



Lehigh and Northampton Transportation Authority
1060 Lehigh Street, Allentown, PA 18103
Phone: 610-435-4517

LANTA Board of Directors Meeting Minutes

January 11, 2022

LANTA Administrative Offices, Allentown, PA

Members Attending: Matt Malozi – Vice Chair of the Authority; Cordelia Miller; and Iris Linares.

Members Attending via Webinar/Teleconference: Kim Schaffer – Chair of the Authority; Fred Williams – Treasurer of the Authority; Becky Bradley – Secretary of the Authority; Holly Edinger; Mike Lichtenberger; and Amy Beck.

Members Absent: Jennifer Ramos; and Sheila Alvarado.

Staff/Contractors Attending: O. O’Neil, J. Polster-Abel, J. Ozoa, B. Cotter, T. Williams, R. Flyte, A. Yacko – LANTA Staff; K. Herman – Solicitor.

Public Attending: None

Public Attending via Webinar/Teleconference: Sara Cassi

1. Call to Order

The meeting was called to order at 12:01 p.m. by Matt Malozi, Vice Chair of the Authority.

2. Public Comment

No comments were provided during Public Comment.

3. Approval of the Minutes

The minutes of the December 14, 2021 Board of Directors meeting were approved on a motion made by Ms. Linares and seconded by Ms. Miller.

4. Report of the Chair

As part of the Report of the Chair, Mr. Malozi stated that the LANTA Board of Directors and staff were heartily saddened this past week to learn of the passing of LANTA Board member Kevin Lynn.

Kevin has served as the ex-officio member from Northampton County for the past eight years. The ex-officio members of the LANTA Board are appointed by each county specifically to provide input and advocate for the interests of persons with disabilities. Kevin took that role very seriously and was a committed and strong advocate.

Mr. Malozi noted that he had attended the funeral services for Mr. Lynn and Kevin's extensive community involvement and commitment to advocacy was evident by those attending and participating in the service.

Mr. Malozi asked all in attendance to observe a moment of silence to honor Kevin's service to the LANTA Board of Directors.

After a moment of silence was observed, Mr. Malozi noted that the LANTA Board and staff send condolences to Kevin's family and note that he will be greatly missed at LANTA.

Mr. Malozi then concluded the Report of the Chair.

5. Report of the Committees

- A. Finance & Administration Committee – Mr. Williams reported that the Finance & Administration Committee met on Tuesday January 11 prior to the Board meeting. As part of the agenda, staff presented the financial statements for the LANTaBus, LANTaVan, and Carbon County Community Transit operating divisions for November 2021, subject to audit, which are attached. The meeting included a detailed presentation and discussion of the financial statements.

On a motion made by Mr. Williams and seconded by Ms. Linares, the Board voted to approve the LANTaBus, LANTaVan, and Carbon County Community Transit financial statements for November 2021, subject to audit.

Also as part of the agenda, staff provided updates on the procedures being followed to address COVID related absences among employees, as well as an update on the status of LANTA's ability to operate scheduled service and the steps being taken to address absences specifically among LANTA bus drivers.

Staff also provided an update on current ridership trends on the LANtaBus system and how that relates to the fare restoration strategy adopted by the Board as part of the current fiscal year budget.

Mr. Williams then concluded his report.

- B. LANtaBus Rider Experience & Planning Committee – Mr. Malozi, Chair of the LANtaBus Rider Experience & Planning Committee, reported that the Committee did not meet in January and that the next meeting of the Committee is scheduled for Tuesday February 15.
- C. Capital Asset Management Committee – Ms. Bradley, Chair of the Capital Asset Management Committee, reported that the Capital Asset Management Committee did not meet in January and that the next meeting of the Committee is scheduled for Tuesday March 1.
- D. LANtaVan & Accessibility Committee – Ms. Miller, Chair of the LANtaVan & Accessibility Committee, reported that the Committee did not meeting in January and that the next meeting of the Committee is scheduled for Tuesday March 8.

