



**LANTA Finance & Administration Committee
Agenda
January 12, 2021**

1. Call to Order
 2. Public Comment
 3. Review and Recommendation – Financial Statements November 2020, subject to audit
 4. Procurements
 - A. Award Recommendations
 - a. Purchase Order – Seven (7) Transit Buses – Gillig Corporation
 - B. Update
 - a. Ticket Vending Machine Purchase
 - b. Allentown Garage Concrete Replacement
 5. Report on Initiatives
 - A. Update – ATC Improvement Project
 - B. Update – Bethlehem Rider Resources Center Project
 6. Actions
 - A. Recommendation for Approval – PennDOT Management Performance Review Action Plan
 7. Other Items
 8. Adjournment
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Lehigh and Northampton Transportation Authority

TO: Owen O'Neil, Executive Director and Authority Members
FROM: Nicole L. Ozoa, Director of Finance
DATE: January 8, 2021
SUBJECT: Unaudited November 2020 Financial Statement

Attached for your review are the unaudited financial statements for the period ended November 30, 2020 for LANtaBus, LANtaVan and Carbon Transit.

Items of Interest:

- LANTA's portion of the Line of Credit Balance as of January 8th stands at \$0 of an available \$6,000,000. The balance in the combined LANTA general checking account stands at \$5K. State ACT 89 funds due to LANTA for FY 20/21 are current. The balance in the ACT 44 checking account stands at \$15,937,750. The account is currently underfunded by approximately \$1.6M. In addition, approximately \$2M are either currently owed to LANTA from State Funds or can now be drawn down from Federal Grants:
 - State Shared Ride/PWD - \$250,559 (THRU 12/31/2020)
 - Lehigh County MATP - \$607,161 (THRU 12/31/2020)
 - Northampton County MATP - \$164,405 (THRU 12/31/2020)
 - Federal Capital/Ops Funding - \$519,746 (THRU 12/31/20)
 - State Capital Funding - \$493,605 (THRU 12/31/20)
- The balance in the Carbon's general checking account stands at approximately \$55K. The balance in the Carbon's Act 44 checking account stands at \$48,723. The account is currently underfunded by approximately \$56K. Carbon's portion of the Line of Credit balance stands at \$208,944. State ACT 89 funds due to Carbon for FY 20/21 are approximately \$22K. In addition, approximately \$148K are currently owed to CT from the following sources:
 - State Shared Ride/PWD - \$37,387 (THRU 12/31/2020)
 - Carbon County MATP - \$110,641 (THRU 12/31/2020)
- Fulton Financial ACT 72 Letter for period ended 12/31/2020 was received and all bank accounts are in compliance.
- 2019/2020 NTD data is currently being reviewed and questions are being answered as received.

LANTA's Health Insurance expense is currently the single largest expense outside of salary and wages. MTD & YTD Health Insurance expense:

	MTD Actual	Fiscal YTD Actual	Fiscal YTD Budget
Net Health Insurance	\$333,251	\$1,840,711	\$2,354,644

The current health insurance participation census stands at 79 Employee Only; 71 Employee Plus 1; 44 Employee Plus 2; 25 Employee Plus 3 and 26 Employee Plus 4 or more.

LANtaVan Accounts Receivable Aged Invoice Report - November 30, 2020							
	Total	Current	30 Days	60 Days	90 Days	120 Days +	
Lehigh County MATP	\$ 503,863	\$ 56,467	\$ 119,531	\$ 6,686	\$ -	\$ 321,180	
Northampton County MATP	\$ 111,160	\$ 138,609	\$ 3,527	\$ -	\$ -	\$ (30,975)	
Other(PaDOT Shared Ride;PWD)	\$ 176,573	\$ 163,354	\$ 106	\$ -	\$ 2,948	\$ 10,166	
Total AR November 30, 2020	\$ 791,596	\$ 358,429	\$ 123,164	\$ 6,686	\$ 2,948	\$ 300,371	
	100%	45.28%	15.56%	0.84%	0.37%	37.94%	
Total AR October 31, 2020	\$ 680,523	\$ 370,519	\$ 6,686	\$ 2,948	\$ 38,032	\$ 262,338	
	100%	54.45%	0.98%	0.43%	5.59%	38.55%	
AR Change	\$ 111,073	\$ (12,091)	\$ 116,479	\$ 3,738	\$ (35,085)	\$ 38,032	
	16.32%	-3.26%	1742.26%	126.81%	-92.25%	14.50%	

Accounts Payable Aged Invoice Report - November 30, 2020							
	Total	Current	30 Days	60 Days	90 Days	120 Days +	
LANtaBus	\$ 1,069,057	\$ 922,335	\$ 107,239	\$ 8,994	\$ 6,569	\$ 23,921	
LANtaVan	\$ 504,522	\$ 477,233	\$ 3,088	\$ 129	\$ 136	\$ 23,937	
CCCT	\$ 158,703	\$ 89,217	\$ 76,784	\$ 3,512	\$ 611	\$ (11,421)	

Please Note: LANtaBus 120 Days + Balance pertains to late invoices received from Engines Inc.

LANtaBus

Year-to-date revenues for the fixed route division totals \$781,790. This represents a 45.67 percent decrease from the current year budget projection of \$1,439,056. Fare collection revenue is currently running well below budget projections by approximately \$783K, resulting in a 60.55 percent negative budget variance. The Other Revenue section, which includes Advertising Revenue, continues above the anticipated budget amount by approximately \$102K. Please remember that advertising revenue is only budgeted at the guaranteed contract amount to maintain a conservative approach to revenue recognition.

Year-to-date expenses for the fixed route division totals \$11,130,425. This represents a 15.87 percent decrease from the current year budget projection of \$13,229,812. For the current fiscal year, Fringe Benefits, Purchased Transportation, Interest and Casualty and Liability Insurance continue as the top expense variables contributing to the budget variances. These categories, as well as all variables, will be continually monitored with further investigation occurring as required. The Interest area is the first expense variable area to be mentioned in detail and is continuing to run below budget. The YTD variance relates to the allocation of the budget as in the first two quarters of FY19/20, LANTA relied heavily on the line of credit as state operating payments were delayed. The Fringe Benefits area is the second area of variance to be detailed. Health insurance is self-funded and LANTA budgets based on actuarial analysis from our outside health insurance broker. YTD, the actual usage is below the anticipated budget scenario by 21.83 percent, which is approximately \$514K. Purchased Transportation continues to operate well below budget projections due to the impacts of the COVID Pandemic.

Lastly, the area of Casualty and Liability is the last area to be reviewed. Current year expense for both Physical Damage and Liability and Property Damage insurance appears to be correct and no major issues to note. Budget assumption was based on a higher premium amount thus a large positive variance is being experienced when comparing actual to budget. In addition, approximately \$43K of insurance recoveries have been received YTD which has helped to reduce overall costs. Insurance recoveries are booked when received and are not budgeted.

Year-to-date deficit recorded on the fixed route division totals \$10,348,635. This represents a 12.23 percent decrease from the budget projection. Current total subsidies equal the deficit and include the following sources:

- Federal CARES ACT - \$9,366,554
- Federal Subsidy - \$354,716
- State Subsidy - \$492,533
- Local Subsidy - \$134,831

Life-to-date Federal CARES ACT - \$21,611,768. (LANtaBus and LANtaVan)

LANtaVan

Year-to-date revenues for LANtaVan totals \$2,562,721. This represents a 45.77 percent decrease from the budget projection of \$4,725,765. Total YTD completed trips are down approximately 59% from prior year with ADA, GPB and Lottery continuing to have the largest declines. Lastly, in accordance with RKL's recommendation, the authority has begun to recognize the prior year period's deferred revenue starting with FY21. \$39K prior year period deferred revenue was recognized during the month of October. Currently, \$117,954 is shown as deferred revenue on the balance sheet.

Year-to-date expenses for LANtaVan totals \$3,188,538. This represents a 29.47 percent decrease from the current year budget projection of \$4,520,962. Majority of the deviation resides in the Purchased Transportation area. The variance within the Purchased Transportation area continues to relate to decreased trips thus less expense billed from Easton Coach. MATP pass through contracted service providers invoices, and in turn expense, are current for the period. (Please remember, no revenues are booked for pass through trips until expense/cost is recorded thus no mismatch of revenue and expense.) The net result is approximately a \$1.3M below budget variance for this area. The remaining expense variances are smaller in amount and will continue to be monitored and investigated as warranted.

Year-to-date deficit recorded on LANtaVan totals \$625,817. Current total subsidies equal \$625,817 and include the following source:

Federal CARES ACT - \$625,817

The unfunded YTD deficit equals \$0.

Carbon Transit

Year-to-date revenues for Carbon Transit totals \$313,113. The budgeted year-to-date amount is \$511,118. This represents a 38.74 percent negative budget variance. CT records and adjusts MATP revenue to reflect cost of the program to maintain a conservative approach to revenue recognition. Currently, MATP revenue is approximately \$117K below budget. Shared Ride Lottery and PWD trips continue at lower than budgeted volumes. Lastly, in accordance with RKL's recommendation, the Carbon has begun to recognize the prior year period's deferred revenue with FY21. Currently, \$25K is shown as deferred revenue on the balance sheet.

