



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

LANTA Board of Directors Meeting Minutes

February 15, 2022

LANTA Administrative Offices, Allentown, PA

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

Members Attending via Webinar/Teleconference: Fred Williams – Treasurer of the Authority; Becky Bradley – Secretary of the Authority; Sheila Alvarado; and Amy Beck.

Members Absent: Holly Edinger; Mike Lichtenberger; and Jennifer Ramos.

Staff/Contractors Attending: O. O’Neil, B. Cotter, N. Ozoa, R. Flyte, A. Yacko, Ja. Ozoa, M. Wood, C. Mason, D. Lightner – LANTA Staff; K. Herman – Solicitor.

Public Attending: Joe Scott

Public Attending via Webinar/Teleconference: Sara Cassi; Matt Chasky; Thaddeus Davenport.

1. Call to Order

The meeting was called to order at 12:01 p.m. by Kim Schaffer, Chair of the Authority.

2. Public Comment

No comments were provided during Public Comment.

3. Approval of the Minutes

The minutes of the January 11, 2022 Board of Directors meeting were approved on a motion made by Ms. Miller and seconded by Mr. Malozi.

4. Report of the Committees

- A. Finance & Administration Committee – Mr. Williams reported that the Finance & Administration Committee met on Tuesday February 8. As part of the agenda, staff presented the financial statements for the LANtaBus, LANtaVan, and Carbon County Community Transit operating divisions for December 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 December 2021, subject to audit.

Staff presented the award recommendation for the Request for Proposals for Paratransit Operations. The discussion included a description of the proposal process, the review and scoring of the proposals, and the rationale for staff's recommendation. The process and recommendation summary is attached.

On a motion made by Mr. Williams and seconded by Ms. Bradley, the Board voted to authorize the Executive Director to negotiate a final contract with TransDev, Inc. with reimbursement rates not to exceed those listed in TransDev's submitted proposal.

Staff also presented the Federal Transit Administration Federal Fiscal Year 2022 Certifications & Assurances that are required to be submitted as part of the FTA annual grant application process. The Certifications & Assurances documents are attached.

On a motion made by Mr. Williams and seconded by Ms. Miller, the Board voted to authorize staff and the Solicitor to execute and submit the required Certifications & Assurances to the Federal Transit Administration.

Staff presented the elements of LANTA's draft 2022 Equal Employment Opportunity Plan, along with the results of the EEO analysis of the current LANTA workforce, and the recommended EEO goals for the next four-year period. The summary is attached.

On a motion made by Mr. Williams and seconded by Mr. Malozi, the Board voted to authorize staff to submit the 2022 LANTA EEO Plan to the Federal Transit Administration.

The Pension Committee also met on Tuesday February 8. The agenda included an update from the actuarial firm as well as an investment performance report from the

investment manager. As part of the update from Foster & Foster, the actuaries presented a plan amendment for the non-union pension plan. The amendment would change the definition of the “Required Beginning Date” to be consistent with federal legislation. The proposed amendment is attached.

On a motion made by Mr. Williams and seconded by Ms. Linares, the Board voted to approve the amendment to the non-union pension plan as presented.

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 met Tuesday February 15 prior to the Board meeting.

The agenda included a review of the LANtaBus Rider Experience Dashboard Report for the second quarter of fiscal year 2022 covering October through December 2021. The report is attached. The Dashboard shows that ridership is down from the previous fiscal year with continued impacts of the COVID 19 outbreak affecting ridership trends. In addition, revenue and productivity performance continue to be impacted by the pandemic.

The agenda also included reports on various initiatives including planned service changes for the June 2022 operating board and the public comment process planned for those proposed changes. The proposed changes include the introduction of the LANtaBus Route 100 between Whitehall and South Bethlehem, which represents another step in establishing the Enhanced Bus Service route network. Staff also provided updates on new signage as well as a system map update. A summary of the proposed service changes, as well as samples of the new Enhanced Bus stop signage and the updated system map format are attached.

The agenda also included updates on outreach efforts to municipal planners as well as developers and engineers of planned developments in the area including major projects such as the Majestic development in the airport, the new Good Shephard Hospital in Center Valley, as well as other developments in South Whitehall, Lower Macungie, and the City of Bethlehem and Bethlehem Township. Staff also provided an update on the bus stop shelter program as well as efforts to work with the City of Allentown to install

and maintain additional trash cans at high use bus stops. A summary of these items is attached.

In addition, staff provided an update on rider outreach and marketing efforts including public outreach efforts for the June 2022 operating board as well as LANTA's plans for LANTA's 50th anniversary year, including the purchase and restoration of a vintage LANTA bus.

- 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 February 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 February and that the next meeting of the Committee is scheduled for Tuesday March 8.

5. Other Items

Under Other Items, Joe Scott from Easton Coach Company thanked LANTA and the LANTA Board of Directors for the partnership between LANTA and Easton Coach over the past decades. Mr. Scott noted that Easton Coach's affiliation with LANTA has allowed Easton Coach to grow and develop as a company since first working with LANTA. He noted that the RFP process was fair and thorough. He also thanked various members of the Board who have been instrumental in developing the partnership with Easton Coach over the years.

6. Adjournment

The meeting was adjourned at 12:18 p.m.

Respectfully Submitted



Becky Bradley
Secretary

3/8/2022

Date



**LANTA Finance & Administration Committee
Agenda
February 8, 2022**

1. Call to Order
 2. Public Comment
 3. Review and Recommendation – Financial Statements December 2021, subject to audit
 4. Procurements
 - A. Award Recommendation – Paratransit Operations
 5. Actions
 - A. Recommendation for Approval – FFY2022 FTA Certifications & Assurances
 - B. Recommendation for Approval – FTA EEO Plan Submission
 6. Report on Initiatives
 - A. Status Update - Phone System Upgrade
 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: February 7, 2022
SUBJECT: Unaudited December 2021 Financial Statement

Attached for your review are the unaudited financial statements for the period ended December 31, 2021 for LANtaBus, LANtaVan and Carbon Transit.

Items of Interest:

- LANTA's portion of the Line of Credit Balance as of February 1st 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 \$7,821,338. The account is currently underfunded by approximately \$10M. In addition, approximately \$10M are either currently owed to LANTA from State Funds or can now be drawn down from Federal Grants:
 - State Shared Ride/PWD - \$173,159 (THRU 12/31/2021)
 - Lehigh County MATP - \$181,777 (THRU 12/31/2021)
 - Northampton County MATP - \$360,213 (THRU 12/31/2021)
 - Federal Capital/Ops Funding - \$7,103,137 (THRU 12/31/2021)
 - State Capital Funding - \$2,171,482 (THRU 12/31/2021)
- The balance in the Carbon's general checking account stands at approximately \$12K. The balance in the Carbon's Act 44 checking account stands at \$1,000. The account is currently underfunded by approximately \$24K. Carbon's portion of the Line of Credit balance stands at \$96,458. State ACT 89 funds due to Carbon for FY 20/21 are approximately \$22K. In addition, approximately \$569K are currently owed to CT from the following sources:
 - State Shared Ride/PWD - \$71,048 (THRU 1/31/2022)
 - Carbon County MATP - \$291,505 (THRU 1/31/2022)
 - Local Operating Assistance - \$20,973 (FY22 Local Match)
 - Federal Operating Assistance - \$185,751 (LANTA OA FY21)
- Fulton Financial ACT 72 Letter for period ended 12/31/2021 was received and all bank accounts are in compliance.
- 2022/2023 Preliminary Budget data being prepared. Budget spreadsheets are set to be distributed to Directors and appropriate staff by mid-February for use in preparing LANTA 2022/2023 Budgets.

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	\$574,347	\$2,467,720	\$2,558,085

The current health insurance participation census stands at 80 Employee Only; 71 Employee Plus 1; 44 Employee Plus 2; 24 Employee Plus 3 and 26 Employee Plus 4 or more.

LANtaVan Accounts Receivable Aged Invoice Report - December 31, 2021

	Total	Current	30 Days	60 Days	90 Days	120 Days +
Lehigh County MATP	\$ 607,929	\$ 11,337	\$ (13,966)	\$ -	\$ 5,737	\$ 604,821
Northampton County MATP	\$ 282,550	\$ (29,610)	\$ -	\$ (34,412)	\$ 36,985	\$ 309,588
Other(PaDOT Shared Ride;PWD)	\$ 313,892	\$ 205,617	\$ -	\$ 625	\$ 1,196	\$ 106,454
Total AR December 31, 2021	\$ 1,204,371	\$ 187,343	\$ (13,966)	\$ (33,787)	\$ 43,918	\$ 1,020,862
	100%	15.56%	-1.16%	-2.81%	3.65%	84.76%
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%
AR Change	\$ 12,507	\$ 31,484	\$ 19,809	\$ (77,705)	\$ (40,244)	\$ 79,161
	1.05%	20.20%	-58.65%	-176.93%	-47.82%	8.41%

Accounts Payable Aged Invoice Report - December 31, 2021

	Total	Current	30 Days	60 Days	90 Days	120 Days +
LANtaBus	\$ 2,077,605	\$ 611,603	\$ 1,758,723	\$ 7,607	\$ 3,093	\$ (303,421)
LANtaVan	\$ 545,920	\$ 241,385	\$ 262,160	\$ 9,881	\$ 9,676	\$ 22,818
CCCT	\$ 609,304	\$ 114,933	\$ 111,799	\$ 115,838	\$ 149,695	\$ 117,039

Please Note: LANtaBus 120 Days+ Balance pertains to overpayment of SAFTI P&L payment. LANtaVan 120 Days+ Balance is comprised of MATP Reimbursement invoices. CT 120 Days+ Balance pertains to ECC invoices

LANTaBus

Year-to-date revenues for the fixed route division totals \$888,668. This represents a 22.72 percent decrease from the current budget projection of \$1,149,897. Fare collection revenue is currently running below budget projections by approximately \$200K, a 25.08 percent decrease from the current budget projection of \$796,899. The Other Revenue section, which includes Advertising Revenue, continues in line with the 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 \$15,767,377. This represents a 3.65 percent increase from the current year budget projection of \$15,212,645. At the end of the second quarter, Labor, Fringe Benefits, Purchased Transportation, and Utilities Expense are 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 6.16 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. With an increase in claims filed during the second quarter, the 7.11 percent above budget variance is not unusual. The Purchased Transportation area continues to operate above budget projections, by 3.51 percent, due to the increase in ADA ridership and the proper allocation ADA expenditures. The Utilities Expense area is the final expense variable area to be mentioned in detail and is above budget by 17.68 percent. The YTD variance relates to the allocation of the budget due to the more conservation approach that was adopted for the FY22 budget.

Due to the absence of key Finance staff during the end of month review process for December 2021; the decision was made to subsidize December operations with local and state operating funds only. This decision was made due to too many estimated accruals having been booked for December expenditures and the reversal of the Federal Pass-Through Subsidy to Carbon.

Year-to-date deficit recorded on the fixed route division totals \$14,878,709. This represents a 4.54 percent increase from the budget projection. Current total subsidies equal the deficit and include the following sources:

- Federal ARPA Funds - \$4,470,540
- Federal Subsidy - \$2,110,509
- State Subsidy - \$7,757,071
- Local Subsidy - \$540,588

LANtaVan

Year-to-date revenues for LANtaVan totals \$3,638,559. This represents a 31.57 percent decrease from the budget projection of \$5,317,580. Total YTD completed trips are up approximately 12% from the prior year with ADA, Lottery and MATP having the largest increases in trips. Local revenues, which includes ADA, are currently \$758K below budget, a 43.14 percent decrease from budget projections. State revenues are currently \$915K below budget, a 28.81 percent decrease from budget projections.

Year-to-date expenses for LANtaVan totals \$4,070,510. This represents a 22.08 percent decrease from the current year budget projection of \$5,224,255. The majority of the deviation continues to reside 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 provider invoices are current through November 2021. (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 \$995K 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 \$431,950.

The unfunded YTD deficit totals \$431,950.

Unaudited December 2021 Financial Statement

Carbon Transit

Year-to-date revenues for Carbon Transit totals \$462,400. This represents a 22.42 percent increase from the current year budget projection of \$377,717. 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 \$67K above current year budget projections. Total YTD completed trips are up approximately 20% from the prior year with ADA, MATP and PWD having the largest increases in trips. ADA is showing a 44.0 percent increase, MATP a 21.0 percent net increase, while PWD is showing a 38.0 percent increase over the prior period.

Year-to-date expenses for Carbon Transit totals \$735,172. This amount is 11.20 percent above the current year budget projection of \$661,107. The main deviation of approximately \$71K pertains to the Purchased Transportation area and is attributed to the proper recognition of fueling expense for the Carbon Transit fleet. Easton Coach invoiced trips agree to CT billable trips. Utilities are currently running approximately \$2K above budget due to actual telephone and IVR costs are greater than projected. All other variances are smaller in individual value but continue to be monitored and analyzed to ensure correct coding and valid expense.

As a result of the merging of Carbon Transit with LANTA as of January 1, 2022; PennDot advised LANTA to not utilize any Federal subsidy to support Carbon operations but rather utilize all State subsidy, current and prior year carry over funds, by the end of the current fiscal year. During the current reporting period, an entry was made on both, Carbon and LANTA to reverse the amount of Federal Operating Assistance provided to Carbon by LANTA. An entry was made to fund Carbon with additional State subsidy in the amount of \$107,392.

