



RRTA

RED ROSE TRANSIT AUTHORITY

RED ROSE TRANSIT • RED ROSE TROLLEY • RED ROSE ACCESS

Red Rose Transit Authority 2012 Annual Report

JULY 1, 2011–JUNE 30, 2012



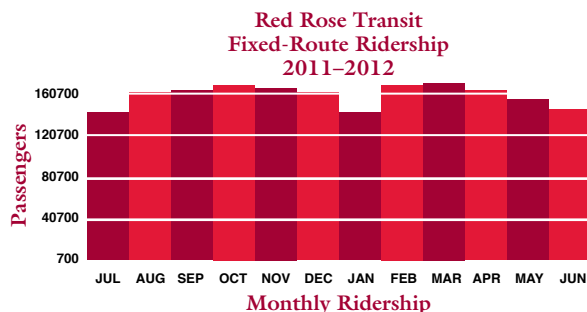
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Red Rose Transit Service

Red Rose Transit provided 1,924,770 trips in Fiscal Year 2011–2012. On July 1, 2011, RRTA approved a modest fare increase for the fixed-route service in addition to reducing service by 5%. The fare increase and service reductions were a result of increased fuel and health care costs.



New Hybrid Buses Added to Fleet

In Spring 2012, RRTA purchased two hybrid buses to add to the fleet of 43 vehicles. They are the first hybrid vehicles for RRTA. The “green” buses were purchased during a normal replacement schedule that was planned to replace two older TMC buses. The TMC’s were in service since 1998 and beyond their useful life of twelve years. RRTA plans to use the hybrid buses on some of the busier, city and county routes.

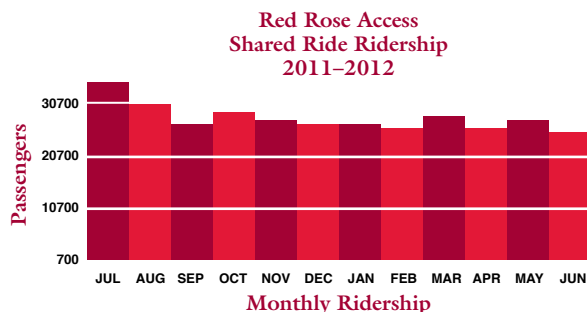


Manufactured by Gillig LLC, the new buses have a BAE Hybrid Drive system. The BAE Hybrid bus is expected to produce a fuel economy improvement of 30%. The maintenance cost to operate the bus will be reduced due to a smaller engine, no belts, no starter, no hydraulic components and a self-contained air conditioning system. The oil change interval of the engine can now be extended due to the reduction in the amount of load being placed on it. Customers are expected to experience a smoother, quieter ride.



Red Rose Access Service

Red Rose Access provided 335,732 door-to-door trips in Fiscal Year 2011–2012.



RRTA faced challenges with Medical Assistance Funding

In 2011–2012, RRTA struggled with funding issues with the federally mandated Medical Assistance Program. RRTA was faced with uncertainty if the state would have enough funding to pay for the services. RRTA and other transit systems across Pennsylvania threatened to stop providing the service if they were not going to be paid for it. The state did find funding to continue the program but RRTA has not been informed on how much funding they will receive from the PA Dept. of Welfare to cover trips already provided. The federal government requires states to provide transportation for Medical Assistance customers for doctor appointments, pharmacies and dialysis centers. Customers do not have to pay for the transportation.

RRTA did implement some changes to the Medical Assistance Program to help consolidate some costs with the services. RRTA designated certain fixed times that transportation is provided to Hershey Medical Center. RRTA also changed the service times for doctor appointments to be only 7 a.m. until 7 p.m. RRTA also required customers to use the nearest pharmacy to their home.

Red Rose Access provides door-to-door, shared-ride transportation to senior citizens and persons with disabilities. The Red Rose Access service is a life-line for many customers to get to critical health care appointments. Many customers use the Red Rose Access service for dialysis and chemotherapy treatments.