Year-to-date expenses for Carbon Transit totals \$556,462. This amount is 24.96 percent below the budget projection of \$741,532. For the current fiscal year, Purchased Transportation and Interest are the top expense variables contributing to the budget variances. The main deviation of approximately \$201K pertains to the Purchased Transportation area and relates to the decrease in trips and lower contract costs thus less expense billed from Easton Coach. Easton Coach invoiced trips agree to CT billable trips. Interest Expense is experiencing a 189.06 negative percent budget variance. The variance is a result of the line of credit CT has taken to maintain the payables owed to Easton Coach. Easton Coach payables are due within 90 days.

Year-to-date surplus recorded on Carbon Transit totals \$330,758. Current total subsidies include the following sources:

Federal Subsidy - \$497,189

State Subsidy - \$59,848

Local Subsidy - \$17,070

The unfunded YTD deficit equals \$0.

LANTabus
Income Statement Summary
For the Period Ending November 30, 2020

	Fiscal Year 2021			YTD Budget Variance			
	PTD		YTD	Annual	Favorable (Unfavorable)	Percent	
	Actual	Budget	Actual	Budget	Amount		
Revenue							
Passenger Fares	91,996	347,690	509,998	1,292,831	3,863,224	(782,833)	-60.55%
Special Transit Fares	-	-	46,511	48,750	195,000	(2,239)	-4.59%
Auxiliary Transportation Revenue	22,121	4,495	124,085	22,475	53,940	101,610	452.10%
NonTransportation Revenue	6,040	3,000	101,195	75,000	96,000	26,195	34.93%
Total Revenue	120,158	355,185	781,790	1,439,056	4,208,164	(657,266)	-45.67%
Expenses							
Labor	1,048,148	1,041,381	5,164,803	5,341,229	13,614,679	176,426	3.30%
Fringe Benefits	406,234	891,663	3,301,703	4,405,404	11,522,799	1,103,701	25.05%
Total Labor and Fringe Benefits	1,454,382	1,933,044	8,466,506	9,746,633	25,137,478	1,280,127	13.13%
Services	155,123	106,133	654,765	670,054	1,837,099	15,289	2.28%
Fuel	114,588	127,380	488,562	544,996	1,356,500	56,434	10.35%
Tires & Tubes	8,878	10,000	44,978	51,594	125,000	6,616	12.82%
Materials & Supplies	90,334	95,110	475,786	425,964	984,042	(49,822)	-11.70%
Utilities	61,763	32,914	263,503	232,108	606,893	(31,395)	-13.53%
Casualty & Liability	22,427	53,271	214,197	408,989	1,059,543	194,792	47.63%
Taxes	281	318	1,620	2,241	5,662	621	27.73%
Purchase of Transportation Service	81,011	294,704	415,981	995,100	3,303,632	579,119	58.20%
Miscellaneous	8,869	32,629	76,600	97,912	215,314	21,312	21.77%
Interest	3,479	9,166	17,500	40,635	102,354	23,135	56.93%
Leases & Rentals	2,036	2,194	10,428	13,586	35,051	3,158	23.24%
Total Expenses	2,003,171	2,696,863	11,130,425	13,229,812	34,768,568	2,099,387	15.87%
Gross Surplus (Deficit)	(1,883,013)	(2,341,678)	(10,348,635)	(11,790,756)	(30,560,404)	1,442,121	12.23%
Subsidy							
Local Subsidy	134,831	138,546	134,831	138,546	1,108,366	3,715	2.68%
State Subsidy	492,533	1,253,660	492,533	1,253,660	10,824,182	761,127	60.71%
Federal Subsidy	354,716	439,750	354,716	439,750	8,669,055	85,034	19.34%
Federal Subsidy - CARES ACT	900,932	509,722	9,366,554	9,958,800	9,958,800	592,246	5.95%
Total Subsidy	1,883,013	2,341,678	10,348,635	11,790,756	30,560,403	1,442,121	12.23%
Surplus (Deficit)	(0)	-	(0)	-	(1)	(0)	#DIV/0!

LANtaBus
Statement of Net Assets
November 30, 2020

CURRENT ASSETS		
Cash	\$	3,968,391
Accounts Receivable		538,233
Interdivisional Receivable		123,566
Inventories		523,841
Prepaid Expenses		11,664,860
Grants Receivable		4,685,206
Total Current Assets		21,504,097
RESTRICTED ASSETS		
Cash		14,276,058
CAPITAL ASSETS		
Capital Assets Not Being Depreciated		147,970
Capital Assets Being Depreciated - Net		42,413,527
Total Capital Assets		42,561,497
TOTAL ASSETS	\$	78,341,652
CURRENT LIABILITIES		
Note Payable	\$	4,070,550
Loan Payable		-
Interdivisional Payable		-
Accounts Payable		1,372,602
Accrued Expenses:		-
Wages		1,612,939
Professional Fees		10,965
Other		455,692
Deferred Other Funding		24,939,419
Due To Commonwealth of PA		15,950,677
Deferred Local Grant Funding		392,815
Total Current Liabilities		48,805,658
NET ASSETS		
Invested In Capital Assets		42,564,262
Unrestricted Equity		(13,111,268)
Restricted Equity		83,000
Total Net Assets		29,535,993
TOTAL CURRENT LIABILITIES AND NET ASSETS	\$	78,341,652

LANTA Van
Income Statement Summary
For the Period Ending November 30, 2020

	Fiscal Year 2021		YTD		Annual Budget	YTD Budget Variance	
	Actual	Budget	Actual	Budget		Favorable (Unfavorable) Amount	Percent
Revenue							
Passenger Fares	76,609	104,090	338,367	467,650	1,313,385	(129,283)	-27.65%
Non-Transportation Revenues	-	-	65,000	62,000	62,000	3,000	4.84%
Local Special Fare Assistance	83,369	354,401	398,310	1,413,841	3,379,000	(1,015,531)	-71.83%
State Special Fare Assistance	306,461	743,679	1,761,044	2,782,274	7,013,665	(1,021,230)	-36.70%
Total Revenue	466,440	1,202,170	2,562,721	4,725,765	11,768,050	(2,163,044)	-45.77%
Expenses							
Labor	15,237	57,367	280,524	320,514	717,093	39,990	12.48%
Fringe Benefits	14,422	60,409	254,403	304,248	678,729	49,845	16.38%
Total Labor and Fringe Benefits	29,660	117,776	534,926	624,762	1,395,822	89,836	14.38%
Services	7,108	5,114	31,937	26,197	71,586	(5,740)	-21.91%
Fuel	-	-	-	-	-	-	0.00%
Tires & Tubes	-	-	-	-	-	-	0.00%
Materials & Supplies	3,125	4,929	12,700	29,219	69,981	16,519	56.54%
Utilities	12,006	4,488	39,294	24,970	55,220	(14,324)	-57.37%
Casualty & Liability	542	542	2,710	2,710	6,500	-	0.00%
Taxes	-	-	-	-	-	-	0.00%
Purchase of Transportation Service	481,067	891,114	2,460,047	3,787,480	8,746,800	1,327,433	35.05%
Miscellaneous	361	1,623	924	8,450	10,775	7,526	89.07%
Interest	-	-	-	-	-	-	0.00%
Rent	1,200	6,788	106,000	17,174	64,690	(88,826)	0.00%
Total Expenses	535,068	1,032,374	3,188,538	4,520,962	10,421,374	1,332,424	29.47%
Gross Surplus (Deficit)	(68,628)	169,796	(625,817)	204,803	1,346,676	(830,620)	-405.57%
Subsidy							
Local Subsidy	-	-	-	-	-	-	-
State Subsidy	-	-	-	-	-	-	-
Federal Subsidy - CARES ACT	68,628	-	625,817	-	-	(625,817)	-
Total Subsidy	68,628	-	625,817	-	-	(625,817)	-
Surplus (Deficit)	-	169,796	(0)	204,803	1,346,676	(1,456,436)	-711.14%

LANtaVan
Statement of Net Assets
November 30, 2020

CURRENT ASSETS

Cash	\$ (1,329,712)
Accounts Receivable	19,330
Interdivisional Receivable	-
Inventories	
Prepaid Expenses	112
Grants Receivable	1,227,896
Total Current Assets	<u>(82,373)</u>

TOTAL ASSETS \$ (82,373)

CURRENT LIABILITIES

Note Payable	\$ -
Loan Payable	-
Interdivisional Payable	273,401
Accounts Payable	505,244
Accrued Expenses:	434,745
Deferred Revenue	118,285
Total Current Liabilities	<u>1,331,675</u>

NET ASSETS

Unrestricted Equity	(1,414,048)
Restricted Equity	-
Total Net Assets	<u>(1,414,048)</u>

TOTAL CURRENT LIABILITIES AND NET ASSETS \$ (82,373)