6. Other Items

None

7. Adjournment

The meeting was adjourned at 12:10 p.m.

Respectfully Submitted



Becky Bradley
Secretary

2/15/2022

Date



Lehigh and Northampton Transportation Authority

**LANTA Board Meeting
Agenda
January 11, 2022**

1. Call to Order
 2. Public Comment
 3. Approval of the Minutes – December 14, 2021 Board Meeting
 4. Report of the Chair
 - A. Moment of Silence to mark the passing of LANTA Board member, Kevin Lynn
 5. Report of Committees
 - A. Finance & Administration – Fred Williams
 - i. Items for consideration of approval:
 - a. Financial Statements November 2021
 - B. LANTaBus Rider Experience & Planning Committee – Matt Malozi
 - C. Capital Asset Management – Becky Bradley
 - D. LANTaVan & Accessibility Committee – Cordelia Miller
 6. Other Items
 - A. None
 7. Adjournment
-



**LANTA Finance & Administration Committee
Agenda
January 11, 2022**

1. Call to Order
 2. Public Comment
 3. Review and Recommendation – Financial Statements November 2021, subject to audit
 4. Procurements
 - A. None
 5. Actions
 - A. None
 6. Report on Initiatives
 - A. COVID Related Leave and Staffing
 - B. COVID Related Service Cuts
 - C. COVID Related Fare Modifications
 7. Other Items
 8. Adjournment
-



Lehigh and Northampton Transportation Authority

TO: Owen O'Neil, Executive Director and Authority Members
FROM: Nicole L. Ozoa, Director of Finance
DATE: January 10, 2022
SUBJECT: Unaudited November 2021 Financial Statement

Attached for your review are the unaudited financial statements for the period ended November 30, 2021, for LANtaBus, LANtaVan and Carbon Transit.

Items of Interest:

- The LANTA's Line of Credit Balance as of December 6th 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 21/22 are current. The balance in the ACT 44 checking account stands at \$9,942,961. The account is currently underfunded by approximately \$9.2M. In addition, approximately \$10.7M are either currently owed to LANTA from State Funds or can now be drawn down from Federal Grants:
 - State Shared Ride/PWD - \$337,172 (THRU 12/31/2021)
 - Lehigh County MATP - \$735,586 (THRU 12/31/2021)
 - Northampton County MATP - \$372,439 (THRU 12/31/2021)
 - Federal Capital Funding - \$7,060,465 (THRU 12/31/2021)
 - State Capital Funding - \$2,171,482 (THRU 12/31/2021)
- The balance in the CT general checking account stands at approximately \$19K. The balance in the CT's Act 44 checking account stands at \$1K. The account is currently underfunded by approximately \$148K. The line of credit balance stands at \$96,458. State ACT 89 funds due to CT for FY 21/22 are approximately \$22K. In addition, approximately \$670K are currently owed to CT from the following sources:
 - State Shared Ride/PWD - \$51,400 (THRU 12/31/2021)
 - Carbon County MATP - \$283,610 (THRU 12/31/2021)
 - Local Operating Assistance - \$41,945 (Fy22 Local Match)
 - Federal Operating Assistance - \$293,143 (LANTA OA Fy21/Fy22)
- Fulton Financial ACT 72 Letter for period ended 11/30/2021 was received and all bank accounts are in compliance.
- 2020/2021 NTD final revisions have been submitted. Both reports for Carbon and LANTA have been submitted for close out.

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	\$526,208	\$1,893,373	\$2,156,364

The current health insurance participation census stands at 92 Employee Only; 74 Employee Plus 1; 35 Employee Plus 2; 28 Employee Plus 3 and 25 Employee Plus 4 or more.