Year-to-date deficit recorded on Carbon Transit totals \$272,763. Current total subsidies include the following sources:

Federal Subsidy - \$0
State Subsidy – \$251,793
Local Subsidy - \$20,970

The unfunded YTD deficit equals \$0.

LANtaBus
Income Statement Summary
For the Period Ending December 31, 2021

	Fiscal Year 2022				YTD Budget Variance	
	PTD		YTD		Favorable (Unfavorable)	
	Actual	Budget	Actual	Budget	Amount	Percent
Revenue						
Passenger Fares	96,589	157,859	597,011	796,899	(199,888)	-25.08%
Special Transit Fares		52,500	41,301	105,000	(63,699)	-60.67%
Auxiliary Transportation Revenue	33,333	33,333	200,000	199,998	2	0.00%
NonTransportation Revenue	9,790	8,000	50,357	48,000	2,357	4.91%
Total Revenue	139,712	251,692	888,668	1,149,897	(261,229)	-22.72%
Expenses						
Labor	1,424,430	1,200,318	7,114,055	6,701,528	(412,527)	-6.16%
Fringe Benefits	907,421	766,006	4,837,869	4,516,698	(321,171)	-7.11%
Total Labor and Fringe Benefits	2,331,851	1,966,324	11,951,923	11,218,226	(733,697)	-6.54%
Services	140,121	157,845	851,101	949,406	98,305	10.35%
Fuel	97,386	111,053	642,612	624,756	(17,856)	-2.86%
Tires & Tubes	10,643	9,375	57,452	56,981	(471)	-0.83%
Materials & Supplies	115,654	63,679	572,963	628,873	55,910	8.89%
Utilities	62,555	54,814	343,128	291,574	(51,554)	-17.68%
Casualty & Liability	136,071	89,771	211,912	311,039	99,127	31.87%
Taxes	309	320	1,887	2,111	224	10.62%
Purchase of Transportation Service	104,357	130,533	1,013,839	979,486	(34,353)	-3.51%
Miscellaneous	36,399	23,364	77,853	106,554	28,702	26.94%
Interest	107	1,000	(106)	6,000	6,106	101.76%
Leases & Rentals	6,384	6,234	42,814	37,639	(5,175)	-13.75%
Total Expenses	3,041,836	2,614,312	15,767,377	15,212,645	(554,732)	-3.65%
Gross Surplus (Deficit)	(2,902,124)	(2,362,620)	(14,878,709)	(14,062,748)	(815,960)	-5.80%
Subsidy						
Local Subsidy	75,620	96,980	540,588	581,880	41,292	7.10%
State Subsidy	2,648,972	897,390	7,579,539	5,271,368	(2,308,171)	-43.79%
State Subsidy - PY Carryover	177,532	-	177,532	-	-	100.00%
Federal Subsidy	-	516,393	2,110,509	3,098,358	987,849	31.88%
Federal Subsidy - ARPA	-	851,857	4,470,540	5,111,142	640,602	12.53%
Total Subsidy	2,902,124	2,362,620	14,878,709	14,062,748	(638,428)	-4.54%
Surplus (Deficit)	-	-	-	-	-	#DIV/0!

LANtaBus
Statement of Net Assets
December 31, 2021

CURRENT ASSETS

Cash	\$ (695,370)
Accounts Receivable	150,793
Interdivisional Receivable	2,679,294
Inventories	438,639
Prepaid Expenses	12,393,861
Grants Receivable	9,231,947
Total Current Assets	<u>24,199,164</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>\$ 81,546,801</u>
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CURRENT LIABILITIES

Note Payable	\$ -
Loan Payable	-
Interdivisional Payable	-
Accounts Payable	1,770,134
Accrued Expenses:	-
Wages	768,336
Professional Fees	18,943
Other	901,689
Deferred Other Funding	25,389,028
Due To Commonwealth of PA	17,882,113
Deferred Local Grant Funding	646,883
Total Current Liabilities	<u>47,377,128</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>\$ 81,546,801</u>
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LANTA Van
Income Statement Summary
For the Period Ending December 31, 2021

	Fiscal Year 2022				YTD Budget Variance	
	PTD		YTD		Favorable (Unfavorable)	Percent
	Actual	Budget	Actual	Budget	Amount	
Revenue						
Passenger Fares	39,614	88,544	346,509	352,695	(6,186)	-1.75%
Non-Transportation Revenues	5,417	5,417	32,500	32,498	2	0.01%
Local Special Fare Assistance	168,326	303,344	998,934	1,756,874	(757,940)	-43.14%
State Special Fare Assistance	381,174	513,308	2,260,616	3,175,513	(914,897)	-28.81%
Total Revenue	594,530	910,613	3,638,559	5,317,580	(1,679,021)	-31.57%
Expenses						
Labor	53,272	65,257	312,310	391,545	79,235	20.24%
Fringe Benefits	46,347	59,384	271,710	356,305	84,595	23.74%
Total Labor and Fringe Benefits	99,619	124,641	584,020	747,850	163,830	21.91%
Services	6,438	6,564	38,964	40,900	1,936	4.73%
Fuel	-	-	-	-	-	0.00%
Tires & Tubes	-	-	-	-	-	0.00%
Materials & Supplies	12,679	867	36,675	24,409	(12,266)	-50.25%
Utilities	6,851	4,657	42,180	48,023	5,843	12.17%
Casualty & Liability	542	542	3,252	3,252	-	0.00%
Taxes	-	-	-	-	-	0.00%
Purchase of Transportation Service	587,926	751,484	3,302,341	4,297,589	995,248	23.16%
Miscellaneous	845	593	4,407	3,564	(843)	-23.65%
Interest	-	-	-	-	-	0.00%
Rent	9,778	9,778	58,671	58,668	(3)	0.00%
Total Expenses	724,678	899,126	4,070,510	5,224,255	1,153,745	22.08%
Gross Surplus (Deficit)	(130,148)	11,487	(431,950)	93,325	(525,275)	-562.85%
Subsidy						
Local Subsidy	-	-	-	-	-	-
State Subsidy	-	-	-	-	-	-
Federal Subsidy	-	-	-	-	-	-
Total Subsidy	-	-	-	-	-	-
Surplus (Deficit)	(130,148)	11,487	(431,950)	93,325	(525,275)	-562.85%

LANTA Van
Statement of Net Assets
December 31, 2021

CURRENT ASSETS

Cash	\$ (9,414)
Accounts Receivable	154,790
Interdivisional Receivable	-
Inventories	-
Prepaid Expenses	100,438
Grants Receivable	1,435,772
Total Current Assets	<u>1,681,586</u>

TOTAL ASSETS	\$ <u>1,681,586</u>
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CURRENT LIABILITIES

Note Payable	\$ -
Loan Payable	-
Interdivisional Payable	2,679,294
Accounts Payable	540,760
Accrued Expenses:	489,426
Deferred Revenue	(29,865)
Total Current Liabilities	<u>3,679,615</u>

NET ASSETS

Unrestricted Equity	(1,998,029)
Restricted Equity	-
Total Net Assets	<u>(1,998,029)</u>

TOTAL CURRENT LIABILITIES AND NET ASSETS	\$ <u>1,681,586</u>
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Carbon County Community Transportation
Income Statement Summary
For the Period Ending December 31, 2021

	Fiscal Year 2022				YTD Budget Variance	
	PTD		YTD		Favorable (Unfavorable)	Percent
	Actual	Budget	Actual	Budget	Amount	
Revenue						
Passenger Fares	2,096	1,444	15,664	10,467	5,197	49.65%
Non-Transportation Revenues		-		-	-	#DIV/0!
Local Special Fare Assistance	2,179	1,274	12,309	9,601	2,708	28.21%
State Reimbursements	25,339	25,039	154,725	145,129	9,596	6.61%
State Special Fare Assistance	46,210	38,958	279,703	212,520	67,183	31.61%
Total Revenue	75,824	66,715	462,400	377,717	84,683	22.42%
Expenses						
Labor	-	-	-	-	-	0.00%
Fringe Benefits	-	-	-	-	-	0.00%
Total Labor and Fringe Benefits						
Services	11,503	11,761	69,364	70,962	1,598	2.25%
Fuel		-		-	-	0.00%
Tires & Tubes		-		-	-	0.00%
Materials & Supplies	84	407	11,532	5,195	(6,337)	-121.99%
Utilities	1,121	1,162	10,167	8,665	(1,502)	-17.33%
Casualty & Liability		-		-	-	0.00%
Taxes		-		-	-	0.00%
Purchase of Transportation Service	106,662	98,742	641,172	570,669	(70,503)	-12.35%
Miscellaneous	75	311	452	1,866	1,414	75.78%
Interest	325	625	2,485	3,750	1,265	33.74%
Leases & Rentals		-		-	-	0.00%
Total Expenses	119,770	113,008	735,172	661,107	(74,065)	-11.20%
Gross Surplus (Deficit)	(43,945)	(46,293)	(272,772)	(283,390)	10,618	3.75%
Subsidy						
Local Subsidy	3,495	3,414	20,970	20,484	(486)	-2.37%
State Subsidy	147,842	21,440	251,793	131,453	(120,340)	-91.55%
Federal Subsidy	(107,392)	21,439	-	131,453	131,453	100.00%
Total Subsidy	43,945	46,293	272,763	283,390	10,627	3.75%
Surplus (Deficit)	(0)	-	(9)	-	(9)	#DIV/0!

Carbon County Community Transportation
Statement of Net Assets
December 31, 2021

CURRENT ASSETS

Cash	\$	37,577
Accounts Receivable		(15,746)
Due from LANTA - FOA		185,751
Due From Carbon County		20,970
Prepaid Expenses		576
Grants Receivable		355,011
Total Current Assets		<u>584,139</u>

TOTAL ASSETS	\$	<u>584,139</u>
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CURRENT LIABILITIES

Note Payable	\$	-
Loan Payable		65,000
Interdivisional Payable		98,471
Due to the Commonwealth		24,506
Accounts Payable		582,940
Accrued Expenses		129,114
Deferred Revenue		2,797
Total Current Liabilities		<u>902,828</u>

NET ASSETS

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

TOTAL CURRENT LIABILITIES AND NET ASSETS	\$	<u>584,139</u>
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PARATRANSIT OPERATIONS RFP AWARD RECOMMENDATION SUMMARY

Priorities for New Contract Period

- Staffing
 - Ability to staff - hiring practices, hiring program.
 - Commitment to staffing – wages, benefits, training, manpower needs analysis.
- Reliability, Consistency, Schedule Adherence
 - Measured not just by on-time performance but by the contractors overall adherence to the schedule we provide.
 - Focused very specifically on dispatcher practices as well as dispatcher training and monitoring by the contractor.

Received Three Proposals

- Beacon Mobility – Easton Coach Company
- TransDev, Inc.
- First Transit, Inc.

Review Process

- Developed scoring sheet based on scoring criteria listed in RFP.
- Internal Committee of four reviewed and scored written proposals. Committee constituted staff most directly involved in paratransit programs.
- Conducted interviews with all three firms – internal committee present at all three interviews.

Preferred Contractor

Based on the proposals and the interview, it was the unanimous recommendation to award the contract to TransDev, Inc.:

- TransDev's proposal and interview were well organized and made the specific points we were looking for in terms of dispatcher training, development, monitoring; as well as general approach to service management.
- TransDev is the largest private user of Ecolane in the country.
- Have national resources dedicated specifically to analyzing Ecolane data.
- Developed an app that interfaces with Ecolane to provide real time trip status information to riders.
- Developed a locations utility that interfaces with Ecolane allowing medical offices / dialysis centers / program centers to track status of pick-ups and drop offs to track trip status.
- TransDev assumed a similar number of drivers as LANTA assumed.
- TransDev's initial proposal assumed the highest driver wages and their proposal had the highest amount listed for employee benefits demonstrating a commitment to staffing.

References

- Reached out to six current TransDev clients. All provided positive feedback – good, stable staffing; responsive to issues; good procedures and controls in place. Two were recent transitions to TransDev from long term contractors – both provided very positive feedback regarding the transition.
- Reached out to several Executive Directors of Centers for Independent Living (CILs) in areas where TransDev is the contractor – heard from two who provided generally positive feedback.

Financial Analysis

- All bidders agreed they would be willing to negotiate rates on an annual basis until ridership patterns and labor conditions stabilize.
- TransDev provided detailed description of the assumptions used in their financial proposal and how their rates may be lowered given information that would allow for different assumptions.

Recommendation

Recommend Board approval to authorize the Executive Director to negotiate a final five-year contract with TransDev, Inc. with established fixed and per trip rates for a minimum of the first year of the contract – with rates not to exceed the rates proposed.

Not every provision of every certification will apply to every applicant or award. If a provision of a certification does not apply to the applicant or its award, FTA will not enforce that provision. Refer to FTA's accompanying Instructions document for more information.

Text in italics is guidance to the public. It does not have the force and effect of law, and is not meant to bind the public in any way. It is intended only to provide clarity to the public regarding existing requirements under the law or agency policies.