**Carbon County Community Transportation
Income Statement Summary**
For the Period Ending November 30, 2020

	Fiscal Year 2021				YTD Budget Variance		
	PTD		YTD		Favorable (Unfavorable)	Percent	
	Actual	Budget	Actual	Budget	Amount		
Revenue							
Passenger Fares	1,891	3,762	12,687	15,183	(2,496)	-16.44%	
Non-Transportation Revenues	15	-	34	-	34	#DIV/0!	
Local Special Fare Assistance	1,516	3,208	8,850	13,735	(4,885)	-35.57%	
State Reimbursements	21,261	41,592	117,875	191,356	(73,481)	-38.40%	
State Special Fare Assistance	23,607	57,213	173,668	290,844	(117,176)	-40.29%	
Total Revenue	48,290	105,775	313,113	511,118	(198,005)	-38.74%	
Expenses							
Labor	-	-	-	-	-	0.00%	
Fringe Benefits	-	-	-	-	-	0.00%	
Total Labor and Fringe Benefits	-	-	-	-	-	0.00%	
Services	963	938	150,347	129,917	(20,430)	-15.73%	
Fuel	-	-	-	-	-	0.00%	
Tires & Tubes	-	-	-	-	-	0.00%	
Materials & Supplies	400	384	3,461	9,356	5,895	63.00%	
Utilities	1,744	2,558	9,996	11,580	1,584	13.68%	
Casualty & Liability	-	-	-	-	-	0.00%	
Taxes	-	-	-	-	-	0.00%	
Purchase of Transportation Service	74,347	99,861	387,201	588,300	1,303,319	34.18%	
Miscellaneous	164	178	759	754	(5)	-0.70%	
Interest	1,816	325	4,697	1,625	(3,072)	-189.06%	
Leases & Rentals	-	-	-	-	-	0.00%	
Total Expenses	79,435	104,244	556,462	741,532	1,485,849	24.96%	
Gross Surplus (Deficit)	(31,145)	1,531	(243,349)	(230,414)	(316,914)	-5.61%	
Subsidy							
Local Subsidy	3,414	-	17,070	6,828	40,969	(10,242)	-150.00%
State Subsidy	12,166	-	59,848	45,522	273,126	(14,326)	-31.47%
Federal Subsidy	15,565	-	497,189	184,325	257,699	(312,864)	-169.73%
Total Subsidy - CARES ACT	-	-	-	-	-	-	#DIV/0!
Total Subsidy	31,145	-	574,107	236,675	571,794	(337,432)	-142.57%
Surplus (Deficit)	-	1,531	330,758	6,261	254,880	324,497	5182.83%

Carbon County Community Transportation
Statement of Net Assets
November 30, 2020

CURRENT ASSETS			
Cash	\$	183,876	
Accounts Receivable		4,029	
Interdivisional Receivable		55,628	
Due From Carbon County		(3,415)	
Prepaid Expenses		300	
Grants Receivable		155,382	
Total Current Assets		395,800	
TOTAL ASSETS		\$	395,800
CURRENT LIABILITIES			
Due to the Commonwealth of PA	\$	81,557.63	
Loan Payable		65,000	
Interdivisional Payable		295,159	
Accounts Payable		155,518	
Accrued Expenses		91,797	
Deferred Revenue		25,457	
Total Current Liabilities		714,489	
NET ASSETS			
Unrestricted Equity		(318,689)	
Restricted Equity		-	
Total Net Assets		(318,689)	
TOTAL CURRENT LIABILITIES AND NET ASSETS		\$	395,800

January 12, 2021

FY- 2021-2022 Gillig Compressed Natural Gas (CNG) Bus Purchase

Summary

In order to acquire additional new full size bus vehicles for LANTA Bus, it is intended to exercise our first option thru the State of Pennsylvania consortium to acquire seven (7) Compressed Natural Gas (CNG) buses. When put into service, these buses will replace the five (5) 2010 Gillig Hybrid buses and expand the fleet by two (2) buses, bringing it to 86.

This procurement was led by Red Rose Transit Authority (South Central Transit Authority) of Lancaster, PA. with assistance of development of the Request for Proposal (RFP) as well as reviewing of submitted proposals from several authorities in the State, including LANTA. This five (5) year contract was awarded to Gillig Corporation, LLC of Livermore, California effective January 1, 2021. The buses LANTA wishes to acquire are the CNG buses outlined in the specifications that will be purchased by various agencies in the State as instructed by PENNDOT. These vehicles will have a Cummins 2019 L9N- 280 HP engine with an Allison B400R transmission. The Compressed Natural Gas (CNG) system that Gillig uses is supplied by Agility Fuel Systems of Salisbury, North Carolina. The new design system consists of five (5) roof-mounted tanks, with a twenty (20) year lifespan. The buses have been Altoona tested, a federal guideline, and contain all necessary equipment to ensure safe, reliable transportation. Gillig has been producing CNG buses for over 12 years to public transportation agencies nationwide. This is the same propulsion system that the current fifty-four (54) CNG buses have, as well as the three (3) being delivered in a February, 2021 plus many of the same components that LANTA has on its existing fleet of Gillig buses for the past 15 years. When these buses are delivered, LANTA's fleet will consist of 64 CNG buses and 22 Diesel Hybrid. LANTA's fleet will be current and up to date in the state of good repair, meaning there aren't any buses in service beyond their useful life span of 12 years. These buses also are scheduled to have a complete ATMS system from Avail Technologies. In the past, the new buses delivered only were pre-wired and components were transferred from retired buses into new ones. They also will include new GFI Odyssey fareboxes and the full drivers barrier/shields. Training for both Operators and Maintenance employees are included with this purchase.

Pricing – Gillig Corporation, LLC

Bus Size	Price Each	Qty.	Total
40' CNG bus	\$ 526,727.00	7	\$ 3,687,089.00

Other Costs:

Supplier	Description	Price per Bus	Price Total
Industrial Communications, Inc., Easton, Pa.	Two-way Radios – Furnished/installed	\$ 1,362.00	\$ 9,534.00
Transit Resource Service, Inc. Red Bug Lake, Florida	-Online Vehicle Inspection (7)	\$ 250.00	\$ 1,750.00
	-Pre-Award Buy America Audit Report (1 set for order)	\$ 575.00	\$ 575.00
	- Post-Delivery Buy America Audit Report (1 set for order)	\$ 775.00	\$ <u>775.00</u>
	Grand Total		\$ 3,100.00
	Misc.travel/Administration Costs/Acceptance Costs (Estimated)	\$ 1,000.00	\$ 7,000.00
	Grand Total of other Costs		\$ 19,634.00

Entire grand total of purchase: \$ 3,706,723.00

The anticipated delivery will be in the second quarter of 2022.

Recommendation: Pending the completion of the required pre-award Buy America Audit conducted by Transit Resource Center (TRC), it is recommended that a purchase order for LANTA's FY- 2021-2022 bus purchase for seven (7) 40' low floor CNG buses be awarded to Gillig Bus Corporation LLC of Livermore, California, it is also recommended that the related costs be awarded to the appropriate suppliers as well.

Randy Flyte

Technik Pre-Paid Card Vending Machine

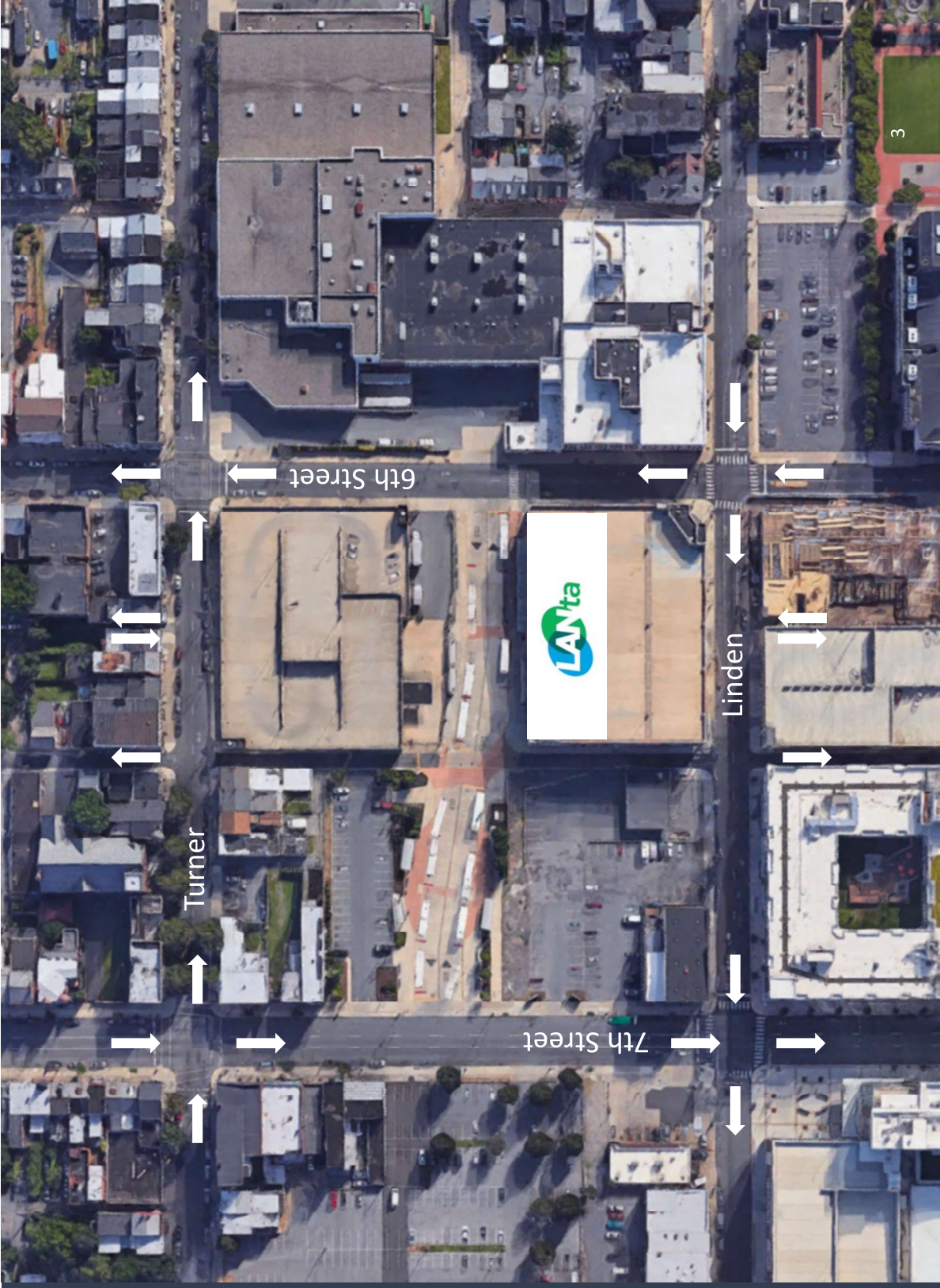
	CMV4	CMV4 Secure	CM4	CMV8
Card Capacity	660 cards 4 columns	660 cards 4 columns	1,560 cards 4 columns	1,320 cards 8 columns
Color	Blue, Red, Yellow or Black			
Control	Cards and money are kept in separately locked compartments			
Bill Acceptor	Coinco (US) 450 bill stacker (650 w/extension) Pyramid (US/International) 500 or 1,000 bill stacker Smiley (US/International) 300 bill stacker (500 w/ extension) Mars (US/International) 700 bill stacker			
Graphics	Standard and custom graphics available			
Dimensions (W x D x H)	14" x 10.5" x 22"	14" x 10.5" x 22"	20" x 13" x 22"	20" x 13" x 22"
Machine Weight - lbs.	55	85	90	95
Base Dimensions	15" x 11" x 36"	15" x 11" x 36"	21" x 14" x 36"	21" x 14" x 36"
Base Weight - lbs.	40	40	60	60