LANtaVan Accounts Receivable Aged Invoice Report - November 30, 2021

	Total	Current	30 Days	60 Days	90 Days	120 Days +
Lehigh County MATP	\$ 596,592	\$ (13,966)	\$ -	\$ 5,737	\$ 48,203	\$ 556,618
Northampton County MATP	\$ 289,988	\$ (22,173)	\$ (34,412)	\$ 36,985	\$ 24,677	\$ 284,911
Other(PaDOT Shared Ride;PWD)	\$ 305,285	\$ 191,998	\$ 638	\$ 1,196	\$ 11,282	\$ 100,172
Total AR November 30, 2021	\$ 1,191,864	\$ 155,859	\$ (33,775)	\$ 43,918	\$ 84,162	\$ 941,701
	100%	13.08%	-2.83%	3.68%	7.06%	79.01%
Total AR October 31, 2021	\$ 1,575,648	\$ 129,694	\$ 388,325	\$ 114,861	\$ 161,127	\$ 781,642
	100%	8.23%	24.65%	7.29%	10.23%	49.61%
AR Change	\$ (383,784)	\$ 26,165	\$ (422,100)	\$ (70,943)	\$ (76,965)	\$ 160,059
	-24.36%	20.17%	-108.70%	-61.76%	-47.77%	20.48%

Accounts Payable Aged Invoice Report - November 30, 2021

	Total	Current	30 Days	60 Days	90 Days	120 Days +
LANtaBus	\$ 1,109,040	\$ 1,245,805	\$ 169,032	\$ 3,707	\$ (223)	\$ (309,280)
LANtaVan	\$ 795,992	\$ 754,534	\$ 8,949	\$ 9,691	\$ 12,318	\$ 10,500
CCCT	\$ 551,101	\$ 114,639	\$ 115,798	\$ 151,695	\$ 53,742	\$ 115,228

LANTA Bus

Year-to-date revenues for the fixed route division totals \$748,956. This represents a 16.62 percent decrease from the current year budget projection of \$898,205. Fare collection revenue is currently running below budget projections by approximately \$139K, resulting in a 21.78 percent negative budget variance. The Other Revenue section, which includes Advertising Revenue is in line with current year budget projections as the budget was based on the guaranteed monthly amount. The Authority anticipates recognizing additional advertising revenue in January 2022, once the calendar year reconciliation is complete.

Year-to-date expenses for the fixed route division totals \$12,725,541. This represents a 1.01 percent increase from the current year budget projection of \$12,598,334. For the current fiscal year period, Labor, Fringes Purchased Transportation, 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. Labor is the first expense variable area to be mentioned in detail and is continuing to run above budget. With the hiring of additional staff and the payment of overtime to ensure service needs are met due to absences amongst the driver pool, the 3.42 percent above budget variance is not unusual. 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 for a worst-case scenario from our outside health insurance broker. YTD, the actual usage is below the anticipated scenario by approximately \$263K. The Authority expects this trend to continue through the remainder of the fiscal year. Purchased Transportation continues to operate above budget projections by approximately \$61K, a 7.13 percent increase above budget projections. This is due to the monthly recognition of the Carbon Transit Federal Subsidy Pass-through.

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 is currently under budget by \$145K, which represents a 65.72 percent budget variance.

Year-to-date deficit recorded on the fixed route division totals \$11,976,585. This represents a 2.36 percent increase from the current budget projection. Current total subsidies equal the deficit and include the following sources:

Federal Subsidy- ARPA - \$4,470,540
Federal Subsidy – All Other - \$2,110,509
State Subsidy - \$4,930,567
Local Subsidy - \$464,968

LANtaVan

Year-to-date revenues for LANtaVan totals \$3,044,030. This represents a 30.93 percent decrease from the current year budget projection of \$4,406,967. LANtaVan records and adjusts MATP revenue to reflect the cost of the program to maintain a conservative approach to revenue recognition. Currently, MATP revenue is approximately \$207K below budget projections. ADA and Lottery trips are showing significant increases in ridership. ADA is showing a 40.0 percent increase, while Lottery is showing a 33.0 percent increase over the prior period.

Year-to-date expenses for LANtaVan totals \$3,345,832. This represents a 22.64 percent decrease from the current year budget projection of \$4,325,129. 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 as well as the proper allocation of fueling expense of vehicles used for Carbon Transit. 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 \$832K 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 \$301,802.