CATEGORY 1. CERTIFICATIONS AND ASSURANCES REQUIRED OF EVERY APPLICANT.

All applicants must make the certifications in this category.

1.1. Standard Assurances.

The certifications in this subcategory appear as part of the applicant's registration or annual registration renewal in the System for Award Management (SAM.gov) and on the Office of Management and Budget's standard form 424B "Assurances—Non-Construction Programs". This certification has been modified in places to include analogous certifications required by U.S. DOT statutes or regulations.

As the duly authorized representative of the applicant, you certify that the applicant:

- (a) Has the legal authority to apply for Federal assistance and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project cost) to ensure proper planning, management and completion of the project described in this application.
- (b) Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
- (c) Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
- (d) Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
- (e) Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§ 4728–4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 CFR 900, Subpart F).

- (f) Will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to:
- (1) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin, as effectuated by U.S. DOT regulation 49 CFR Part 21;
 - (2) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681–1683, and 1685–1686), which prohibits discrimination on the basis of sex, as effectuated by U.S. DOT regulation 49 CFR Part 25;
 - (3) Section 5332 of the Federal Transit Law (49 U.S.C. § 5332), which prohibits any person being excluded from participating in, denied a benefit of, or discriminated against under, a project, program, or activity receiving financial assistance from FTA because of race, color, religion, national origin, sex, disability, or age.
 - (4) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. § 794), which prohibits discrimination on the basis of handicaps, as effectuated by U.S. DOT regulation 49 CFR Part 27;
 - (5) The Age Discrimination Act of 1975, as amended (42 U.S.C. §§ 6101–6107), which prohibits discrimination on the basis of age;
 - (6) The Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse;
 - (7) The comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91–616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism;
 - (8) Sections 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records;
 - (9) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental, or financing of housing;
 - (10) Any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and,
 - (11) the requirements of any other nondiscrimination statute(s) which may apply to the application.
- (g) Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (“Uniform Act”) (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases. The requirements of the Uniform Act are effectuated by U.S. DOT regulation 49 CFR Part 24.

- (h) Will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§ 1501–1508 and 7324–7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.
- (i) Will comply, as applicable, with the provisions of the Davis–Bacon Act (40 U.S.C. §§ 276a to 276a-7), the Copeland Act (40 U.S.C. § 276c and 18 U.S.C. § 874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§ 327–333), regarding labor standards for federally assisted construction subagreements.
- (j) Will comply, if applicable, with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
- (k) Will comply with environmental standards which may be prescribed pursuant to the following:
 - (1) Institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514;
 - (2) Notification of violating facilities pursuant to EO 11738;
 - (3) Protection of wetlands pursuant to EO 11990;
 - (4) Evaluation of flood hazards in floodplains in accordance with EO 11988;
 - (5) Assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§ 1451 et seq.);
 - (6) Conformity of Federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§ 7401 et seq.);
 - (7) Protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and
 - (8) Protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93–205).
- (l) Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§ 1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
- (m) Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. § 470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§ 469a-1 et seq.).
- (n) Will comply with P.L. 93-348 regarding the protection of human subjects involved in research, development, and related activities supported by this award of assistance.
- (o) Will comply with the Laboratory Animal Welfare Act of 1966 (P.L. 89-544, as amended, 7 U.S.C. §§ 2131 et seq.) pertaining to the care, handling, and treatment of warm blooded

- animals held for research, teaching, or other activities supported by this award of assistance.
- (p) Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§ 4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
 - (q) Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and 2 CFR Part 200, Subpart F, “Audit Requirements”, as adopted and implemented by U.S. DOT at 2 CFR Part 1201.
 - (r) Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing the program under which it is applying for assistance.
 - (s) Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. § 7104) which prohibits grant award recipients or a subrecipient from:
 - (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect;
 - (2) Procuring a commercial sex act during the period of time that the award is in effect; or
 - (3) Using forced labor in the performance of the award or subawards under the award.

1.2. Standard Assurances: Additional Assurances for Construction Projects.

This certification appears on the Office of Management and Budget’s standard form 424D “Assurances—Construction Programs” and applies specifically to federally assisted projects for construction. This certification has been modified in places to include analogous certifications required by U.S. DOT statutes or regulations.

As the duly authorized representative of the applicant, you certify that the applicant:

- (a) Will not dispose of, modify the use of, or change the terms of the real property title or other interest in the site and facilities without permission and instructions from the awarding agency; will record the Federal awarding agency directives; and will include a covenant in the title of real property acquired in whole or in part with Federal assistance funds to assure nondiscrimination during the useful life of the project.
- (b) Will comply with the requirements of the assistance awarding agency with regard to the drafting, review, and approval of construction plans and specifications.
- (c) Will provide and maintain competent and adequate engineering supervision at the construction site to ensure that the complete work confirms with the approved plans and specifications, and will furnish progressive reports and such other information as may be required by the assistance awarding agency or State.

1.3. Procurement.

The Uniform Administrative Requirements, 2 CFR § 200.324, allow a recipient to self-certify that its procurement system complies with Federal requirements, in lieu of submitting to certain pre-procurement reviews.

The applicant certifies that its procurement system complies with:

- (a) U.S. DOT regulations, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 1201, which incorporates by reference U.S. OMB regulatory guidance, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 200, particularly 2 CFR §§ 200.317–200.326 “Procurement Standards;
- (b) Federal laws, regulations, and requirements applicable to FTA procurements; and
- (c) The latest edition of FTA Circular 4220.1 and other applicable Federal guidance.

1.4. Suspension and Debarment.

Pursuant to Executive Order 12549, as implemented at 2 CFR Parts 180 and 1200, prior to entering into a covered transaction with an applicant, FTA must determine whether the applicant is excluded from participating in covered non-procurement transactions. For this purpose, FTA is authorized to collect a certification from each applicant regarding the applicant’s exclusion status. 2 CFR § 180.300. Additionally, each applicant must disclose any information required by 2 CFR § 180.335 about the applicant and the applicant’s principals prior to entering into an award agreement with FTA. This certification serves both purposes.

The applicant certifies, to the best of its knowledge and belief, that the applicant and each of its principals:

- (a) Is not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily or involuntarily excluded from covered transactions by any Federal department or agency;
- (b) Has not, within the preceding three years, been convicted of or had a civil judgment rendered against him or her for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public or private agreement or transaction; violation of Federal or State antitrust statutes, including those proscribing price fixing between competitors, allocation of customers between competitors, and bid rigging; commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion, receiving stolen property, making false claims, or obstruction of justice; or commission of any other offense indicating a lack of business integrity or business honesty;

- (c) Is not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any offense described in paragraph (b) of this certification;
- (d) Has not, within the preceding three years, had one or more public transactions (Federal, State, or local) terminated for cause or default.

1.5. Coronavirus Response and Relief Supplemental Appropriations Act, 2021, and CARES Act Funding.

The applicant certifies:

- (a) To the maximum extent possible, funds made available under title IV of division M of the Consolidated Appropriations Act, 2021 (Public Law 116–260), and in title XII of division B of the CARES Act (Public Law 116–136; 134 Stat. 599) shall be directed to payroll and operations of public transit (including payroll and expenses of private providers of public transportation); or
- (a) The applicant certifies that the applicant has not furloughed any employees.

1.6. American Rescue Plan Act Funding.

The applicant certifies:

- (a) Funds made available by Section 3401(a)(2)(A) of the American Rescue Plan Act of 2021 (Public Law 117-2) shall be directed to payroll and operations of public transportation (including payroll and expenses of private providers of public transportation); or
- (b) The applicant certifies that the applicant has not furloughed any employees.

CATEGORY 2. PUBLIC TRANSPORTATION AGENCY SAFETY PLANS

This certification is required of each applicant under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), each rail operator that is subject to FTA’s state safety oversight programs, and each State that is required to draft and certify a public transportation agency safety plan on behalf of a small public transportation provider pursuant to 49 CFR § 673.11(d). This certification is required by 49 U.S.C. § 5329(d)(1) and 49 CFR § 673.13.

This certification does not apply to any applicant that receives financial assistance from FTA exclusively under the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310), the Formula Grants for Rural Areas Program (49 U.S.C. § 5311), or combination of these two programs.

If the applicant is an operator, the applicant certifies that it has established a public transportation agency safety plan meeting the requirements of 49 U.S.C. § 5329(d)(1) and 49 CFR Part 673.

If the applicant is a State, the applicant certifies that:

- (a) It has drafted a public transportation agency safety plan for each small public transportation provider within the State, unless the small public transportation provider provided notification to the State that it was opting out of the State-drafted plan and drafting its own public transportation agency safety plan; and
- (b) Each small public transportation provider within the State has a public transportation agency safety plan that has been approved by the provider's Accountable Executive (as that term is defined at 49 CFR § 673.5) and Board of Directors or Equivalent Authority (as that term is defined at 49 CFR § 673.5).

CATEGORY 3. TAX LIABILITY AND FELONY CONVICTIONS.

If the applicant is a business association (regardless of for-profit, not for-profit, or tax exempt status), it must make this certification. Federal appropriations acts since at least 2014 have prohibited FTA from using funds to enter into an agreement with any corporation that has unpaid Federal tax liabilities or recent felony convictions without first considering the corporation for debarment. E.g., Consolidated Appropriations Act, 2021, Pub. L. 116-260, div. E, title VII, §§ 744–745. U.S. DOT Order 4200.6 defines a “corporation” as “any private corporation, partnership, trust, joint-stock company, sole proprietorship, or other business association”, and applies the restriction to all tiers of subawards. As prescribed by U.S. DOT Order 4200.6, FTA requires each business association applicant to certify as to its tax and felony status.

If the applicant is a private corporation, partnership, trust, joint-stock company, sole proprietorship, or other business association, the applicant certifies that:

- (a) It has no unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability; and
- (b) It has not been convicted of a felony criminal violation under any Federal law within the preceding 24 months.

CATEGORY 4. LOBBYING.

If the applicant will apply for a grant or cooperative agreement exceeding \$100,000, or a loan, line of credit, loan guarantee, or loan insurance exceeding \$150,000, it must make the following certification and, if applicable, make a disclosure regarding the applicant's lobbying activities. This certification is required by 49 CFR § 20.110 and app. A to that part.

This certification does not apply to an applicant that is an Indian Tribe, Indian organization, or an Indian tribal organization exempt from the requirements of 49 CFR Part 20.

4.1. Certification for Contracts, Grants, Loans, and Cooperative Agreements.

The undersigned certifies, to the best of his or her knowledge and belief, that:

- (a) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (b) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (c) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

4.2. Statement for Loan Guarantees and Loan Insurance.

The undersigned states, to the best of his or her knowledge and belief, that:

If any funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this commitment providing for the United States to insure or guarantee a loan, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

Submission of this statement is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required statement shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

CATEGORY 5. PRIVATE SECTOR PROTECTIONS.

If the applicant will apply for funds that it will use to acquire or operate public transportation facilities or equipment, the applicant must make the following certification regarding protections for the private sector.

5.1. Charter Service Agreement.

To enforce the provisions of 49 U.S.C. § 5323(d), FTA's charter service regulation requires each applicant seeking assistance from FTA for the purpose of acquiring or operating any public transportation equipment or facilities to make the following Charter Service Agreement. 49 CFR § 604.4.

The applicant agrees that it, and each of its subrecipients, and third party contractors at any level who use FTA-funded vehicles, may provide charter service using equipment or facilities acquired with Federal assistance authorized under the Federal Transit Laws only in compliance with the regulations set out in 49 CFR Part 604, the terms and conditions of which are incorporated herein by reference.

5.2. School Bus Agreement.

To enforce the provisions of 49 U.S.C. § 5323(f), FTA's school bus regulation requires each applicant seeking assistance from FTA for the purpose of acquiring or operating any public transportation equipment or facilities to make the following agreement regarding the provision of school bus services. 49 CFR § 605.15.

- (a) If the applicant is not authorized by the FTA Administrator under 49 CFR § 605.11 to engage in school bus operations, the applicant agrees and certifies as follows:
 - (1) The applicant and any operator of project equipment agrees that it will not engage in school bus operations in competition with private school bus operators.
 - (2) The applicant agrees that it will not engage in any practice which constitutes a means of avoiding the requirements of this agreement, part 605 of the Federal Mass Transit Regulations, or section 164(b) of the Federal-Aid Highway Act of 1973 (49 U.S.C. 1602a(b)).
- (b) If the applicant is authorized or obtains authorization from the FTA Administrator to engage in school bus operations under 49 CFR § 605.11, the applicant agrees as follows:

- (1) The applicant agrees that neither it nor any operator of project equipment will engage in school bus operations in competition with private school bus operators except as provided herein.
- (2) The applicant, or any operator of project equipment, agrees to promptly notify the FTA Administrator of any changes in its operations which might jeopardize the continuation of an exemption under § 605.11.
- (3) The applicant agrees that it will not engage in any practice which constitutes a means of avoiding the requirements of this agreement, part 605 of the Federal Transit Administration regulations or section 164(b) of the Federal-Aid Highway Act of 1973 (49 U.S.C. 1602a(b)).
- (4) The applicant agrees that the project facilities and equipment shall be used for the provision of mass transportation services within its urban area and that any other use of project facilities and equipment will be incidental to and shall not interfere with the use of such facilities and equipment in mass transportation service to the public.