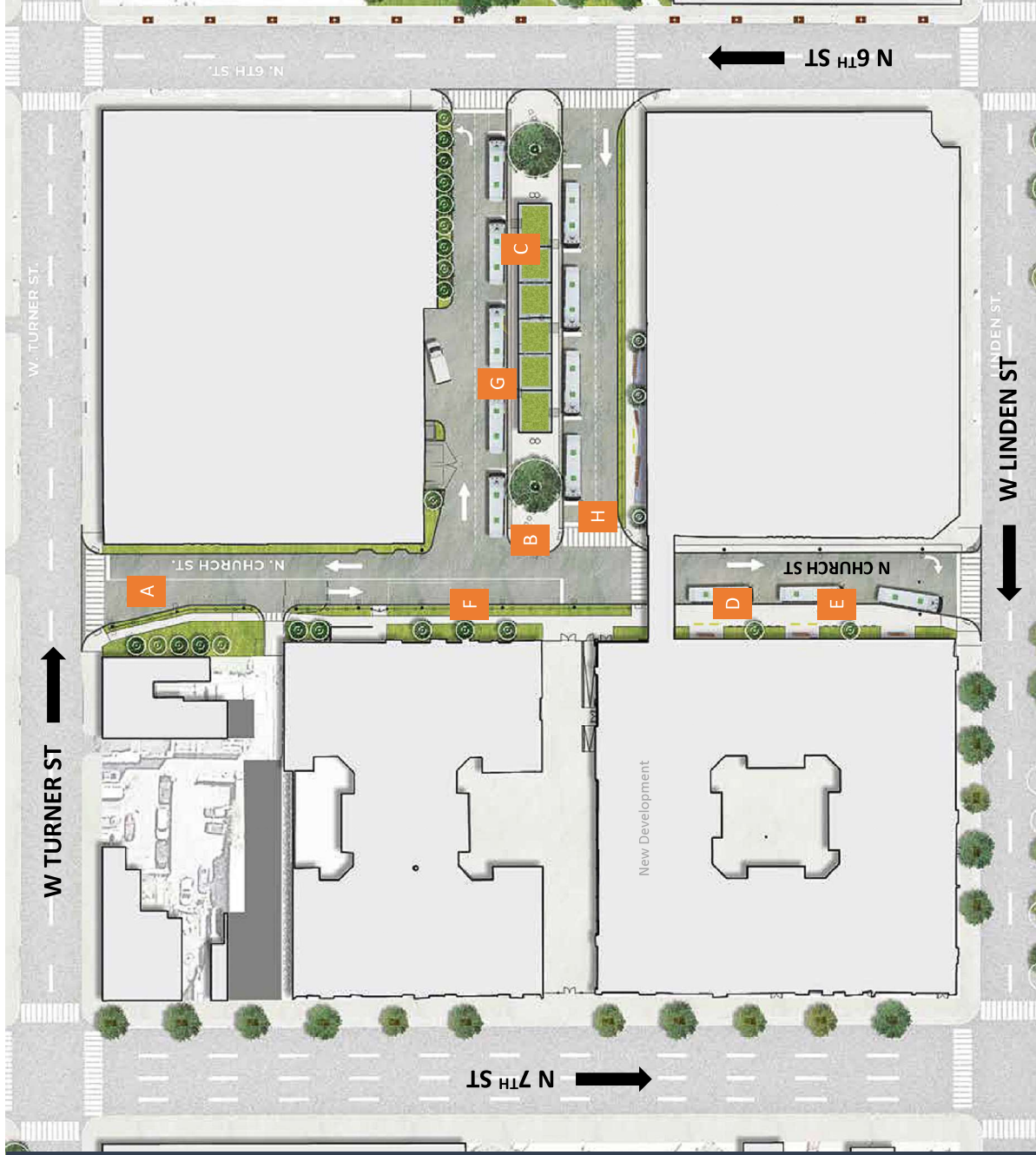
Current terminal condition allows for inconsistent cueing, vagrancy and an unwelcoming stop.

The main street to the downtown leaves an impression of unappealing vacancy.



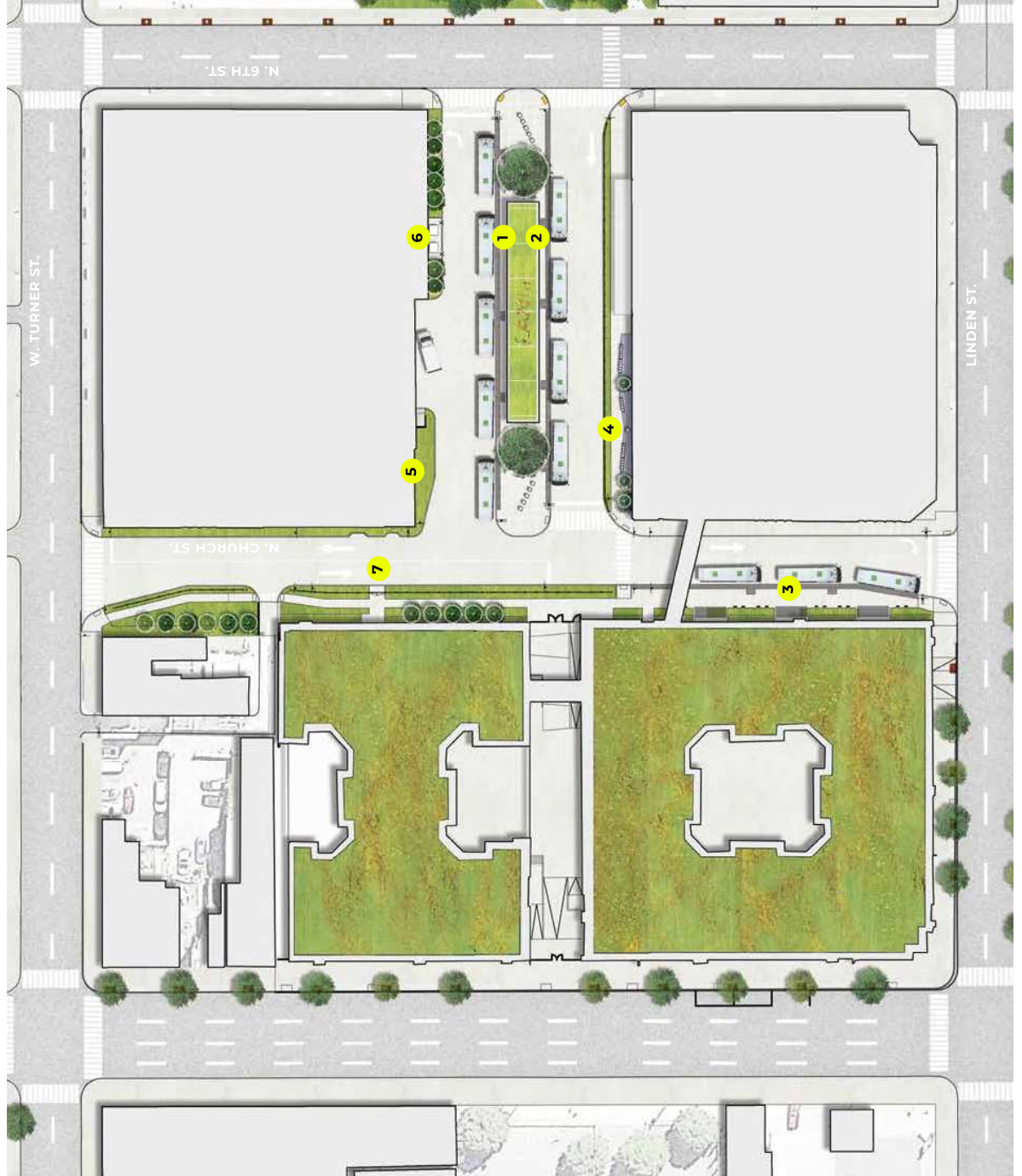


- A** Widened, 2-way traffic creates more bus circulation options
- B** Center Island design updates traffic flow & creates a communal stop
- C** 11 new berths in a more centralized area
- D** Enhanced wayfinding, lighting & bike racks
- E** New modernized shelters with green roofs & improved lighting
- F** New Hardscape & Landscape design
- G** Increased security with collected loading areas
- H** Safer pedestrian crosswalks



PLAN

SITE PLAN



- 1 LANTA BUS PLATFORM 1
- 2 LANTA BUS PLATFORM 2
- 3 LANTA BUS PLATFORM 3
- 4 SEATING & DESIGNATED SMOKING AREA
- 5 MURAL
- 6 TRASH STORAGE
- 7 BUILDING STORAGE ACCESS

SCALE: 1" = 30'-0"
↑N



Mural Art Installation by
Allentown resident Sarah Karress
– Made possible by an
Allentown Arts Commission
“Art of Encouragement”
Covid-Relief Grant.