Carbon Transit

Year-to-date revenues for Carbon Transit totals \$386,584. This represents a 24.30 percent increase from the current budget projection of \$311,002. Carbon Transit records and adjusts MATP revenue to reflect the cost of the program to maintain a conservative approach to revenue recognition. Currently, MATP revenue is approximately \$60K above budget. ADA and PWD trips are showing significant increases in ridership. ADA is showing a 38.0 percent increase, while PWD is showing a 60.0 percent increase over the prior period.

Year-to-date expenses for Carbon Transit totals \$615,403. This amount is 12.28 percent above the budget projection of \$548,099. The main deviation of approximately \$63K pertains to the Purchased Transportation area and relates to the proper recognition of fueling expense for the Carbon Transit fleet. Materials and Supplies is experiencing a 139.11 negative percent budget variance. This is a result of the purchase of additional ticket inventory. The amount of ticket stock purchased is expected to sustain the inventory through the end of the fiscal year.

Year-to-date deficit recorded on Carbon Transit totals \$228,818. Current total subsidies include the following sources:

Federal Subsidy - \$107,392

State Subsidy – \$103,951

Local Subsidy - \$17,475

The unfunded YTD deficit equals \$0.

LANTA
Income Statement Summary
For the Period Ending November 30, 2021

	Fiscal Year 2022				YTD Budget Variance	
	PTD		YTD		Favorable (Unfavorable)	
	Actual	Budget	Actual	Budget	Amount	Percent
Revenue						
Passenger Fares	103,648	152,647	500,421	639,040	(138,619)	-21.69%
Special Transit Fares	41,301	-	41,301	52,500	(11,199)	-21.33%
Auxiliary Transportation Revenue	33,333	33,333	166,667	166,665	2	0.00%
NonTransportation Revenue	8,049	8,000	40,567	40,000	567	1.42%
Total Revenue	186,331	193,980	748,956	898,205	(149,249)	-16.62%
Expenses						
Labor	763,140	1,124,861	5,689,625	5,501,210	(188,415)	-3.42%
Fringe Benefits	1,008,419	405,561	3,930,448	3,750,692	(179,756)	-4.79%
Total Labor and Fringe Benefits	1,771,560	1,530,422	9,620,072	9,251,902	(368,170)	-3.98%
Services	140,725	154,467	710,980	791,561	80,581	10.18%
Fuel	131,140	118,079	545,226	513,703	(31,523)	-6.14%
Tires & Tubes	9,569	9,397	46,808	47,606	798	1.68%
Materials & Supplies	129,788	120,062	457,309	565,194	107,885	19.09%
Utilities	75,443	57,579	280,573	236,761	(43,812)	-18.50%
Casualty & Liability	100,885	37,091	75,841	221,268	145,428	65.72%
Taxes	428	328	1,577	1,791	214	11.93%
Purchase of Transportation Service	161,464	165,235	909,482	848,953	(60,529)	-7.13%
Miscellaneous	7,918	18,890	41,454	83,190	41,736	50.17%
Interest	(105)	1,000	(212)	5,000	5,212	104.25%
Leases & Rentals	10,947	6,226	36,430	31,405	(5,025)	-16.00%
Total Expenses	2,539,763	2,218,776	12,725,541	12,598,334	(127,207)	-1.01%
Gross Surplus (Deficit)	(2,353,432)	(2,024,796)	(11,976,585)	(11,700,129)	(276,456)	-2.36%
Subsidy						
Local Subsidy	91,804	96,980	464,968	484,900	19,932	4.11%
State Subsidy	977,137	559,566	4,930,567	4,373,979	(556,588)	-12.72%
Federal Subsidy	401,714	516,393	2,110,509	2,581,965	471,456	18.26%
Federal Subsidy - ARPA	882,777	851,857	4,470,540	4,259,285	(211,255)	-4.96%
Total Subsidy	2,353,432	2,024,796	11,976,584	11,700,129	(276,456)	-2.36%
Surplus (Deficit)	-	-	(0)	-	(0)	#DIV/0!