CATEGORY 6. TRANSIT ASSET MANAGEMENT PLAN.

If the applicant owns, operates, or manages capital assets used to provide public transportation, the following certification is required by 49 U.S.C. § 5326(a).

The applicant certifies that it is in compliance with 49 CFR Part 625.

CATEGORY 7. ROLLING STOCK BUY AMERICA REVIEWS AND BUS TESTING.

7.1. Rolling Stock Buy America Reviews.

If the applicant will apply for an award to acquire rolling stock for use in revenue service, it must make this certification. This certification is required by 49 CFR § 663.7.

The applicant certifies that it will conduct or cause to be conducted the pre-award and post-delivery audits prescribed by 49 CFR Part 663 and will maintain on file the certifications required by Subparts B, C, and D of 49 CFR Part 663.

7.2. Bus Testing.

If the applicant will apply for funds for the purchase or lease of any new bus model, or any bus model with a major change in configuration or components, the applicant must make this certification. This certification is required by 49 CFR § 665.7.

The applicant certifies that the bus was tested at the Bus Testing Facility and that the bus received a passing test score as required by 49 CFR Part 665. The applicant has received or will

receive the appropriate full Bus Testing Report and any applicable partial testing reports before final acceptance of the first vehicle.

CATEGORY 8. URBANIZED AREA FORMULA GRANTS PROGRAM.

If the applicant will apply for an award under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), or any other program or award that is subject to the requirements of 49 U.S.C. § 5307, including the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310); “flex funds” from infrastructure programs administered by the Federal Highways Administration (see 49 U.S.C. § 5334(i)); projects that will receive an award authorized by the Transportation Infrastructure Finance and Innovation Act (“TIFIA”) (23 U.S.C. §§ 601–609) or State Infrastructure Bank Program (23 U.S.C. § 610) (see 49 U.S.C. § 5323(o)); formula awards or competitive awards to urbanized areas under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339(a) and (b)); or low or no emission awards to any area under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339(c)), the applicant must make the following certification. This certification is required by 49 U.S.C. § 5307(c)(1).

The applicant certifies that it:

- (a) Has or will have the legal, financial, and technical capacity to carry out the program of projects (developed pursuant 49 U.S.C. § 5307(b)), including safety and security aspects of the program;
- (b) Has or will have satisfactory continuing control over the use of equipment and facilities;
- (c) Will maintain equipment and facilities in accordance with the applicant’s transit asset management plan;
- (d) Will ensure that, during non-peak hours for transportation using or involving a facility or equipment of a project financed under this section, a fare that is not more than 50 percent of the peak hour fare will be charged for any—
 - (1) Senior;
 - (2) Individual who, because of illness, injury, age, congenital malfunction, or any other incapacity or temporary or permanent disability (including an individual who is a wheelchair user or has semi-ambulatory capability), cannot use a public transportation service or a public transportation facility effectively without special facilities, planning, or design; and
 - (3) Individual presenting a Medicare card issued to that individual under title II or XVIII of the Social Security Act (42 U.S.C. §§ 401 et seq., and 1395 et seq.);
- (e) In carrying out a procurement under 49 U.S.C. § 5307, will comply with 49 U.S.C. §§ 5323 (general provisions) and 5325 (contract requirements);
- (f) Has complied with 49 U.S.C. § 5307(b) (program of projects requirements);

- (g) Has available and will provide the required amounts as provided by 49 U.S.C. § 5307(d) (cost sharing);
- (h) Will comply with 49 U.S.C. §§ 5303 (metropolitan transportation planning) and 5304 (statewide and nonmetropolitan transportation planning);
- (i) Has a locally developed process to solicit and consider public comment before raising a fare or carrying out a major reduction of transportation;
- (j) Either—
 - (1) Will expend for each fiscal year for public transportation security projects, including increased lighting in or adjacent to a public transportation system (including bus stops, subway stations, parking lots, and garages), increased camera surveillance of an area in or adjacent to that system, providing an emergency telephone line to contact law enforcement or security personnel in an area in or adjacent to that system, and any other project intended to increase the security and safety of an existing or planned public transportation system, at least 1 percent of the amount the recipient receives for each fiscal year under 49 U.S.C. § 5336; or
 - (2) Has decided that the expenditure for security projects is not necessary;
- (k) In the case of an applicant for an urbanized area with a population of not fewer than 200,000 individuals, as determined by the Bureau of the Census, will submit an annual report listing projects carried out in the preceding fiscal year under 49 U.S.C. § 5307 for associated transit improvements as defined in 49 U.S.C. § 5302; and
- (l) Will comply with 49 U.S.C. § 5329(d) (public transportation agency safety plan).

CATEGORY 9. FORMULA GRANTS FOR RURAL AREAS.

If the applicant will apply for funds made available to it under the Formula Grants for Rural Areas Program (49 U.S.C. § 5311), it must make this certification. Paragraph (a) of this certification helps FTA make the determinations required by 49 U.S.C. § 5310(b)(2)(C). Paragraph (b) of this certification is required by 49 U.S.C. § 5311(f)(2). Paragraph (c) of this certification, which applies to funds apportioned for the Appalachian Development Public Transportation Assistance Program, is necessary to enforce the conditions of 49 U.S.C. § 5311(c)(2)(D).

- (a) The applicant certifies that its State program for public transportation service projects, including agreements with private providers for public transportation service—
 - (1) Provides a fair distribution of amounts in the State, including Indian reservations; and
 - (2) Provides the maximum feasible coordination of public transportation service assisted under 49 U.S.C. § 5311 with transportation service assisted by other Federal sources; and

- (b) If the applicant will in any fiscal year expend less than 15% of the total amount made available to it under 49 U.S.C. § 5311 to carry out a program to develop and support intercity bus transportation, the applicant certifies that it has consulted with affected intercity bus service providers, and the intercity bus service needs of the State are being met adequately.
- (c) If the applicant will use for a highway project amounts that cannot be used for operating expenses authorized under 49 U.S.C. § 5311(c)(2) (Appalachian Development Public Transportation Assistance Program), the applicant certifies that—
 - (1) It has approved the use in writing only after providing appropriate notice and an opportunity for comment and appeal to affected public transportation providers; and
 - (2) It has determined that otherwise eligible local transit needs are being addressed.

CATEGORY 10. FIXED GUIDEWAY CAPITAL INVESTMENT GRANTS AND THE EXPEDITED PROJECT DELIVERY FOR CAPITAL INVESTMENT GRANTS PILOT PROGRAM.

If the applicant will apply for an award under any subsection of the Fixed Guideway Capital Investment Program (49 U.S.C. § 5309), including an award made pursuant to the FAST Act's Expedited Project Delivery for Capital Investment Grants Pilot Program (Pub. L. 114-94, div. A, title III, § 3005(b)), the applicant must make the following certification. This certification is required by 49 U.S.C. § 5309(c)(2) and Pub. L. 114-94, div. A, title III, § 3005(b)(3)(B).

The applicant certifies that it:

- (a) Has or will have the legal, financial, and technical capacity to carry out its Award, including the safety and security aspects of that Award,
- (b) Has or will have satisfactory continuing control over the use of equipment and facilities acquired or improved under its Award.
- (c) Will maintain equipment and facilities acquired or improved under its Award in accordance with its transit asset management plan; and
- (d) Will comply with 49 U.S.C. §§ 5303 (metropolitan transportation planning) and 5304 (statewide and nonmetropolitan transportation planning).

CATEGORY 11. GRANTS FOR BUSES AND BUS FACILITIES AND LOW OR NO EMISSION VEHICLE DEPLOYMENT GRANT PROGRAMS.

If the applicant is in an urbanized area and will apply for an award under subsection (a) (formula grants), subsection (b) (buses and bus facilities competitive grants), or subsection (c) (low or no emissions grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the certification in Category 8 for Urbanized Area Formula

Grants (49 U.S.C. § 5307). This certification is required by 49 U.S.C. § 5339(a)(3), (b)(6), and (c)(3), respectively.

If the applicant is in a rural area and will apply for an award under subsection (a) (formula grants), subsection (b) (bus and bus facilities competitive grants), or subsection (c) (low or no emissions grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the certification in Category 9 for Formula Grants for Rural Areas (49 U.S.C. § 5311). This certification is required by 49 U.S.C. § 5339(a)(3), (b)(6), and (c)(3), respectively.

Making this certification will incorporate by reference the applicable certifications in Category 8 or Category 9.

If the applicant will receive a competitive award under subsection (b) (buses and bus facilities competitive grants), or subsection (c) (low or no emissions grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339) related to zero emissions vehicles or related infrastructure, it must make the following certification. This certification is required by 49 U.S.C. § 5339(d).

The applicant will use 5 percent of grants related to zero emissions vehicles (as defined in subsection (c)(1)) or related infrastructure under subsection (b) or (c) to fund workforce development training as described in section 49 U.S.C. § 5314(b)(2) (including registered apprenticeships and other labor-management training programs) under the recipient's plan to address the impact of the transition to zero emission vehicles on the applicant's current workforce; or the applicant certifies a smaller percentage is necessary to carry out that plan.

CATEGORY 12. ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAMS.

If the applicant will apply for an award under the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program (49 U.S.C. § 5310), it must make the certification in Category 8 for Urbanized Area Formula Grants (49 U.S.C. § 5307). This certification is required by 49 U.S.C. § 5310(e)(1). Making this certification will incorporate by reference the certification in Category 8, except that FTA has determined that (d), (f), (i), (j), and (k) of Category 8 do not apply to awards made under 49 U.S.C. § 5310 and will not be enforced.

In addition to the certification in Category 8, the applicant must make the following certification that is specific to the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program. This certification is required by 49 U.S.C. § 5310(e)(2).

The applicant certifies that:

- (a) The projects selected by the applicant are included in a locally developed, coordinated public transit-human services transportation plan;
- (b) The plan described in clause (a) was developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers, and other members of the public;
- (c) To the maximum extent feasible, the services funded under 49 U.S.C. § 5310 will be coordinated with transportation services assisted by other Federal departments and agencies, including any transportation activities carried out by a recipient of a grant from the Department of Health and Human Services; and
- (d) If the applicant will allocate funds received under 49 U.S.C. § 5310 to subrecipients, it will do so on a fair and equitable basis.

CATEGORY 13. STATE OF GOOD REPAIR GRANTS.

If the applicant will apply for an award under FTA's State of Good Repair Grants Program (49 U.S.C. § 5337), it must make the following certification. Because FTA generally does not review the transit asset management plans of public transportation providers, the asset management certification is necessary to enforce the provisions of 49 U.S.C. § 5337(a)(4). The certification with regard to acquiring restricted rail rolling stock is required by 49 U.S.C. § 5323(u)(4). Note that this certification is not limited to the use of Federal funds.

The applicant certifies that the projects it will carry out using assistance authorized by the State of Good Repair Grants Program, 49 U.S.C. § 5337, are aligned with the applicant's most recent transit asset management plan and are identified in the investment and prioritization section of such plan, consistent with the requirements of 49 CFR Part 625.

If the applicant operates a rail fixed guideway service, the applicant certifies that, in the fiscal year for which an award is available to the applicant under the State of Good Repair Grants Program, 49 U.S.C. § 5337, the applicant will not award any contract or subcontract for the procurement of rail rolling stock for use in public transportation with a rail rolling stock manufacturer described in 49 U.S.C. § 5323(u)(1).

CATEGORY 14. INFRASTRUCTURE FINANCE PROGRAMS.

If the applicant will apply for an award for a project that will include assistance under the Transportation Infrastructure Finance and Innovation Act ("TIFIA") Program (23 U.S.C. §§ 601–609) or the State Infrastructure Banks ("SIB") Program (23 U.S.C. § 610), it must make the certifications in Category 8 for the Urbanized Area Formula Grants Program, Category 10 for the Fixed Guideway Capital Investment Grants program, and Category 13 for the State of Good Repair Grants program. These certifications are required by 49 U.S.C. § 5323(o).

Making this certification will incorporate the certifications in Categories 8, 10, and 13 by reference.

CATEGORY 15. ALCOHOL AND CONTROLLED SUBSTANCES TESTING.

If the applicant will apply for an award under FTA’s Urbanized Area Formula Grants Program (49 U.S.C. § 5307), Fixed Guideway Capital Investment Program (49 U.S.C. § 5309), Formula Grants for Rural Areas Program (49 U.S.C. § 5311), or Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339) programs, the applicant must make the following certification. The applicant must make this certification on its own behalf and on behalf of its subrecipients and contractors. This certification is required by 49 CFR § 655.83.

The applicant certifies that it, its subrecipients, and its contractors are compliant with FTA’s regulation for the Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations, 49 CFR Part 655.

CATEGORY 16. RAIL SAFETY TRAINING AND OVERSIGHT.

If the applicant is a State with at least one rail fixed guideway system, or is a State Safety Oversight Agency, or operates a rail fixed guideway system, it must make the following certification. The elements of this certification are required by 49 CFR §§ 672.31 and 674.39.

The applicant certifies that the rail fixed guideway public transportation system and the State Safety Oversight Agency for the State are:

- (a) Compliant with the requirements of 49 CFR Part 672, “Public Transportation Safety Certification Training Program”; and
- (b) Compliant with the requirements of 49 CFR Part 674, “State Safety Oversight”.