LANTA ATC PLAZA

LOOKING NORTH

- 1 GREEN ROOF WITH LANTA LOGO
- 2 FIXED “LANTA” CUBE SEATING
- 3 FIXED BENCH SEATING / STONE FINE & TREES
- 4 MURAL
- 5 TRASH STORAGE WITH SWING FENCE



BUS PLATFORM

LANTA PLATFORMS 1 & 2

- 1 PAINTED LANTA SIGNAGE (RAL NO. 5012 'LIGHT BLUE')
- 2 GREEN ROOF WITH LANTA LOGO
- 3 FIXED "LANTA" CUBE SEATING
- 4 FIXED BENCH SEATING / STONE FINE & TREES
- 5 TRASH STORAGE WITH SWING FENCE



SITE VIEW
LOOKING WEST



BUS PLATFORM

LANTA PLATFORMS 1 & 2

- 1 ROOF CANOPIES WITH LANTA BRAND COLOR
- 2 PLATFORM SIGNAGE INTEGRATED ON COLUMNS
- 3 FIXED "LANTA" CUBE SEATING
- 4 PAINTED "LANTA" SIGNAGE
- 5 DIGITAL PANEL (WEATHERPROOF PAPER SIGN ENCLOSURE ON OPPOSITE SIDE)
- 6 INTEGRATED GERM BARRIER
- 7 LEAN RAIL & PERFORATED METAL BARRIER
- 8 LOADING ZONE & DETECTABLE WARNING



BUS PLATFORM

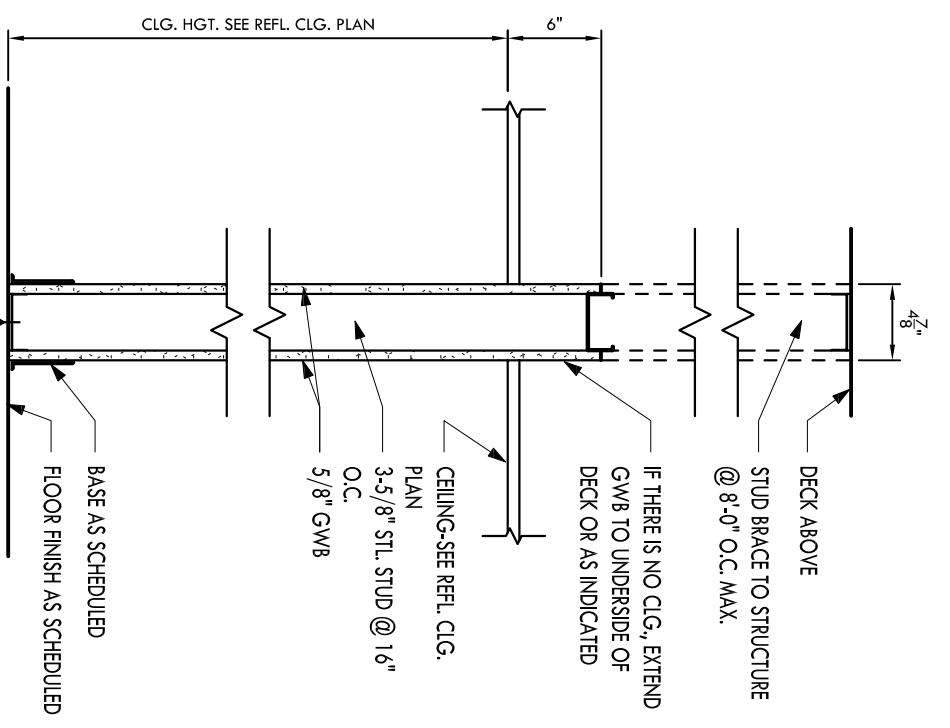
LANTA PLATFORMS 1 & 2

1 DIGITAL PANEL

2 PERFORATED METAL & LEAN RAIL

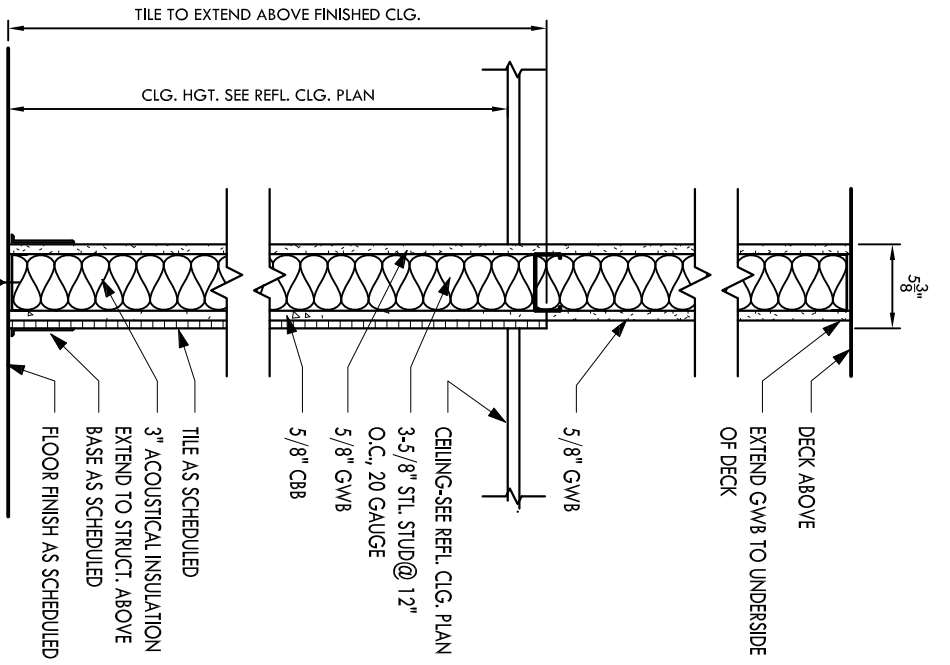
3 INTEGRATED GERM BARRIER PANELS TO 10' HT





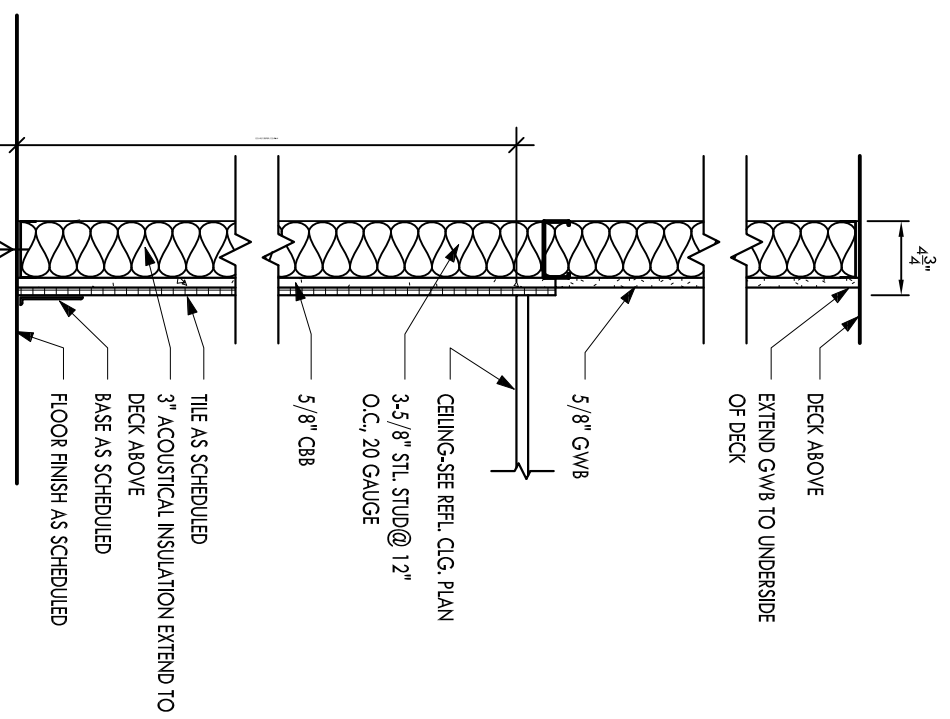
P1
NO FIRE RATING, STC 33-39 (W/ 1350)