LANtaBus
Statement of Net Assets
November 30, 2021

CURRENT ASSETS

Cash	\$ 93,942
Accounts Receivable	132,832
Interdivisional Receivable	2,558,598
Inventories	426,881
Prepaid Expenses	12,481,684
Grants Receivable	7,849,468
Total Current Assets	<u>23,543,406</u>

RESTRICTED ASSETS

Cash	<u>10,824,618</u>
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CAPITAL ASSETS

Capital Assets Not Being Depreciated	147,970
Capital Assets Being Depreciated - Net	46,375,049
Total Capital Assets	<u>46,523,019</u>

TOTAL ASSETS	<u><u>\$ 80,891,043</u></u>
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CURRENT LIABILITIES

Note Payable	\$ -
Loan Payable	-
Interdivisional Payable	-
Accounts Payable	909,913
Accrued Expenses:	-
Wages	1,277,076
Professional Fees	20,233
Other	489,667
Deferred Other Funding	25,402,460
Due To Commonwealth of PA	19,118,218
Deferred Local Grant Funding	(496,196)
Total Current Liabilities	<u>46,721,370</u>

NET ASSETS

Invested In Capital Assets	46,525,784
Unrestricted Equity	(12,439,110)
Restricted Equity	83,000
Total Net Assets	<u>34,169,674</u>

TOTAL CURRENT LIABILITIES AND NET ASSETS	<u><u>\$ 80,891,043</u></u>
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LANTaVan
Income Statement Summary
For the Period Ending November 30, 2021

	Fiscal Year 2022					YTD Budget Variance	
	PTD		YTD		Annual Budget	Favorable (Unfavorable)	
	Actual	Budget	Actual	Budget		Amount	Percent
Revenue							
Passenger Fares	38,778	52,602	306,896	264,151	1,299,162	42,745	16.18%
Non-Transportation Revenues	5,417	5,417	27,083	27,081	65,000	2	0.01%
Local Special Fare Assistance	158,762	289,848	830,608	1,453,530	3,579,620	(622,922)	-42.86%
State Special Fare Assistance	364,652	525,115	1,879,443	2,662,205	6,119,201	(782,762)	-29.40%
Total Revenue	567,609	872,982	3,044,030	4,406,967	11,062,983	(1,362,937)	-30.93%
Expenses							
Labor	40,301	65,257	259,038	326,288	783,087	67,250	20.61%
Fringe Benefits	35,062	59,384	225,363	296,921	712,609	71,558	24.10%
Total Labor and Fringe Benefits	75,363	124,641	484,401	623,209	1,495,696	138,808	22.27%
Services	6,334	6,578	32,526	34,336	89,115	1,810	5.27%
Fuel	-	-	-	-	-	-	0.00%
Tires & Tubes	-	-	-	-	-	-	0.00%
Materials & Supplies	1,724	4,537	23,996	23,542	55,476	(454)	-1.93%
Utilities	7,206	13,001	35,330	43,366	96,168	8,036	18.53%
Casualty & Liability	542	542	2,710	2,710	6,500	-	0.00%
Taxes	-	-	-	-	-	-	0.00%
Purchase of Transportation Service	529,249	708,497	2,714,415	3,546,105	8,771,536	831,690	23.45%
Miscellaneous	901	593	3,562	2,971	7,500	(591)	-19.90%
Interest	-	-	-	-	-	-	0.00%
Rent	9,778	9,778	48,892	48,890	353,342	(2)	0.00%
Total Expenses	631,099	868,167	3,345,832	4,325,129	10,875,333	979,297	22.64%
Gross Surplus (Deficit)	(63,490)	4,815	(301,802)	81,838	187,650	(383,640)	-468.78%
Subsidy							
Local Subsidy	-	-	-	-	-	-	-
State Subsidy	-	-	-	-	-	-	-
Federal Subsidy	-	-	-	-	-	-	-
Total Subsidy	-	-	-	-	-	-	-
Surplus (Deficit)	(63,490)	4,815	(301,802)	81,838	187,650	(383,640)	-468.78%