CATEGORY 17. DEMAND RESPONSIVE SERVICE.

If the applicant operates demand responsive service and will apply for an award to purchase a non-rail vehicle that is not accessible within the meaning of 49 CFR Part 37, it must make the following certification. This certification is required by 49 CFR § 37.77.

The applicant certifies that the service it provides to individuals with disabilities is equivalent to that provided to other persons. A demand responsive system, when viewed in its entirety, is deemed to provide equivalent service if the service available to individuals with disabilities, including individuals who use wheelchairs, is provided in the most integrated setting appropriate to the needs of the individual and is equivalent to the service provided other individuals with respect to the following service characteristics:

- (a) Response time;

- (b) Fares;
- (c) Geographic area of service;
- (d) Hours and days of service;
- (e) Restrictions or priorities based on trip purpose;
- (f) Availability of information and reservation capability; and
- (g) Any constraints on capacity or service availability.

CATEGORY 18. INTEREST AND FINANCING COSTS.

If the applicant will pay for interest or other financing costs of a project using assistance awarded under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), the Fixed Guideway Capital Investment Grants Program (49 U.S.C. § 5309), or any program that must comply with the requirements of 49 U.S.C. § 5307, including the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310), “flex funds” from infrastructure programs administered by the Federal Highways Administration (see 49 U.S.C. § 5334(i)), or awards to urbanized areas under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the following certification. This certification is required by 49 U.S.C. §§ 5307(e)(3) and 5309(k)(2)(D).

The applicant certifies that:

- (a) Its application includes the cost of interest earned and payable on bonds issued by the applicant only to the extent proceeds of the bonds were or will be expended in carrying out the project identified in its application; and
- (b) The applicant has shown or will show reasonable diligence in seeking the most favorable financing terms available to the project at the time of borrowing.

CATEGORY 19. CYBERSECURITY CERTIFICATION FOR RAIL ROLLING STOCK AND OPERATIONS.

If the applicant operates a rail fixed guideway public transportation system, it must make this certification. This certification is required by 49 U.S.C. § 5323(v), a new subsection added by the National Defense Authorization Act for Fiscal Year 2020, Pub. L. 116-92, § 7613 (Dec. 20, 2019). For information about standards or practices that may apply to a rail fixed guideway public transportation system, visit <https://www.nist.gov/cyberframework> and <https://www.cisa.gov/>.

The applicant certifies that it has established a process to develop, maintain, and execute a written plan for identifying and reducing cybersecurity risks that complies with the requirements of 49 U.S.C. § 5323(v)(2).

**CATEGORY 20. PUBLIC TRANSPORTATION ON INDIAN RESERVATIONS
FORMULA AND DISCRETIONARY PROGRAM (TRIBAL TRANSIT
PROGRAMS).**

Before FTA may provide Federal assistance for an Award financed under either the Public Transportation on Indian Reservations Formula or Discretionary Program authorized under 49 U.S.C. § 5311(c)(1), as amended by the FAST Act, (Tribal Transit Programs), the applicant must select the Certifications in Category 21, except as FTA determines otherwise in writing. Tribal Transit Program applicants may certify to this Category and Category 1 (Certifications and Assurances Required of Every Applicant) and need not make any other certification, to meet Tribal Transit Program certification requirements. If an applicant will apply for any program in addition to the Tribal Transit Program, additional certifications may be required.

FTA has established terms and conditions for Tribal Transit Program grants financed with Federal assistance appropriated or made available under 49 U.S.C. § 5311(c)(1). The applicant certifies that:

- (a) It has or will have the legal, financial, and technical capacity to carry out its Award, including the safety and security aspects of that Award.
- (b) It has or will have satisfactory continuing control over the use of its equipment and facilities acquired or improved under its Award.
- (c) It will maintain its equipment and facilities acquired or improved under its Award, in accordance with its transit asset management plan and consistent with FTA regulations, “Transit Asset Management,” 49 CFR Part 625. Its Award will achieve maximum feasible coordination with transportation service financed by other federal sources.
- (d) With respect to its procurement system:
 - (1) It will have a procurement system that complies with U.S. DOT regulations, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 1201, which incorporates by reference U.S. OMB regulatory guidance, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 200, for Awards made on or after December 26, 2014,
 - (2) It will have a procurement system that complies with U.S. DOT regulations, “Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments,” 49 CFR Part 18, specifically former 49 CFR § 18.36, for Awards made before December 26, 2014, or
 - (3) It will inform FTA promptly if its procurement system does not comply with either of those U.S. DOT regulations.
- (e) It will comply with the Certifications, Assurances, and Agreements in:
 - (1) Category 05.1 and 05.2 (Charter Service Agreement and School Bus Agreement),
 - (2) Category 06 (Transit Asset Management Plan),

- (3) Category 07.1 and 07.2 (Rolling Stock Buy America Reviews and Bus Testing),
- (4) Category 09 (Formula Grants for Rural Areas),
- (5) Category 15 (Alcohol and Controlled Substances Testing), and
- (6) Category 17 (Demand Responsive Service).

CATEGORY 21. EMERGENCY RELIEF PROGRAM.

An applicant to the Public Transportation Emergency Relief Program, 49 U.S.C. § 5324, must make the following certification. The certification is required by 49 U.S.C. § 5324(f) and must be made before the applicant can receive a grant under the Emergency Relief program.

The applicant certifies that the applicant has insurance required under State law for all structures related to the emergency relief program grant application.

**FEDERAL FISCAL YEAR 2022 CERTIFICATIONS AND ASSURANCES FOR FTA
ASSISTANCE PROGRAMS**

(Signature pages alternate to providing Certifications and Assurances in TrAMS.)

Name of Applicant: _____

The Applicant certifies to the applicable provisions of all categories: (*check here*) _____.

Or,

The Applicant certifies to the applicable provisions of the categories it has selected:

Category	Certification
01 Certifications and Assurances Required of Every Applicant	_____
02 Public Transportation Agency Safety Plans	_____
03 Tax Liability and Felony Convictions	_____
04 Lobbying	_____
05 Private Sector Protections	_____
06 Transit Asset Management Plan	_____
07 Rolling Stock Buy America Reviews and Bus Testing	_____
08 Urbanized Area Formula Grants Program	_____
09 Formula Grants for Rural Areas	_____
10 Fixed Guideway Capital Investment Grants and the Expedited Project Delivery for Capital Investment Grants Pilot Program	_____
11 Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs	_____

- 12 Enhanced Mobility of Seniors and Individuals with Disabilities Programs
- 13 State of Good Repair Grants
- 14 Infrastructure Finance Programs
- 15 Alcohol and Controlled Substances Testing
- 16 Rail Safety Training and Oversight
- 17 Demand Responsive Service
- 18 Interest and Financing Costs
- 19 Cybersecurity Certification for Rail Rolling Stock and Operations
- 20 Tribal Transit Programs
- 21 Emergency Relief Program

CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE

AFFIRMATION OF APPLICANT

Name of the Applicant: _____

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in the federal fiscal year, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

The Certifications and Assurances the Applicant selects apply to each Award for which it now seeks, or may later seek federal assistance to be awarded by FTA during the federal fiscal year.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. § 3801 *et seq.*, and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. § 1001 apply to any certification, assurance, or submission made in connection with a federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature _____ Date: _____

Name _____ Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): _____

As the undersigned Attorney for the above-named Applicant, I hereby affirm to the Applicant that it has authority under state, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA assisted Award.

Signature _____ Date: _____

Name _____ Attorney for Applicant

Each Applicant for federal assistance to be awarded by FTA must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its electronic signature in lieu of the Attorney's signature within TrAMS, provided the Applicant has on file and uploaded to TrAMS this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.

Lehigh and Northampton Transportation Authority
2022 EEO Program Update
Summary of Changes

LANTA is required to maintain an EEO Program and submit updated programs every four years, in accordance with Titles VI and VII of the Civil Rights Act of 1964, as detailed in FTA Circular 4704.1A, which was updated for the first time since 1988, on October 31, 2016. LANTA last submitted its EEO Program to the FTA in February 2018.

1. Designation of Key Personnel.
 - EEO Officer updated from Sharon Haupt to Muhammad Haris Khan
 - LANTA's updated EEO Program makes note of support provided to the EEO Officer by the Compliance Program Coordinator to Human Resources Generalist/Diversity Officer.
2. Organizational Chart updated to reflect current staffing and the position titles of staff that assist with LANTA's EEO Program.
3. Program Requirements:
 - Senior Management now required to meet semi-annually to discuss the EEO Program and its implementation.
 - Agencies are now required to conduct EEO training for all new supervisors or managers within 90 days of their appointment.
 - Agencies are now required to meet with employees and affinity groups to seek input on EEO Program implementation.
4. In LANTA's 2018 EEO Program submission the agency set a 5-year goal of 45% female employees by 2022 which has not been met. LANTA's female employees constitute 35% of employees across all employment categories, a 17.80% increase from 2018—and a 40.98% increase from 2014.
5. In LANTA's 2018 EEO Program submission the agency set a 5-year goal of 46% minority employees by 2022 and that goal has been met and exceeded. LANTA has strong minority presence with 53% percent of all employees being from minority groups, a 49.43% increase from 2018—and a 95.58% increase from 2014.
6. Among LANTA's largest group of employees, Service-Maintenance job category, 62% employees represent minority group.
 - White females are underemployed in the Service-Maintenance job category. LANTA is examining recruiting practices to address the potential 19% under-utilization of white female employees in the Service-Maintenance job category. This job category is the largest class of LANTA employees with 154 employees and includes Bus Operators, and Janitor/Cleaners from the Maintenance Department.
7. Under Administrative Support job category, LANTA has a strong female and minority representation with 90% female and 57% minority representation under this job category.
8. In the category of Officials and Administrators, LANTA staff includes 47% minority representation, exceeding the 20% minority goal established in 2018 within the Allentown-Bethlehem-Easton Metropolitan Statistical Area (MSA).
9. Appendices with the EEO Program 2022 are modified with current updated data and statistics. Additional supporting documentation include Employee Survey Questionnaire, EEO Policy for all LANTA employees, SOPs on New Hire Orientation for Operations and Maintenance.

Lehigh and Northampton Transportation Authority

2022 EEO Program Update

Summary of Changes

LEHIGH AND NORTHAMPTON TRANSPORTATION AUTHORITY
EEO/PROGRAM GOALS FISCAL YEAR 2022-23 & STATUS REPORT

February 3, 2022

EMPLOYMENT CATEGORY	GOALS 2018-19	WORK FORCE 2018 NUMBER	%	WORK FORCE 2022 NUMBER	%	2022-23	GOALS Census Data	2026-27
I. ALL EMPLOYEES								
A. MALE	61%	130	64%	163	65%	55%	52%	55%
B. FEMALE	39%	73	36%	86	35%	45%	48%	45%
C. MINORITY	46%	89	44%	133	53%	46%	N/A	48%
II. Service-Maintenance Employees								
A. MALE	63%	101	66%	103	67%	56%	51%	56%
B. FEMALE	37%	51	34%	51	33%	44%	49%	44%
C. MINORITY	51%	77	51%	95	62%	51%	N/A	52%
III. Skilled Craft Workers								
A. MALE	95%	14	100%	30	100%	95%	96%	96%
B. FEMALE	5%	0	0%	0	0%	5%	4%	4%
C. MINORITY	14%	2	14%	11	37%	14%	N/A	15%
IV. Administrative Support								
A. MALE	0%	0	0%	2	10%	0%	22%	10%
B. FEMALE	100%	9	100%	19	90%	100%	78%	90%
C. MINORITY	56%	5	56%	12	57%	56%	N/A	56%
V. Professionals								
A. MALE	47%	7	54%	16	59%	42%	52%	52%
B. FEMALE	53%	6	46%	11	41%	58%	48%	48%
C. MINORITY	15%	2	15%	11	41%	15%	N/A	20%
VI. Officials & Administrators								
A. MALE	53%	8	53%	12	71%	53%	62%	62%
B. FEMALE	47%	7	47%	5	29%	47%	39%	39%
C. MINORITY	20%	3	20%	8	47%	20%	N/A	22%

1. Summary

LANTA started looking at alternatives to the current Mitel phone system a year ago. The current Mitel phone system is difficult to maintain and lacks the ability to connect LANTA's locations into one phone system, without the system being solely dependent on one location. The Mitel Automated Call Distribution system used by Customer Service at Rider Resource is end of life in 2023.

2. VOIP Alternative

LANTA decided to go with a VOIP system provided by RingCentral for the following reasons:

- A. RingCentral has an excellent Automated Call Distribution system called Contact Center, which will help management monitor customer service. The system also provides tools to aid with customer service training.
- B. The RingCentral system will combine all sites into one system and allow each site to operate independently. Rider Resource and ATC will not be dependent on the main site for their phone service.
- C. The RingCentral system will provide for remote calling handling in case of an emergency.
- D. The RingCentral system includes unlimited calling, texting, faxing, RingCentral Meetings/Video, conference calling, analytics, mobile app, desktop app, one thousand 800 minutes per month, and easy management. Also, RingCentral rolls out new features two to three times per year. Lastly, all support is included with the monthly cost.