PLAN INDICATION



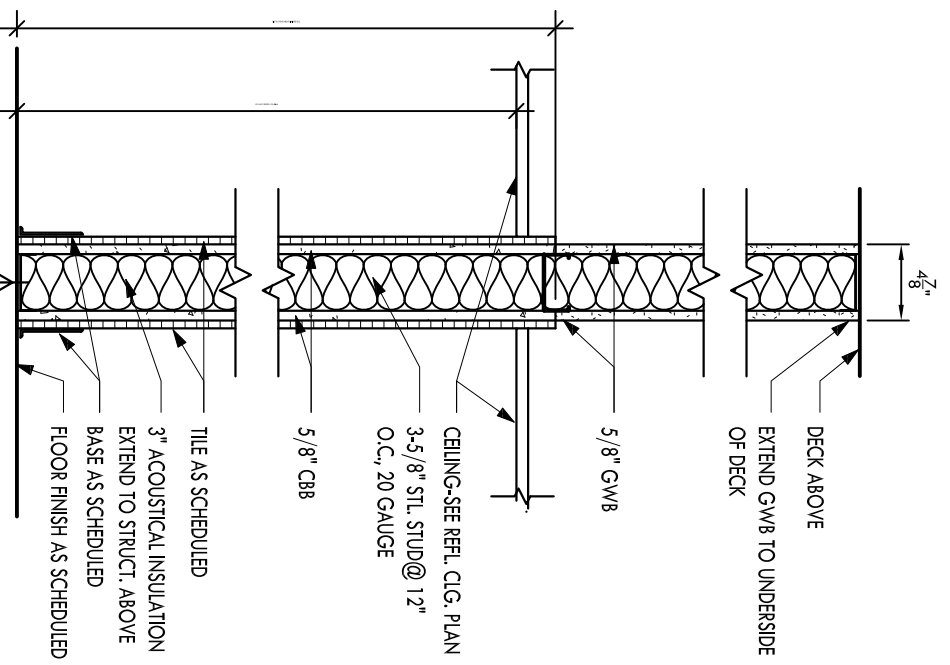
P4
NO FIRE RATING, STC 44-44 (W/ 1295 SW)

PLAN INDICATION



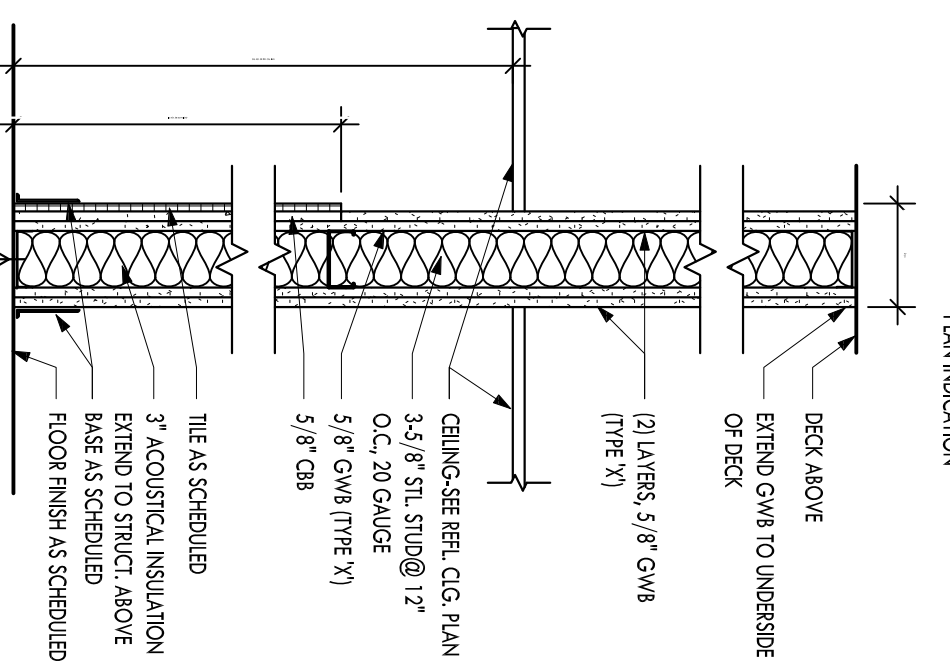
P10
NO FIRE RATING

PLAN INDICATION



P13
NO FIRE RATING, STC 44-44 (W/ 1081 SW)