LANtaVan
Statement of Net Assets
October 31, 2021

CURRENT ASSETS

Cash	\$ (3,795)
Accounts Receivable	126,921
Interdivisional Receivable	-
Inventories	
Prepaid Expenses	100,706
Grants Receivable	1,798,079
Total Current Assets	<u>2,021,910</u>

TOTAL ASSETS	<u>\$ 2,021,910</u>
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CURRENT LIABILITIES

Note Payable	\$ -
Loan Payable	-
Interdivisional Payable	2,836,373
Accounts Payable	543,843
Accrued Expenses:	489,782
Deferred Revenue	(43,697)
Total Current Liabilities	<u>3,826,301</u>

NET ASSETS

Unrestricted Equity	(1,804,390)
Restricted Equity	-
Total Net Assets	<u>(1,804,390)</u>

TOTAL CURRENT LIABILITIES AND NET ASSETS	<u>\$ 2,021,910</u>
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Carbon County Community Transportation
Income Statement Summary
For the Period Ending November 30, 2021

	Fiscal Year 2022				YTD Budget Variance	
	PTD		YTD		Favorable (UnFavorable)	Percent
	Actual	Budget	Actual	Budget	Amount	
Revenue						
Passenger Fares	2,321	1,498	13,568	9,023	4,545	50.37%
Non-Transportation Revenues	1	-	8	-	8	#DIV/0!
Local Special Fare Assistance	2,154	1,426	10,130	8,327	1,803	21.66%
State Reimbursements	26,061	23,698	129,385	120,090	9,295	7.74%
State Special Fare Assistance	46,551	34,495	233,492	173,562	59,930	34.53%
Total Revenue	77,088	61,117	386,584	311,002	75,582	24.30%
Expenses						
Labor	-	-	#	-	-	0.00%
Fringe Benefits	-	-	-	-	-	0.00%
Total Labor and Fringe Benefits						
Services	1,096	11,761	57,861	59,201	1,340	2.26%
Fuel	-	-	-	-	-	0.00%
Tires & Tubes	-	-	-	-	-	0.00%
Materials & Supplies	733	598	11,448	4,788	(6,660)	-139.11%
Utilities	1,804	1,404	9,046	7,503	(1,543)	-20.57%
Casualty & Liability	-	-	-	-	-	0.00%
Taxes	-	-	-	-	-	0.00%
Purchase of Transportation Service	100,910	87,857	534,511	471,927	(62,584)	-13.26%
Miscellaneous	75	311	377	1,555	1,178	75.76%
Interest	430	625	2,160	3,125	965	30.89%
Leases & Rentals	-	-	-	-	-	0.00%
Total Expenses	105,048	102,556	615,403	548,099	(67,304)	-12.28%
Gross Surplus (Deficit)	(27,960)	(41,439)	(228,818)	(237,097)	8,279	3.49%
Subsidy						
Local Subsidy	3,819	3,414	17,475	17,070	(405)	-2.37%
State Subsidy	10,161	19,012	103,951	110,013	6,062	5.51%
Federal Subsidy	13,980	19,013	107,392	110,014	2,622	2.38%
Total Subsidy	27,960	41,439	228,818	237,097	8,279	3.49%
Surplus (Deficit)	-	-	-	-	-	#DIV/0!