3. Cost Analysis (approximate)

LANTA's current costs are approximately \$5,459 per month, which includes: RCN PRI, RCN Internet connections, ET&T service contract, and ET&T service charges across all locations.

LANTA will spend approximately the same amount of money per month and upgrade the phone system and Internet. The Internet will be upgraded to Service Level Agreement connections at the main office, the ATC, Rider Resource, and the Easton Garage.

The only upfront, one-time cost is for configuration and training for the new Automated Call Distribution System (Contact Center).

RingCentral Contact Center



Cloud-based RingCentral Contact Center helps strengthen customer loyalty by dramatically improving the overall call center experience. This omnichannel solution lets customers contact your company on the communication channel of their choice, while giving agents ready access to the data needed to solve problems quickly and efficiently.

With powerful administrative tools and a simple drag-and-drop development environment, RingCentral Contact Center reduces the dependence on IT and puts control back into the hands of call center managers.

Features and benefits

Smart routing

Reduce costs and enable more efficient and personalized customer interactions.

- Skills-based routing connects customers to the agent who can help them best.
- Interactive voice response (IVR) enables self-service capabilities while helping you gather additional customer information.
- CRM integrations arm your agents with the right data at the right time.

Analytics, reporting, and supervisor tools

Gain the business insights needed to maximize agent performance and provide better customer service.

- Widget-based dashboards provide real-time and historical reporting capabilities.
- Call recording and monitoring tools allow supervisors to manage teams more easily.

Workforce optimization

Drive higher efficiencies and gain better insights by utilizing a full workforce optimization suite. Capabilities include:

- **Customer Survey Application** provides deeper insights into what your customers think.
- **Performance Management** features one dashboard to provide insight across all Contact Center systems and gamification to drive agent performance.
- **Workforce Management** optimizes scheduling.
- **Quality Management** maximizes agent performance via coaching and feedback.
- **Speech and Text Analytics** uncover customer hot buttons and hidden opportunities.

Flexible, reliable, and secure

Based in the cloud, RingCentral Contact Center allows you to easily scale your staffing up or down as needed. Agents can work from nearly anywhere even if disaster strikes your headquarters, while automatic failover capabilities allow you to continue running should your primary data center go down.

RingCentral Contact Center guarantees 99.99% uptime and safeguards your data with compliance to PCI 1, compliance and BAA agreements for HIPAA, as well as adherence to several other key reliability standards.

Find the perfect fit with our smart packaging options

RingCentral Contact Center offers three base packages to help simplify your choice. Each can be tailored with optional features, such as speech recognition, customer integrations, workforce optimization, and more.

		MOST POPULAR	
	BASIC	ADVANCED	ULTIMATE
Summary functional approach	Voice only	Omnichannel	Omnichannel with outbound
Interactive voice response (IVR)	●	●	●
Skills-based routing	●	●	●
Open APIs	●	●	●
Pre-built CRM integrations	●	●	●
RingCentral Office® integration	●	●	●
Glip® expert connect	●	●	●
Full supervisor tools, reporting, and analytics	●	●	●
Central administrative environment with security-based profiles	●	●	●
Active / active disaster recovery	●	●	●
Compliant to PCI / HIPAA and many other security standards	●	●	●
Advanced IVR capabilities	○	●	●
Customer callback	○	●	●
Omnichannel interactions	○	●	●
Personal connect outbound	○	○	●
Campaign management	○	○	●

Optional workforce optimization

Performance management	●	●	●
Quality management	●	●	●
Workforce management	●	●	●
Speech and text analytics	●	●	●



**LANTA Pension Committee Meeting Agenda
February 8, 2022**

1. Call to Order
2. Status Reports
 - A. Actuarial Update – Mr. Peter Karapelou, Foster & Foster
 - B. Investment Performance Report – Mr. Lee Martin, Marquette Associates
3. Other Items
 - A. None
4. Adjournment



Lehigh and Northampton Transportation Authority

Quarterly Performance Report as
of December 31, 2021



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DISCLOSURE

Marquette Associates, Inc. ("Marquette") has prepared this document for the exclusive use by the client or third party for which it was prepared. The information herein was obtained from various sources, including but not limited to third party investment managers, the client's custodian(s) accounting statements, commercially available databases, and other economic and financial market data sources.

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Forward-looking statements, including without limitation any statement or prediction about a future event contained in this presentation, are based on a variety of estimates and assumptions by Marquette, including, but not limited to, estimates of future operating results, the value of assets and market conditions. These estimates and assumptions, including the risk assessments and projections referenced, are inherently uncertain and are subject to numerous business, industry, market, regulatory, geo-political, competitive, and financial risks that are outside of Marquette's control. There can be no assurance that the assumptions made in connection with any forward-looking statement will prove accurate, and actual results may differ materially.

The inclusion of any forward-looking statement herein should not be regarded as an indication that Marquette considers forward-looking statements to be a reliable prediction of future events. The views contained herein are those of Marquette and should not be taken as financial advice or a recommendation to buy or sell any security. Any forecasts, figures, opinions or investment techniques and strategies described are intended for informational purposes only. They are based on certain assumptions and current market conditions, and although accurate at the time of writing, are subject to change without prior notice. Opinions, estimates, projections, and comments on financial market trends constitute our judgment and are subject to change without notice. Marquette expressly disclaims all liability in respect to actions taken based on any or all of the information included or referenced in this document. The information is being provided based on the understanding that each recipient has sufficient knowledge and experience to evaluate the merits and risks of investing.

Marquette is an independent investment adviser registered under the Investment Advisers Act of 1940, as amended. Registration does not imply a certain level of skill or training. More information about Marquette including our investment strategies, fees and objectives can be found in our ADV Part 2, which is available upon request.

Marquette Update



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Marquette Update

1Q 2022

\$332B

assets under advisement

99%

client retention rate

11 years

avg. client tenure

36th

year in business

19th

largest investment
consulting firm
according to P&I¹

5

office locations in Chicago,
Baltimore, Milwaukee,
Philadelphia, and St. Louis

100%

employee-owned

120+

employees

24

full-time partners

Marquette Adds Two New Partners

We are excited to announce the election of two new managing partners. As an employee-owned firm, we are thrilled to not only reward and celebrate the contributions of our employees, but ensure our independence for years to come. Marquette now has 24 full-time owners. Reference our 2022 client letter for more information.

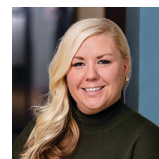


Lauren Cellucci, CIMA®

Managing Partner

19 years experience

Joined firm in 2016



Aimee O'Connor, CFP®

Managing Partner

18 years experience

Joined firm in 2019



RECENT HIRES

Junnor Shin
Client Analyst

Alberto Rivera
Sr. Client Analyst, AVP

Simone Newsome
DEI Coordinator

Matt Mierzwa
IT Services Lead

Annie Das
Sr. Private Client
Analyst

Judy Convey
Sr. Client Analyst



Market Preview Video & Letter from the Director of Research: 1/25

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Firm and client statistics as of September 30, 2021. Client retention rate calculated 2011–2020. ¹As of June 30, 2021 per P&I Daily 2021 Investment Management Consultants Survey ranked by worldwide institutional assets under advisement. Marquette is an independent investment adviser registered under the Investment Advisers Act of 1940, as amended. Registration does not imply a certain level of skill or training. More information about Marquette including our investment strategies, fees and objectives can be found in our ADV Part 2, which is available upon request.

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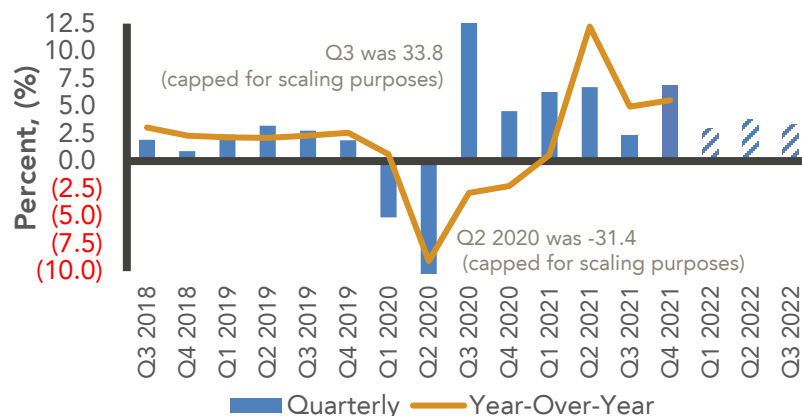
Market Environment



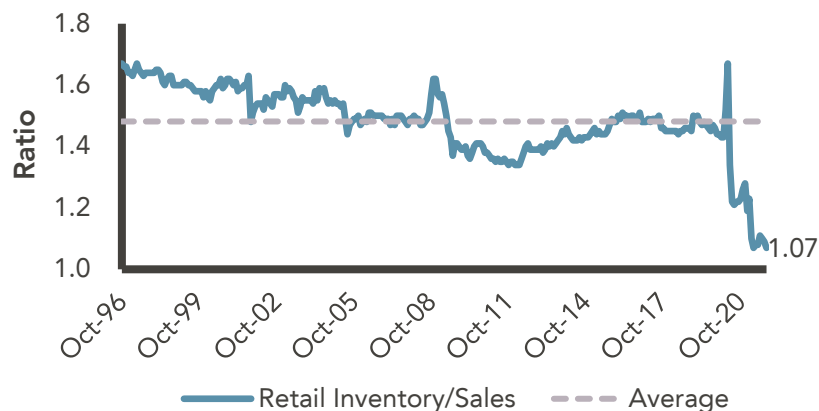
U.S. Economy

- Economic activity accelerated in Q4, with real GDP increasing by a better-than-expected annual rate of 6.9%. Growth was primarily driven by private inventory accumulation and consumer spending. The former accounted for approximately 70% of real GDP growth.
- For 2022, a continued increase in inventory investment is expected to be a key driver of economic growth as inventories remain near historic lows relative to sales for many industries.
- However, the economy is still grappling with persistent supply chain disruptions. Outside the U.S., several countries are re-imposing lockdown measures, most notably in China. This approach may exacerbate supply chain issues, leaving businesses unable to build their respective inventories as economists currently anticipate.
- Most economists expect inflation to peak in Q1. However, supply chain issues may cause inflation to decelerate less quickly than anticipated through the remainder of 2022.

U.S. Real GDP Growth



U.S. Retail Inventory-to-Sales Ratio

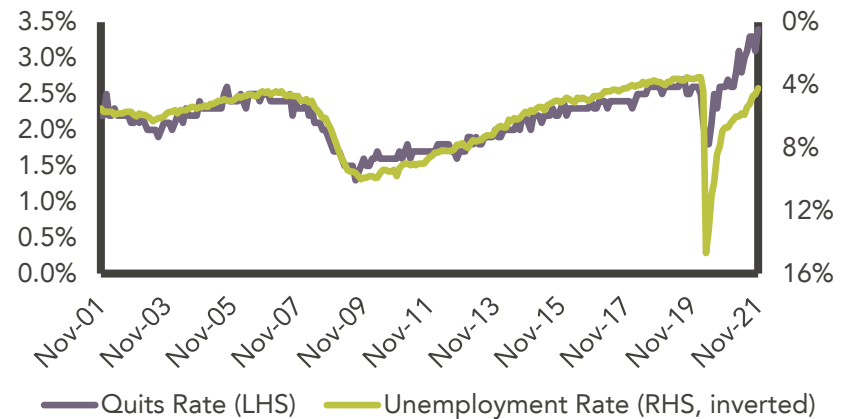


Sources: Refinitiv and The Wall Street Journal. Striped bars reflect estimates.

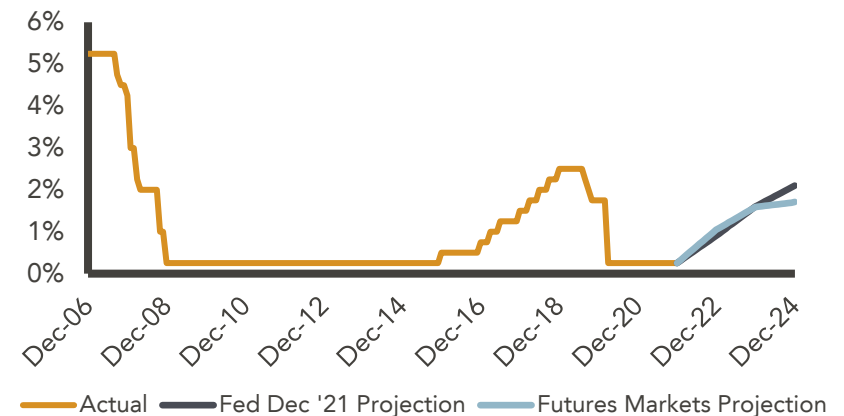
U.S. Economy

- The labor market continues to tighten amid supply constraints. While the December employment report came in below expectations, the unemployment rate dropped to just 3.9% — its lowest level since before the pandemic.
- Notably, the quits rate, or resignations as a percentage of the workforce, within private industries continued to increase. A record number of workers quit their jobs in November, seeking better opportunities, higher wages, or leaving the workforce entirely. At 3.4%, the quits rate is consistent with an unemployment rate of below 1%.
- A tight labor market, coupled with accelerating inflation across most industries, has led the Federal Reserve to shift its outlook for monetary policy. Specifically, the Fed now anticipates it will halt its current quantitative easing program in March, while raising short-term rates three times this year and another three times in 2023.