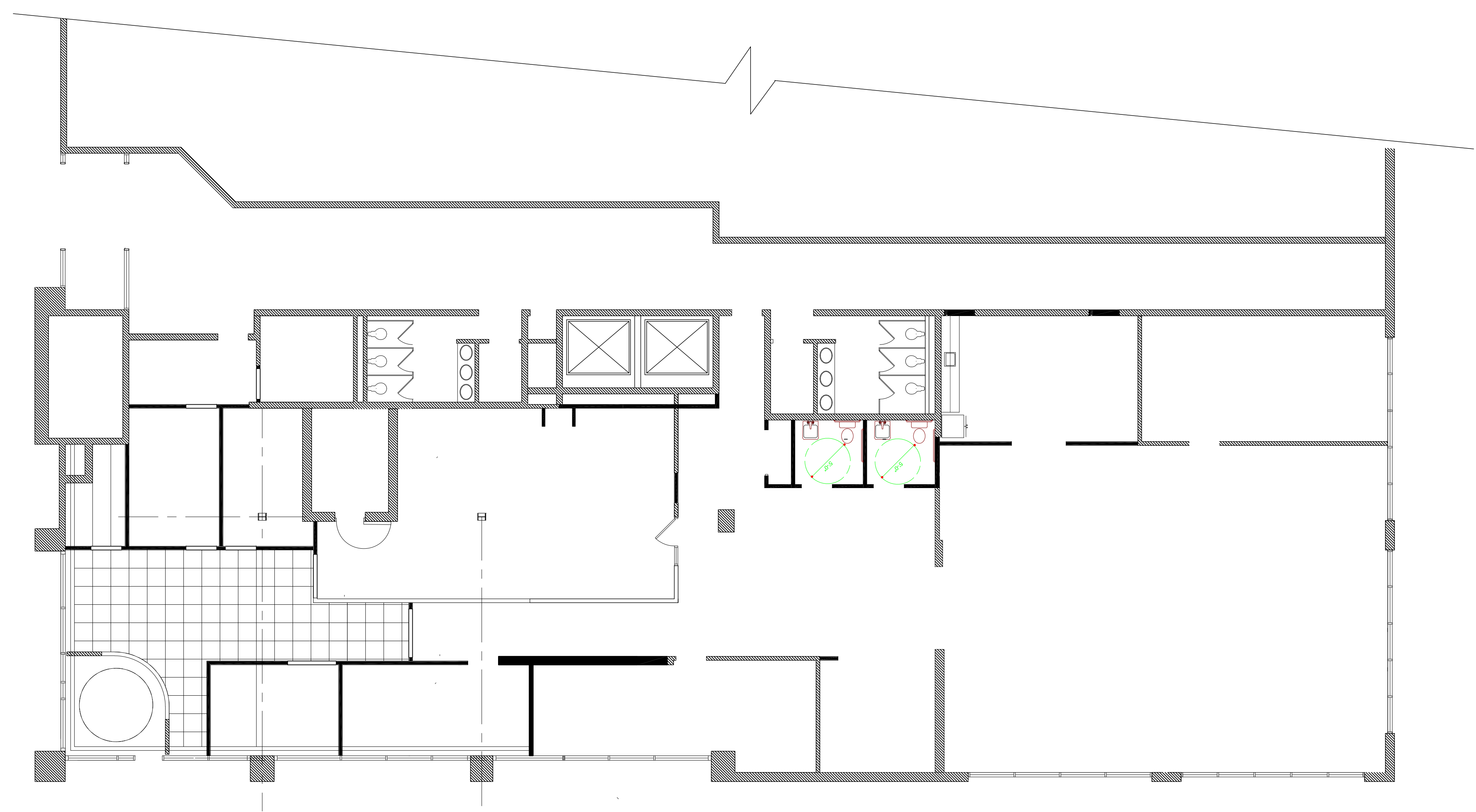
PLAN INDICATION



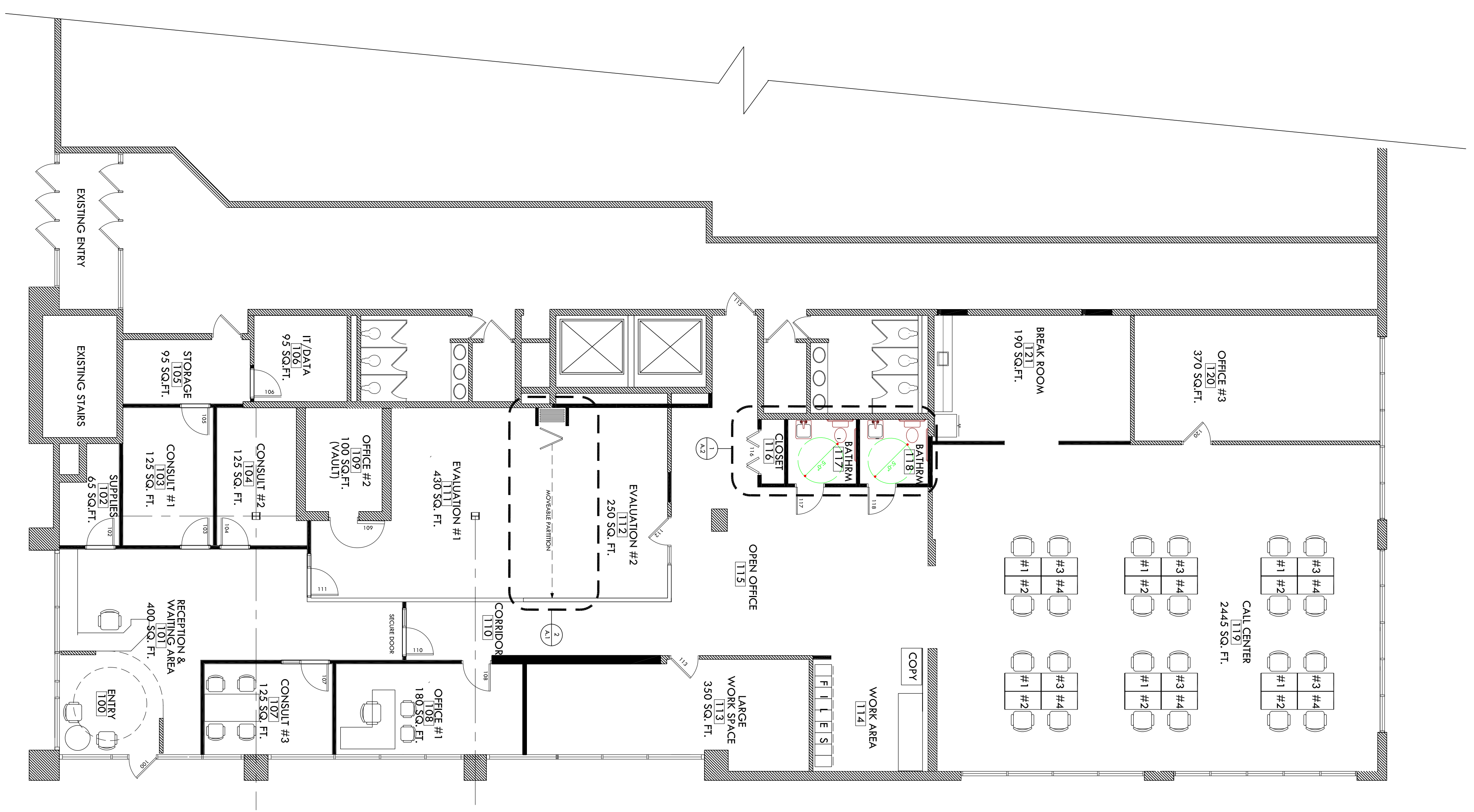
P9
2 HR. FIRE RATED PARTITION

NOTE: FIRE RATING EXTENDS TO U/S OF DECK. (SEE IJ41413, STC 55-59 (W/ 1522 SW)

3 PARTITION TYPES
A-1 NOT TO SCALE



2 FIRST FLOOR - REFLECTED CEILING PLAN
A-1 Scale: 1/8\"/>



1 FIRST FLOOR PLAN
A-1 Scale: 1/8\"/>

REVISIONS	DATE
	00/00/2019

T.K. MALONEY ARCHITECT
tkmaloney@rcs.com
484.458.1360

Thomas K. Maloney
6632 South Davis
Bethlehem, PA 18017

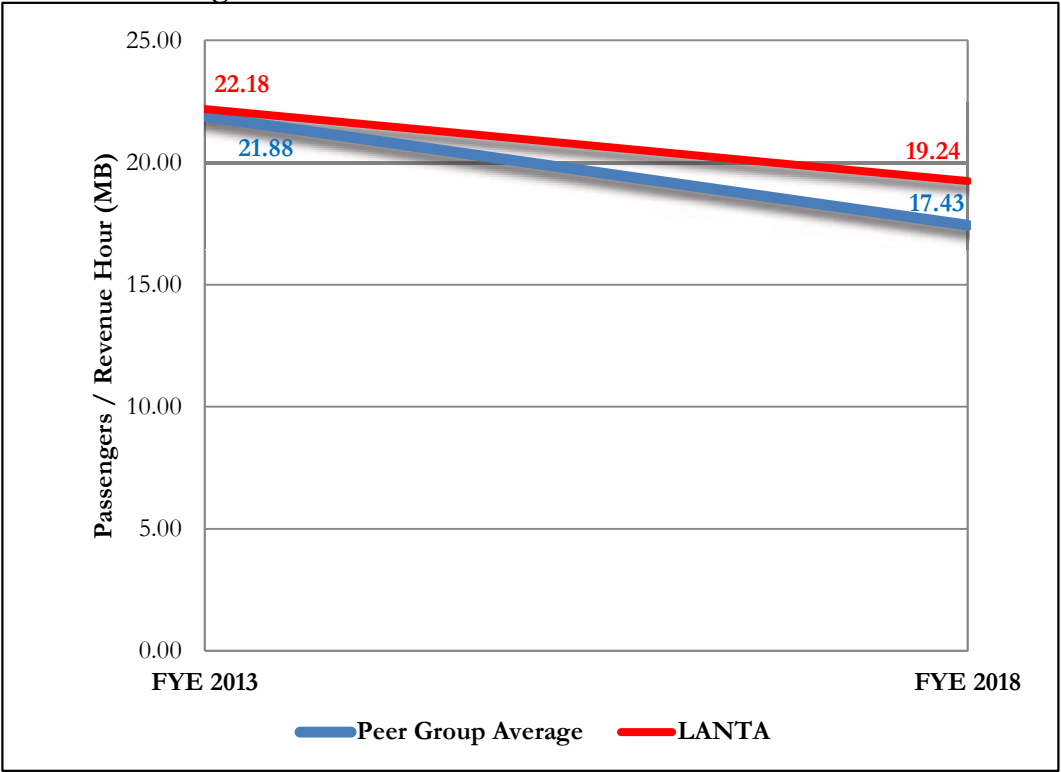
LANTA TENANT FIT-OUT
for
60 WEST BROAD STREET
BETHLEHEM, PA 18015

FIRST FLOOR PLAN-PARTITION TYPES

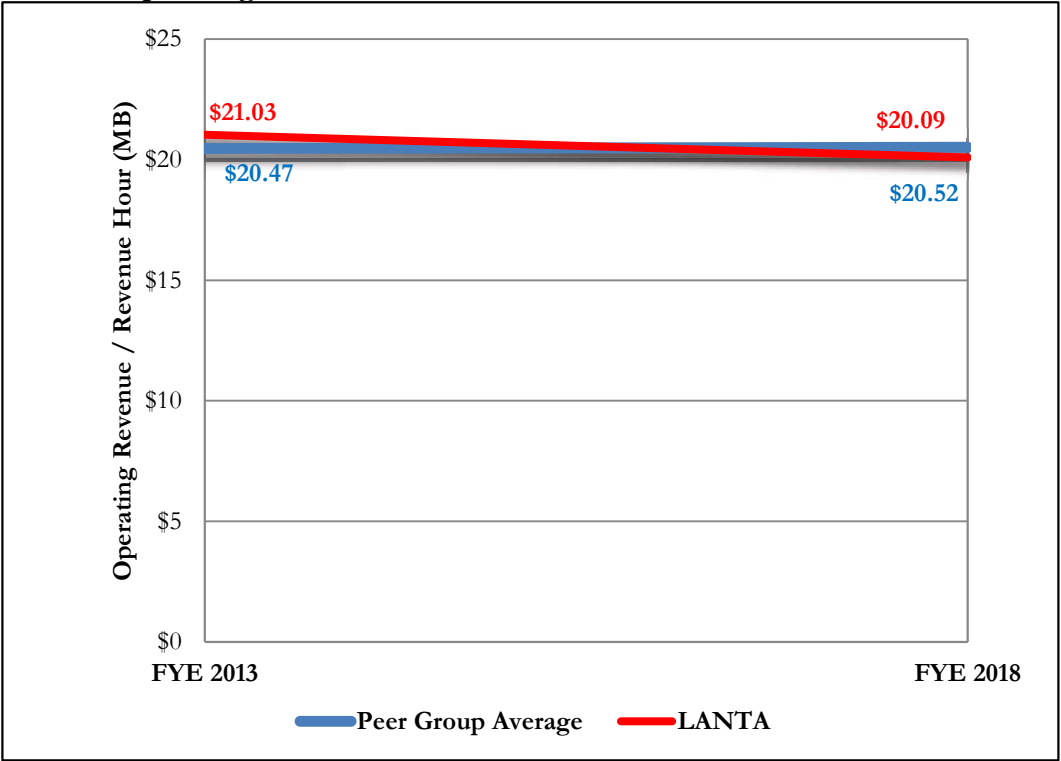
owner: EHERALD REALTY GROUP	date: SEPTEMBER 30, 2020
scale: VARIES	drawn by: TKM