Carbon County Community Transportation
Statement of Net Assets
November 30, 2021

CURRENT ASSETS

Cash	\$	44,107
Accounts Receivable		2,110
Due from LANTA - FOA		293,143
Due From Carbon County		17,475
Prepaid Expenses		651
Grants Receivable		290,436
Total Current Assets		<u>647,923</u>

TOTAL ASSETS	\$	<u>647,923</u>
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CURRENT LIABILITIES

Note Payable	\$	-
Loan Payable		65,000
Interdivisional Payable		99,662
Due to the Commonwealth		149,587
Accounts Payable		639,090
Accrued Expenses		10,469
Deferred Revenue		2,804
Total Current Liabilities		<u>966,612</u>

NET ASSETS

Unrestricted Equity	(318,689)
Restricted Equity	-
Total Net Assets	<u>(318,689)</u>

TOTAL CURRENT LIABILITIES AND NET ASSETS	\$	<u>647,923</u>
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Fare Restoration Update

As part of the FY 2021-2022 annual operating budget for LANtaBus, the LANTA Board of Directors adopted a strategy for the restoration of reduced 31-Day pass fares back to the pre-COVID price levels. Under that strategy, the price of a 31-Day pass would be restored to 50% of the pre-COVID price after the LANtaBus system experienced a period of three consecutive months during which ridership exceeded 75% of the pre-COVID ridership level, and restored to 100% after a three-month period during which ridership exceeded 90% of pre-COVID levels.

The table below provides data for the most recently completed three-month period (October – December 2021). The data shows that ridership has not exceeded the 75% threshold in any of the three months.

	Oct	Nov	Dec	3 Month Total
2019	414,480	367,858	340,786	1,123,124
2021	243,754	224,977	228,900	697,631
Recent as % of Pre-COVID	59%	61%	67%	62%

The fare restoration strategy does provide the Board with the option to modify the fare reductions at any time regardless of ridership experience. Given the difficulty in attracting ridership back to the system due to the continued uncertainty and disruptions caused by the COVID 19 pandemic, it is staff's recommendation to maintain the discounted rates at this time and to continue to monitor trends.

MI: SMART to cut bus services amid COVID-19 surge, driver shortage

Jan. 10, 2022

Metro Detroit's suburban bus system, SMART, has announced that it is canceling or delaying a chunk of its current services on a daily basis due to driver shortages connected to the current COVID-19 surge.

By Scott Talley

Source Detroit Free Press (MCT)

Metro Detroit's suburban bus system, SMART, has announced that it is canceling or delaying a chunk of its current services on a daily basis due to driver shortages connected to the current COVID-19 surge.

"Approximately 20% to 25% of the current service has been canceled or delayed on a daily basis," said SMART spokeswoman Beth Gibbons.

Gibbons said scaling back service levels will assure riders more reliable service to get to work and other important destinations.

She said all riders should check a real-time arrival app, such as the Transit app, for trip information and asked riders to be patient with the bus operators on duty who are committed to getting riders to their destinations safely.

"SMART has worked to maintain its bus service to ensure that people are able to get to work, school, grocery, pharmacy and other essential destinations safely," Gibbons said. "However, the worker shortage has left SMART down to approximately 80 bus operators."

SMART asks that riders feeling sick or experiencing any flu, allergy or cold-like symptoms please stay home. As required by the Federal Transit Administration, a mask is required for the entire duration of any bus trip. Also, riders are asked not to eat or drink while on the bus or participate in any other activity that requires the removal of masks.

For more information, visit www.smartbus.org or call customer care at 866-962-5515, with new extended hours from 5:30 a.m. to 10 p.m. weekdays, 7:30 a.m. to 4 p.m. Saturday and Sunday.

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PA: COVID surge causing Port Authority to miss trips due to operator illness

Jan. 4, 2022

The increasing number of sick employees is causing the authority to not provide 3% to 4% of its daily trips, well above its goal of 2% or less.

By Ed Blazina

Source Pittsburgh Post-Gazette (TNS)

Jan. 4—The number of Port Authority passengers waiting for a bus or light rail vehicle that never comes has increased due to a surge in COVID-19 cases among operators.

The agency said Monday it has had 28 employees test positive for the virus since the new year began Saturday. That includes the death of a five-year operator on Saturday, the seventh authority worker to die since the pandemic reached this area in March 2020.

