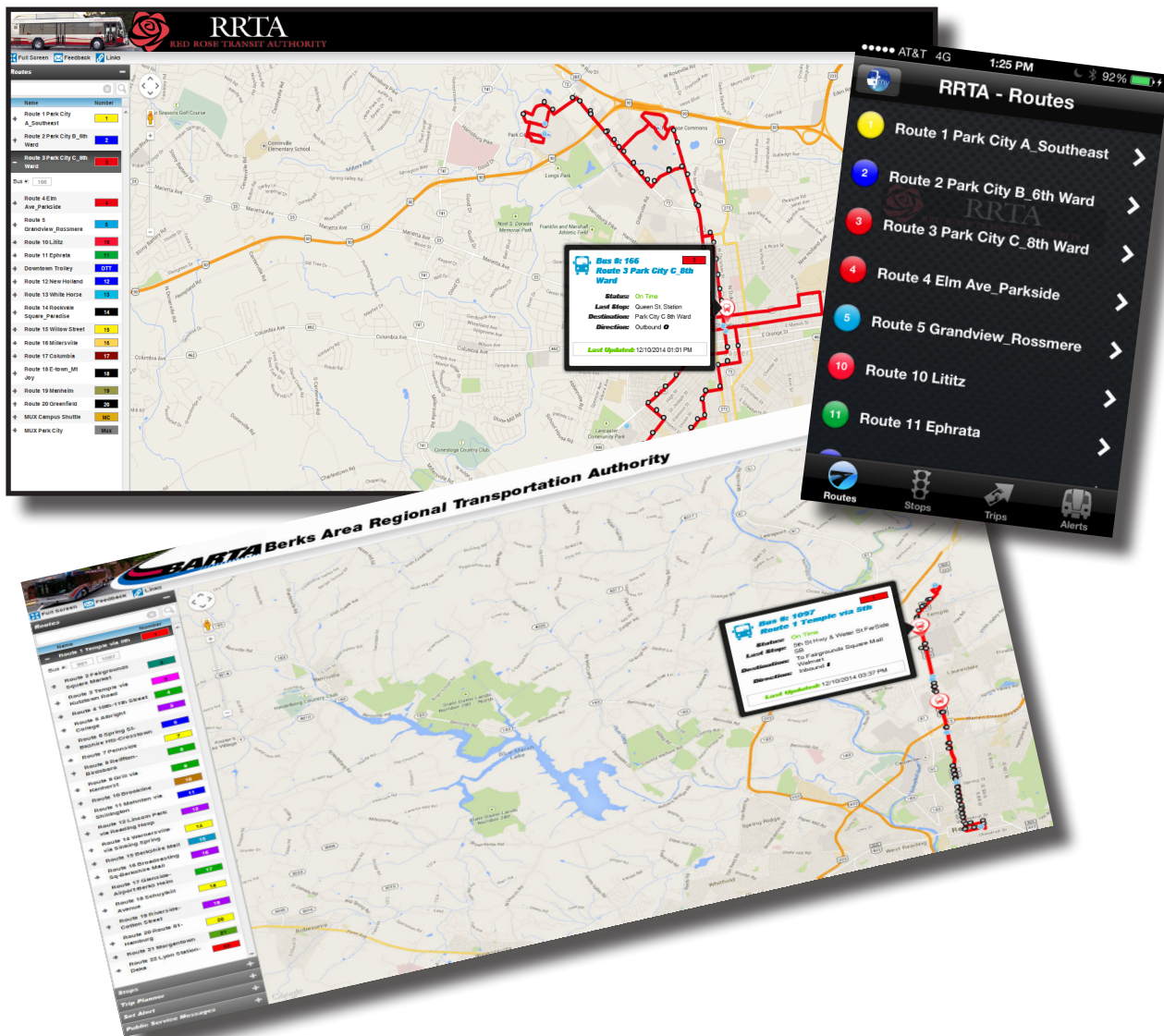
BARTA Special Services provided 244,589 door-to-door trips in Fiscal Year 2014-2015.

BARTA Special Services provides door-to-door, shared-ride transportation to senior citizens and persons with disabilities. BARTA Special Services is a life-line for many customers to get to critical health care appointments. Many customers use BARTA Special Services for dialysis and chemotherapy treatments.

Berks Area Regional Transportation Authority Board

*Kevin Barnhardt, Chairman Timothy Snyder, Vice Chairman
Jayne Dieruff, Secretary Dennis Rex, Treasurer James Schlegel*

RRTA and BARTA Unveil New *BusFinder* - Real-time GPS tracking system for customers



In Spring 2015, RRTA and BARTA unveiled the *BusFinder* System to our customers that allowed them to track their bus in real-time. The *BusFinder* website can be viewed on a PC or mobile device. An iPhone app is also available.

The new system uses GPS technology to track the location of each bus in operation on any given route. Customers are able to view where the bus is along the route and also find out bus stop information. Customers can create their own account on the website that will allow them to receive alerts about the status of a particular route if there are detours or delays.

Visit www.redrosetransit.com or www.bartabus.com and click on the *BusFinder* button.

General Statistics



Ridership

Red Rose Transit (fixed-route buses)
1,926,379 one-way trips

Red Rose Access (paratransit)
309,115 one-way trips

Total Passengers: 2,235,494

Total Revenue Hours of Service: 264,844
 Total Miles Operated: 3,828,638
 Total Passenger Miles: 11,960,204

Financial Statistics

Operating Revenues: \$7,522,878
 Federal Funding: \$1,875,351
 State Funding: \$6,326,900

Lancaster County Funding: \$75,502

Operating Expenses: \$15,800,631

Service Area: Lancaster County, PA
 Square Miles: 942
 Population: 519,445 (2010 census data)

Ridership

BARTA (fixed-route buses)
3,034,952 one-way trips

BARTA Special Services (paratransit)
244,589 one-way trips

Total Passengers 3,279,541

Total Revenue Hours of Service: 219,061
 Total Miles Operated 2,876,014
 Total Passenger Miles: 9,257,270

Financial Statistics

Operating Revenues: \$6,797,107
 Federal Funding: \$695,076
 State Funding: \$9,355,133

Berks County Funding: \$241,784

Operating Expenses: \$17,089,100

Service Area: Berks County, PA
 Square Miles: 857
 Population 413,521
 (www.quickfacts.census.gov)

Community Investment

Not only does RRTA and BARTA provide a public service for the community to take advantage of, but RRTA and BARTA also help with purchasing goods and services in the community. This investment locally, statewide and nationally helps boost the economy.