Capital Projects

Queen Street Station Parking Garage Now Open

On June 1, 2012, RRTA opened Queen Street Station Parking Garage. Located on the corner of Queen & Chestnut Street, the 395-space garage is available for daily and monthly public parking.

This intermodal public transportation partnership brings two alternative modes

together providing a solution to parking needs in Lancaster City. Amtrak monthly customers can take advantage of a discount incentive that allows Amtrak monthly riders to purchase a monthly parking pass and receive FREE trolley rides to the Amtrak Train Station.

The parking garage also extended RRTA's existing Queen Street Station transit center, 225 North Queen Street, Lancaster, by adding three more bus bays and allowing access to Chestnut Street. 8,500 square feet of lease space will feature a restaurant that will open in Fall 2012. Most of the funding for the project came from the Federal Transit Administration (FTA) to help fund the \$19.6M RRTA project. The FTA provided \$16.0M in funding and PennDOT provided \$3.2M. Revenue from the parking garage will be used for RRTA to operate bus service.



Green Savings

RRTA's Carbon Footprint Savings

RRTA's Operations Center continues to generate savings with the sustainable features in the renovated Operations Center. All together, RRTA has shown a 47% reduction in overall energy costs for the facility with the installation of solar panels and the use of geo-thermal heating. RRTA is now spending less on energy costs since the renovations and the facility is larger in square footage than the previous building. In addition, RRTA has not had to purchase heating oil due to these sustainable upgrades.

Solar Panel Benefits

RRTA has generated 347,242.8 kWh (kilowatt-hours) from the solar panels since October 2010. The information below shows the amount of greenhouse gases avoided by the energy generated from the solar panels at the RRTA Operations Center.

CO₂ 727,820 lb.

NO_x 1,017.4 lb.

SO₂ 4,024.5 lb.

Total solar energy produced is equivalent to:

- Power 32 homes for 1 year
- Power 2,671 computers for a year
- Power to operate a TV for 2,413,337 hours
- Operate 73 cars for 1 year





100 Bus Coalition Helps Pass Flexible Legislation

After many years of working on change, the 100 Bus Coalition, a group made up of transit systems across the U.S., helped in encouraging the federal government to pass legislation to benefit small transit systems. In July 2012, the federal government finally passed legislation that will allow RRTA to continue to use capital and operating funding in a flexible manner. The new legislation is based on the size of the transit system’s fleet, not the population size of the area it serves. In the late 1990s, Congress passed a law prohibiting transit systems that service urbanized areas exceeding 200,000 in population from using federal transit funds for operating expenses. Following the 2000 Census, many transit systems, including RRTA fell in that category limiting the ability to use capital funding for operating expenses. This forced RRTA to cut routes and raise fares.

RRTA Executive Director Dave Kilmer applauded passage of the bill: “After years of working on this issue, it is gratifying that we will now have flexibility to use our federal funds to keep bus service operating in Lancaster. I can not express enough our appreciation to Congressman Pitts who has stayed with us to get this issue resolved. He really understands the importance of public transit in small communities around the country and here in Lancaster.”

Congressman Pitts’ provision, included in the larger bill, states that if an urbanized area exceeds a population of 200,000, but the transit system continues to operate fewer than 100 buses on fixed-route service during peak service hours, that transit system can maintain its funding flexibility.

Red Rose Transit Authority Board

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David Kilmer
Executive Director



General Statistics

Ridership

Red Rose Transit (fixed-route) passengers:	1,924,770
Red Rose Access (paratransit) passengers:	335,732
Total Passengers:	2,260,502
Total Hours of Service:	212,308
Total Miles Operated:	4,540,426
Total Passenger Miles:	11,782,005

Service Area: Lancaster County, PA

Square Miles:	942
Population:	519,445 (2010 census data)

Financial Statistics

Operating Revenues:	\$7,496,185
Federal Funding:	\$2,206,078
State Funding:	\$5,781,659
Lancaster County Funding:	\$256,933
Operating Expenses:	\$15,719,229