The increasing number of sick employees is causing the authority to not provide 3% to 4% of its daily trips, well above its goal of 2% or less, spokesman Adam Brandolph said. Mr. Brandolph said the agency was meeting its goal for missed trips through November, but that changed as a result of 84 employees testing positive in December and has continued this week.

The authority has about 6,200 trips a day and over the last 10 weeks it had averaged about 100 missed trips a day, but that number has grown in the past two weeks.

The outbreak is consistent across the system's four garages and employee categories with no one area or job hit harder than others, Mr. Brandolph said. Just under 75% of the authority's 2,700 employees have been vaccinated.

"We are seeing positive cases across the board, whether they have been vaccinated or not," Mr. Brandolph said. Employees who test positive shouldn't return to work until they produce a negative test, so it is unclear how long the increase in missed trips will continue.

With ridership still down about 60% from pre-pandemic levels, the missed trips are "an inconvenience for fewer people" but still not acceptable, Mr. Brandolph said.

The agency chooses which trips to cancel based on personnel available and how often a trip is scheduled. It is more likely to cancel a trip of a route scheduled every 15 minutes than one scheduled every hour.

If the agency knows at the beginning of the day that a particular driver isn't available and that trip will be canceled, it will post that on its True Time mobile app, but the app isn't available in real time yet so unexpected cancellations aren't posted.

"We want to make people aware that we're having this problem and ask them to understand and be patient," Mr. Brandolph said. "The odds that your trip will be canceled are very low, but it could happen."

Meanwhile, the agency has had only minor problems with the rollout of its new fare schedule that began Jan. 1.

Mr. Brandolph said "a few" vehicles didn't have the software to allow fare boxes to record prepaid ConnectCard payments of \$2.75 a ride, a 25-cent increase that made the fare the same for cash and ConnectCard users and eliminated \$1 transfer fees for ConnectCard rides taken within three hours.

Those vehicles are having their equipment updated at the end of their service day, Mr. Brandolph said.

Ed Blazina: eblazina@post-gazette.com, 412-263-1470 or on Twitter @EdBlazina.

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Understaffed U.S. transit agencies adjust services as Omicron surges

By Danielle Kaye



A conductor looks down the platform of a Brooklyn-bound express subway train as it prepares to leave Times Square 42nd Street station, October 27, 2004. REUTERS/Mike Segar MS/JRB/File Photo

NEW YORK, Dec 30 (Reuters) - Transportation agencies across the U.S. are suspending or reducing service due to COVID-19 staff shortages as the Omicron variant surges nationwide.

New York's Metropolitan Transportation Authority (MTA) suspended three New York City subway lines this week - one on Wednesday and two others on Thursday - due to understaffing, though all stations remain open, according to MTA spokesperson Aaron Donovan.

The MTA suspended lines that service four of the city's five boroughs - the Bronx, Brooklyn, Manhattan and Queens, including the W line, which was suspended on Wednesday and continued to be suspended on Thursday, when the MTA also cut B and Z line services.

For the second day in a row, the United States had a record number of new reported cases based on the seven-day average, with more than 290,000 new infections reported each day, a Reuters tally showed, as U.S. officials weigh the impact of the more transmissible Omicron variant. [read more](#)

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In Ohio, the Greater Cleveland Regional Transit Authority (RTA) has been able to maintain service despite increased COVID-19 cases among employees, but staff shortages forced a reduction in the frequency of trains on its rapid lines this week. Instead of the normal frequency of trains every 15 to 30 minutes, the frequency has been bumped to 45 minutes to an hour, RTA spokesperson Linda Krecic said.

"We've been working carefully to make sure we're able to keep to our schedules," Krecic said, adding that ridership has remained high in recent weeks despite Omicron concerns.

In Southern California, crew shortages at Metrolink, the regional passenger rail system, forced the agency to cancel scheduled early-morning trains departing from a New Year's Eve event in San Bernardino.

Metrolink spokesperson Laurene Lopez said the agency has seen an uptick in COVID-19 cases among employees and contractors this week.

Reporting by Danielle Kaye; Editing by Leslie Adler