U.S. Private Industry Quits Rate



Short-Term Interest Rates

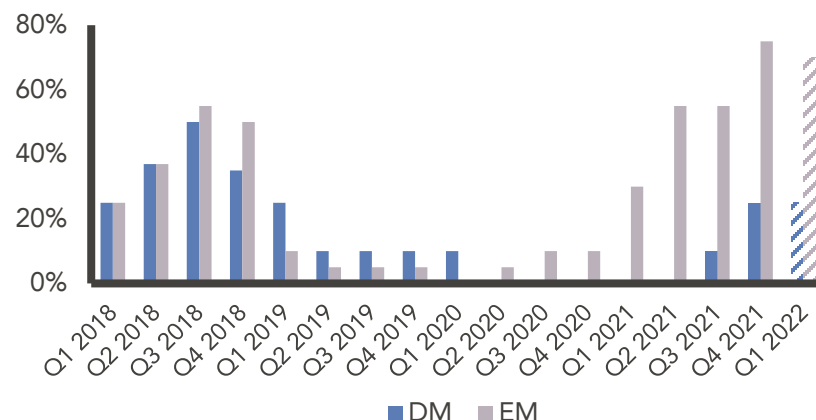


Sources: Refinitiv. The concept for the U.S. Private Industries Quits Rate vs. Unemployment chart was sourced from KKR's *A Different Kind of Recovery* December 2021 publication.

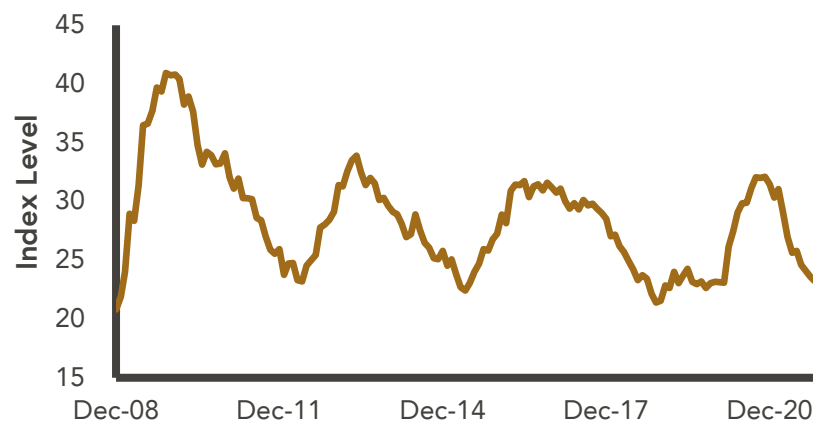
Global Economy

- Outside the U.S., similar dynamics are playing out across the global economy. Global economic growth appears to have reaccelerated meaningfully from the Q3 slowdown.
- Like the Federal Reserve, global central banks are poised to tighten policy in 2022. Morgan Stanley estimates that nearly 80% and approximately 25% of emerging market and developed market central banks, respectively, will raise rates this year.
- One key exception is China, where economic growth slowed meaningfully in the second half of 2021 amid the country's "zero COVID policy", a challenging property market and subdued credit growth. In fact, the PBOC has eased policy recently, lowering banks' reserve requirement ratios and cutting the one-year loan prime rate. Most economists expect policymakers to continue easing policy throughout 2022.

% of Central Banks Raising Interest Rates



China Credit Impulse

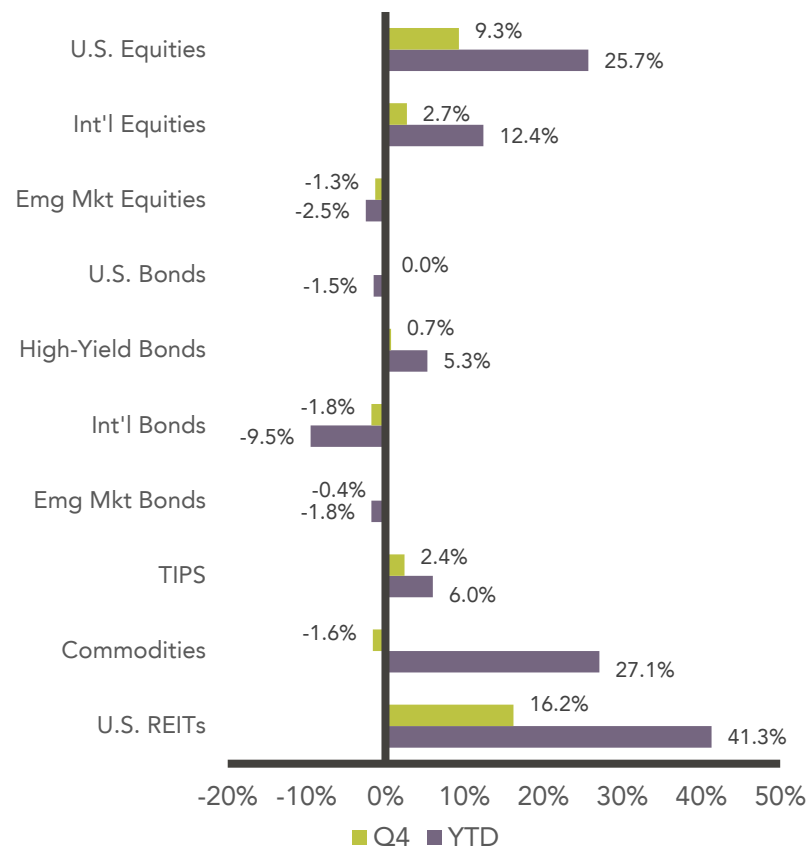


Sources: Morgan Stanley and Bloomberg. Striped bars reflect estimates. The credit impulse is defined as the monthly change of the flow in new credit as a share of GDP.

Global Asset Class Performance

- **Global equities** ended Q4 firmly in the black as investors focused on strong corporate earnings, though there was a wide dispersion across regions. U.S. equities handily outperformed their international developed and emerging market counterparts. The latter finished in the red once again, with U.S. dollar strength hurting returns, and lagged non-U.S. developed markets by nearly 15 percentage points in 2021.
- **Fixed income** returns were muted during Q4, with investment-grade bonds flat for the quarter. Sub-investment grade debt outperformed, with high-yield bonds and bank loans both returning 0.7% for the quarter.
- **Inflation-sensitive assets** performance was mixed in Q4. TIPS outperformed nominal bonds amid rising inflation expectations, while commodities declined amid demand concerns generated by the emergence of the omicron COVID-19 variant. Finally, REITs topped broad equity markets, with the asset class posting its second-strongest calendar year on record.

Asset Class Returns: Select Asset Class Performance

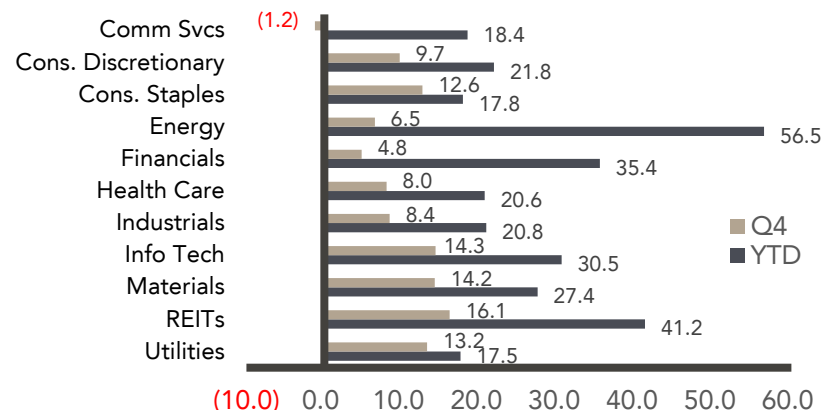


Source: Markov Processes International

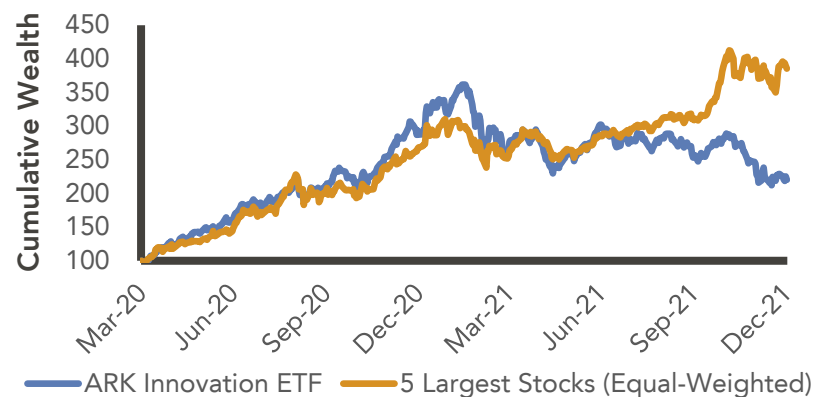
U.S. Equity Markets

- U.S. equity rallied in Q4, overcoming a late-November sell-off in reaction to the global spread of the omicron variant. All sectors were in the black, except Communication Services, with REITs (+16.1%), Information Technology (+14.3%) and Materials (+14.2%) leading the way.
- Similar to Q3, growth stocks and large caps were best from a style and capitalization perspective, benefitting from the outperformance of Information Technology.
- Further down the capitalization spectrum, however, value outperformed within mid- and small-cap stocks. After a meteoric rise amid the pandemic, many unprofitable small- and mid-cap technology stocks fell dramatically in Q4 amid the prospect of rising interest rates.

Sector Returns



Profitless Tech vs. Mega-Cap Tech

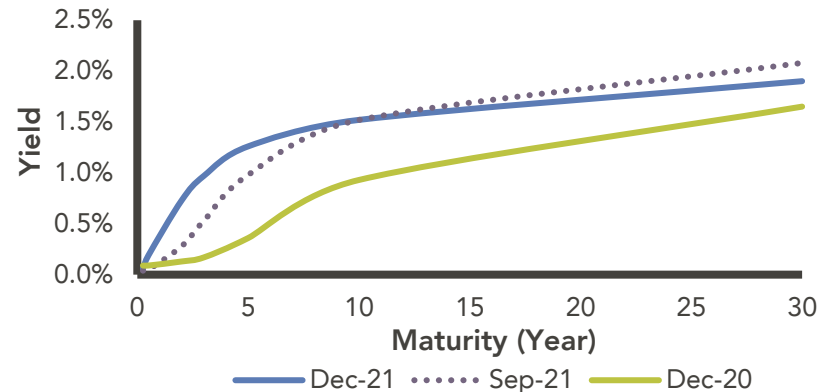


Sources: Refinitiv. The five largest stocks are Microsoft, Apple, Amazon, Tesla and Alphabet. The ARK Innovation ETF is predominantly comprised of smaller, unprofitable technology companies and is widely cited by market participants as a proxy for unprofitable small- and mid-cap technology stocks.

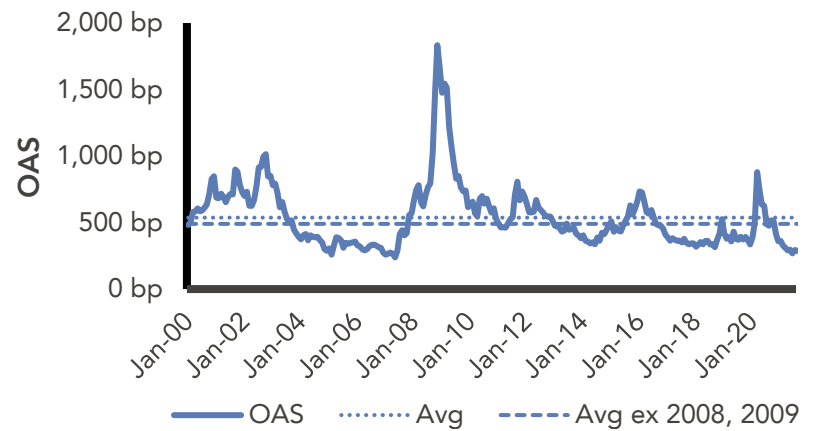
U.S. Fixed Income

- Interest rates on the short and intermediate part of the Treasury yield curve rose sharply amid the prospects of tighter monetary policy, while yields on long-term bonds fell modestly.
- After very strong returns in both 2019 and 2020, the bond market succumbed to the upward pressure on rates and delivered negative returns in 2021. At **-1.5%**, the Bloomberg Aggregate Bond Index posted just its fourth negative calendar year return since the index began in 1976.
- Sub-investment grade debt continued to outperform their investment-grade counterparts. High yield (+0.7%) and bank loans (+0.7%) posted gains as spreads were little changed. High yield spreads, for example, ended the quarter at 283 basis points—down slightly from 289 at the end of Q2, but well below the long-term average of about 537 basis points.