A-1

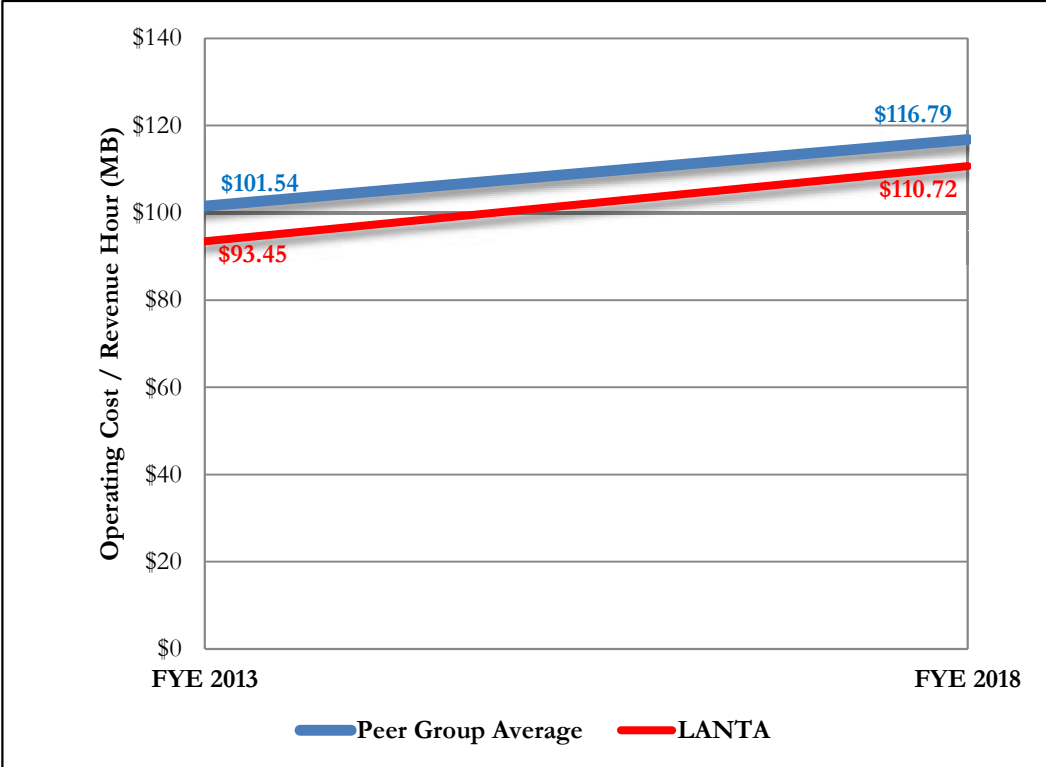
Trend – Passengers / Revenue Vehicle-Hour



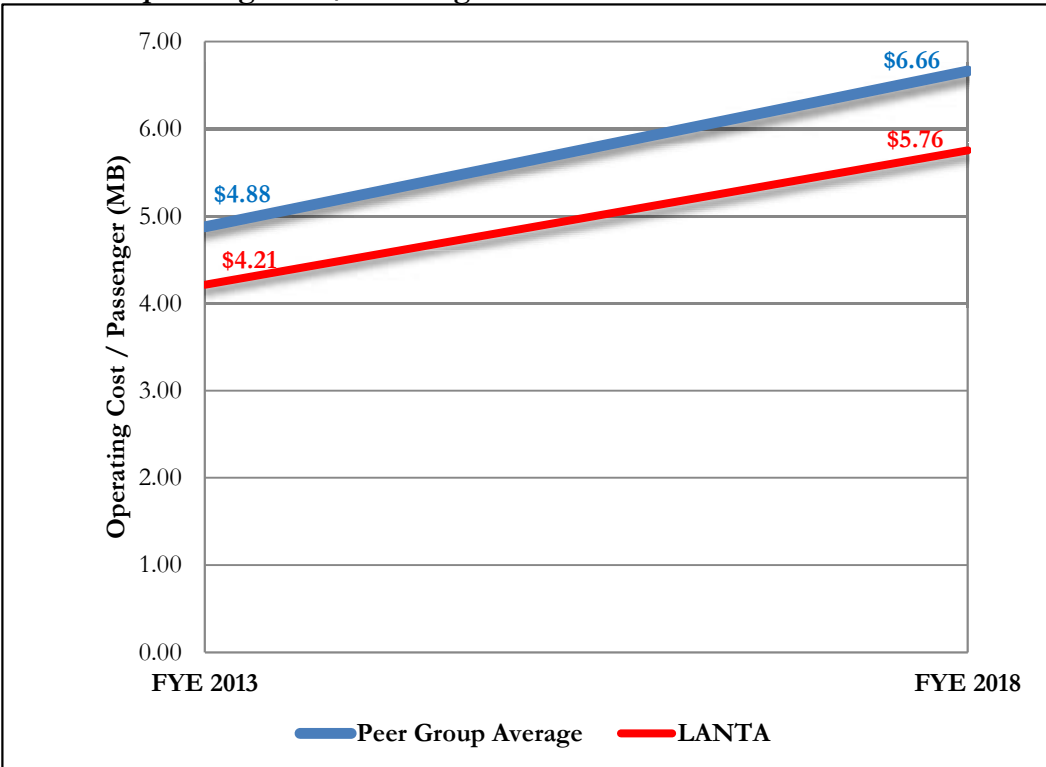
Trend – Operating Revenue / Revenue Vehicle-Hour



Trend – Operating Cost / Revenue Vehicle-Hour



Trend – Operating Cost / Passenger



2024 PERFORMANCE TARGETS

Act 44 requires PennDOT, in consultation with agency management, to establish five-year performance targets for each of the four Act 44 metrics for fixed-route service. Setting performance targets for these metrics and regularly reevaluating performance are practices intended to improve both the effectiveness and efficiency of service delivery. Act 89 requires agencies to maintain a policy to adjust fares for inflation to keep pace with increases in operating costs. PennDOT uses the most recent audited and agency-verified values for passengers, operating costs, and operating revenues as the baseline for developing the targets. Five-year targets reflect realistic and achievable expectations of improvement.

The 2020 performance review noted that LANTA managed ridership declines and restricted increases in operating costs better than most peer systems despite not achieving anticipated growth in ridership from service expansions to increase passengers per revenue vehicle-hour. LANTA should achieve its FYE 2024 targets, focusing on efforts to increase ridership and containing operating costs.

PennDOT established the following performance targets in consultation with LANTA:

- Increase passengers per revenue vehicle-hour by at least 0.5 percent per year on average.
- Contain operating cost per revenue vehicle-hour increases to no more than 3.0 percent per year on average.
- Increase revenue per revenue vehicle-hour by at least 3.0 percent per year on average.
- Contain operating cost per passenger trip increases to no more than 2.5 percent per year on average.

PennDOT based LANTA’s future-year performance targets on the most recently available fiscal year-end data (i.e., FYE 2019). LANTA must work to achieve these targets, listed in **Exhibit 6**, over the next five years to ensure continued eligibility for full Section 1513 funding.

Exhibit 6: FYE 2024 Act 44 Performance Targets

Performance Criteria	Fiscal Year End (FYE)			Target Annual Increase
	2018 Actual	2019 Actual	2024 Target	
Passengers / Revenue Vehicle-Hour	19.24	18.15	18.61	0.5%
Operating Cost / Revenue Vehicle-Hour	\$110.72	\$112.10	\$129.95	3.0%
Operating Revenue / Revenue Vehicle-Hour	\$20.09	\$19.88	\$23.04	3.0%
Operating Cost / Passenger	\$5.76	\$6.18	\$6.99	2.5%

LANTA 2021 MANAGEMENT PERFORMANCE REVIEW ACTION PLAN

Recommendation	LANTA Action	Estimated Initiation Date	Estimated Completion Date
ACTIONS TO INCREASE PASSENGERS / REVENUE HOUR			
1. Evaluate schedules and AVL results, then develop a strategy to achieve on-time performance goals.	Establish ongoing On-Time Performance analysis and follow-up procedure.	Q1 CY 21	Q2 CY 21
2. Work with local municipalities to implement transit signal priority (TSP) and other roadway improvement elements of the EBS plan.	Work through PennDOT on-call consultant to complete an EBS physical improvements implementation strategy.	Q2 CY 21	Q1 CY 22
3. Continue to work with municipalities, especially those experiencing high rates of growth and development, to include LANTA review of development plans along key corridors in their development review and to ensure that development plans address LANTA comments.	Continue outreach and cooperative efforts with LVPC, municipalities, and developers to ensure that LANTA is included in site development review and that LANTA comments are reflected in approved plans.	Ongoing	Ongoing
ACTIONS TO REDUCE OR CONTAIN OPERATING COST / REVENUE HOUR			
1. Continue to identify and implement measures to achieve a long-term, fiscally sustainable business model.	Develop an annual service planning process to identify opportunities for improvements to service productivity and quality. Develop and implement a budget adherence tracking procedure.	Q1 CY 21	Q2 CY 21
2. Evaluate the costliness of labor rules in the CBA to inform future negotiations.	LANTA did analyze the cost implications of labor rules for the CBA negotiations completed in December 2020. LANTA will again complete a comprehensive analysis of costs of labor rules for the next CBA in 2024.	Q4 CY 23	Q1 CY 24
OTHER ACTIONS TO IMPROVE OVERALL PERFORMANCE			

1. Assign a dedicated staff member to be responsible for overseeing all aspects of Carbon Transit service.	Develop an internal roles and responsibilities plan for Carbon Transit management.	Q2 CY 21	Q3 CY 21
2. Take steps to eliminate the local match deficit in future budgets.	Pursue steps to eliminate local match deficit.	Q1 CY 21	Q2 CY 22
3. Renew the enabling charter as soon as practical.	Work with Lehigh and Northampton Counties to complete the renewal of LANTA's Charter.	Q1 CY 21	Q4 CY 21
4. Consider modifications necessary to accommodate a long-term solution for the management of Carbon Transit.	Work with Carbon, Lehigh, and Northampton Counties as well as PennDOT BPT to determine the most advantageous and compliant management model for the Carbon Transit system.	Q1 CY 21	Q4 CY 21
5. Institute formal quality control mechanisms to ensure dotGrants and NTD reports are completed accurately and as consistently as possible.	Develop data reporting calendar and input procedures.	Q1 CY 21	Q3 CY 21