Yield Curve



High Yield Spread



Sources: Bloomberg Barclays and Refinitiv

Global Index Returns

DOMESTIC EQUITY	QTR	YTD	1 Year	3 Year	5 Year	10 Year
S&P 500 Index	11.0	28.7	28.7	26.1	18.5	16.6
Russell 3000 Index	9.3	25.7	25.7	25.8	18.0	16.3
Russell 3000 Growth Index	10.9	25.9	25.9	33.2	24.6	19.4
Russell 3000 Value Index	7.5	25.4	25.4	17.6	11.0	12.9
Russell TOP 200 Index	11.0	27.9	27.9	27.3	19.7	17.2
Russell TOP 200 Growth Index	13.7	31.2	31.2	35.6	26.8	20.7
Russell TOP 200 Value Index	7.4	23.5	23.5	16.6	11.1	12.7
Russell 1000 Index	9.8	26.5	26.5	26.2	18.4	16.5
Russell 1000 Growth Index	11.6	27.6	27.6	34.1	25.3	19.8
Russell 1000 Value Index	7.8	25.2	25.2	17.6	11.2	13.0
Russell Mid-Cap Index	6.4	22.6	22.6	23.3	15.1	14.9
Russell Mid-Cap Growth Index	2.8	12.7	12.7	27.5	19.8	16.6
Russell Mid-Cap Value Index	8.5	28.3	28.3	19.6	11.2	13.4
Russell 2000 Index	2.1	14.8	14.8	20.0	12.0	13.2
Russell 2000 Growth Index	0.0	2.8	2.8	21.2	14.5	14.1
Russell 2000 Value Index	4.4	28.3	28.3	18.0	9.1	12.0
DOMESTIC EQUITY BY SECTOR (MSCI)						
Communication Services	(1.2)	18.4	18.4	25.4	12.9	12.6
Consumer Discretionary	9.7	21.8	21.8	32.1	23.0	20.2
Consumer Staples	12.6	17.8	17.8	18.4	11.4	12.2
Energy	6.5	56.5	56.5	4.6	(2.2)	0.3
Financials	4.8	35.4	35.4	20.5	12.7	15.8
Health Care	8.0	20.6	20.6	20.3	17.8	17.5
Industrials	8.4	20.8	20.8	21.0	13.1	14.6
Information Technology	14.3	30.5	30.5	41.6	31.2	23.5
Materials	14.2	27.4	27.4	23.5	14.0	12.6
Real Estate	16.1	41.2	41.2	20.0	12.5	12.1
Utilities	13.2	17.5	17.5	13.4	11.4	11.1

Source: Markov Processes International

Global Index Returns

INTERNATIONAL/GLOBAL EQUITY	QTR	YTD	1 Year	3 Year	5 Year	10 Year
MSCI EAFE (Net)	2.7	11.3	11.3	13.5	9.6	8.0
MSCI EAFE Growth (Net)	4.1	11.3	11.3	19.0	13.6	10.1
MSCI EAFE Value (Net)	1.2	10.9	10.9	7.8	5.3	5.8
MSCI EAFE Small Cap (Net)	0.1	10.1	10.1	15.6	11.0	10.8
MSCI AC World Index (Net)	6.7	18.5	18.5	20.4	14.4	11.9
MSCI AC World Index Growth (Net)	6.9	17.1	17.1	27.6	19.9	14.7
MSCI AC World Index Value (Net)	6.3	19.6	19.6	12.9	8.7	8.8
MSCI Europe ex UK (Net)	5.7	15.7	15.7	17.0	11.5	9.4
MSCI United Kingdom (Net)	5.6	18.5	18.5	8.7	6.2	5.1
MSCI Pacific ex Japan (Net)	(0.1)	4.7	4.7	9.7	8.3	6.8
MSCI Japan (Net)	(4.0)	1.7	1.7	11.7	8.5	8.3
MSCI Emerging Markets (Net)	(1.3)	(2.5)	(2.5)	10.9	9.9	5.5

Source: Markov Processes International

Global Index Returns

FIXED INCOME	QTR	YTD	1 Year	3 Year	5 Year	10 Year
Merrill Lynch 3-month T-Bill	0.0	0.0	0.0	1.0	1.1	0.6
Barclays Intermediate Gov't./Credit	(0.6)	(1.4)	(1.4)	3.9	2.9	2.4
Barclays Aggregate Bond	0.0	(1.5)	(1.5)	4.8	3.6	2.9
Barclays Short Government	(0.2)	(0.2)	(0.2)	1.6	1.5	0.9
Barclays Intermediate Government	(0.6)	(1.7)	(1.7)	3.0	2.3	1.7
Barclays Long Government	3.0	(4.6)	(4.6)	8.8	6.5	4.5
Barclays Investment Grade Corp.	0.2	(1.0)	(1.0)	7.6	5.3	4.7
Barclays High Yield Corp. Bond	0.7	5.3	5.3	8.8	6.3	6.8
JPMorgan Global ex US Bond	(1.8)	(9.5)	(9.5)	1.7	2.6	0.3
JPMorgan Emerging Market Bond	(0.4)	(1.8)	(1.8)	5.9	4.7	5.3
INFLATION SENSITIVE						
Consumer Price Index	1.6	7.0	7.0	3.5	2.9	2.1
BC TIPS	2.4	6.0	6.0	8.4	5.3	3.1
Commodities	(1.6)	27.1	27.1	9.9	3.7	(2.9)
Gold	4.0	(4.3)	(4.3)	11.0	8.4	0.7
REITs	16.2	41.3	41.3	19.9	12.5	12.2
FTSE EPRA/NAREIT Global REITs	12.2	31.3	31.3	12.7	7.5	8.6
NCREIF ODCE*	7.7	21.1	21.1	8.2	7.8	9.4
NCREIF Farmland**	1.5	5.5	5.5	4.9	5.5	10.2
NCREIF Timberland**	1.9	5.0	5.0	2.4	2.9	4.9

*Data are preliminary.

**Data are as of September 30, 2021.

Source: Markov Processes International

Portfolio Overview



Observations

- Market Value as of 12/31/2021:
 - Non-Union Employees Pension Plan: \$8.9M
 - Union Employees Pension Plan: \$26.7M
- Q4-21 Investment Gain and Return:
 - Non-Union Employees Pension Plan Investment Gain: \$422K, Return: 5.0% (net), Benchmark: 4.7%
 - Union Employees Pension Plan Investment Gain: \$1.3M, Return: 5.0% (net), Benchmark: 4.7%
- Positive attribution for the quarter from:
 - Domestic Equities
 - Infrastructure
 - Fixed Income
- Negative attribution for the quarter from:
 - Global Equities
 - Emerging Markets
- For the year:
 - Non-Union Employees Pension Plan Investment Gain: \$1.0M, Return: 13.6% (net), Benchmark: 13.2%
 - Union Employees Pension Plan Investment Gain: \$3.1M, Return: 13.6% (net), Benchmark: 13.2%
- Since Inception (4/1/13) Funds:
 - Gained: Non-Union Employees Plan: \$4.4M, Union Employees Pension Plan: \$12.5M
 - Returned: 9.3% (gross), Benchmark: 9.3%
 - Peer Group Ranking: 33rd percentile
 - Beta: 0.95

Observations

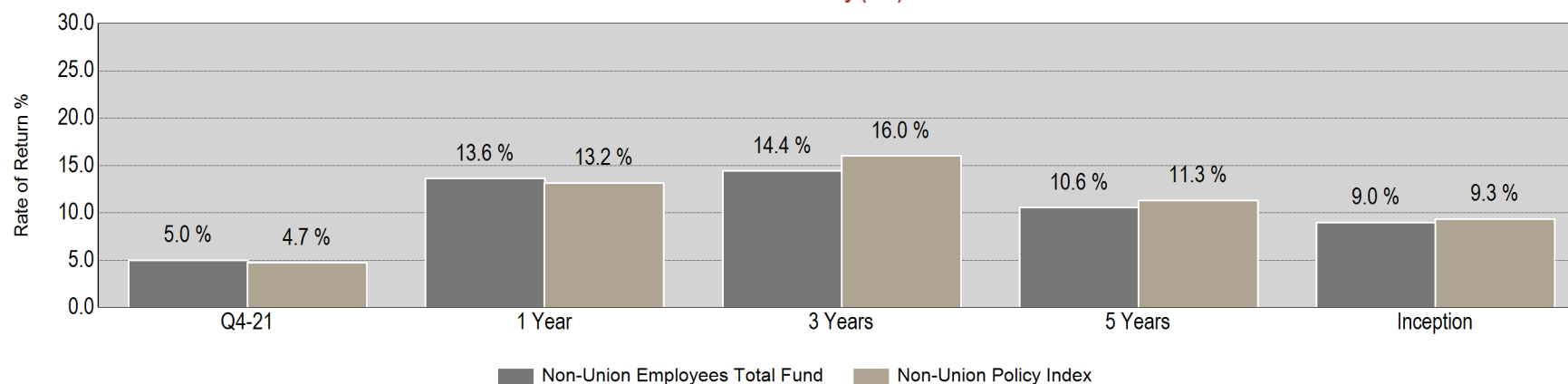
- Consider adding Opportunistic Debt allocation within Fixed Income

As of December 31, 2021

Summary of Cash Flows

	Fourth Quarter	One Year	Three Years	Five Years	Inception 4/1/13
Beginning Market Value	\$8,409,370	\$7,589,626	\$5,535,259	\$4,745,090	\$3,543,397
Contributions	\$165,177	\$666,016	\$1,721,276	\$2,684,419	\$3,970,423
Withdrawals	-\$104,939	-\$418,419	-\$1,224,195	-\$1,878,486	-\$2,982,918
Net Cash Flow	\$60,238	\$247,597	\$497,081	\$805,933	\$987,505
Net Investment Change	\$421,816	\$1,054,200	\$2,859,083	\$3,340,400	\$4,360,521
Ending Market Value	\$8,891,423	\$8,891,423	\$8,891,423	\$8,891,423	\$8,891,423

Return Summary (Net)



Asset Allocation vs. Target

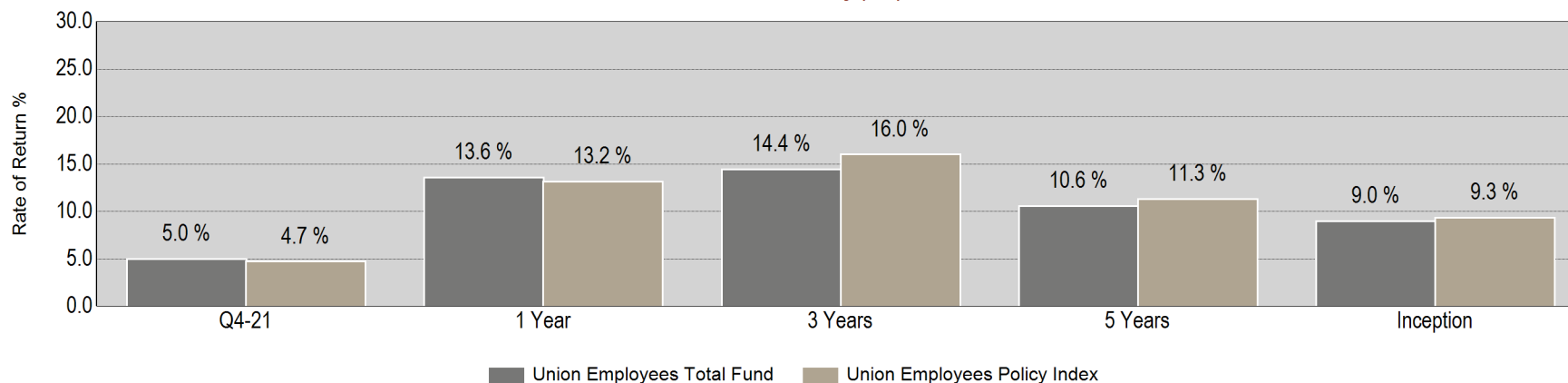
	Current	Policy	Policy Range	Within Range
U.S. Equity	32.0%	32.0%	27.0% - 37.0%	Yes
Global Equity	23.9%	24.0%	19.0% - 29.0%	Yes
Non-U.S. Equity	8.6%	9.0%	4.0% - 14.0%	Yes
Global Listed Infrastructure	5.2%	5.0%	0.0% - 10.0%	Yes
U.S. Fixed Income	28.8%	29.0%	24.0% - 34.0%	Yes
Cash Equivalent	1.5%	1.0%	0.0% - 5.0%	Yes
Total	100.0%	100.0%		

As of December 31, 2021

Summary of Cash Flows

	Fourth Quarter	One Year	Three Years	Five Years	Inception 4/1/13
Beginning Market Value	\$25,229,420	\$22,547,003	\$16,060,216	\$13,492,201	\$8,866,267
Contributions	\$508,847	\$2,235,794	\$5,770,833	\$9,054,754	\$13,985,788
Withdrawals	-\$301,070	-\$1,231,252	-\$3,607,929	-\$5,690,359	-\$8,647,645
Net Cash Flow	\$207,776	\$1,004,542	\$2,162,905	\$3,364,395	\$5,338,143
Net Investment Change	\$1,259,664	\$3,145,315	\$8,473,740	\$9,840,264	\$12,492,450
Ending Market Value	\$26,696,861	\$26,696,861	\$26,696,861	\$26,696,861	\$26,696,861

Return Summary (Net)



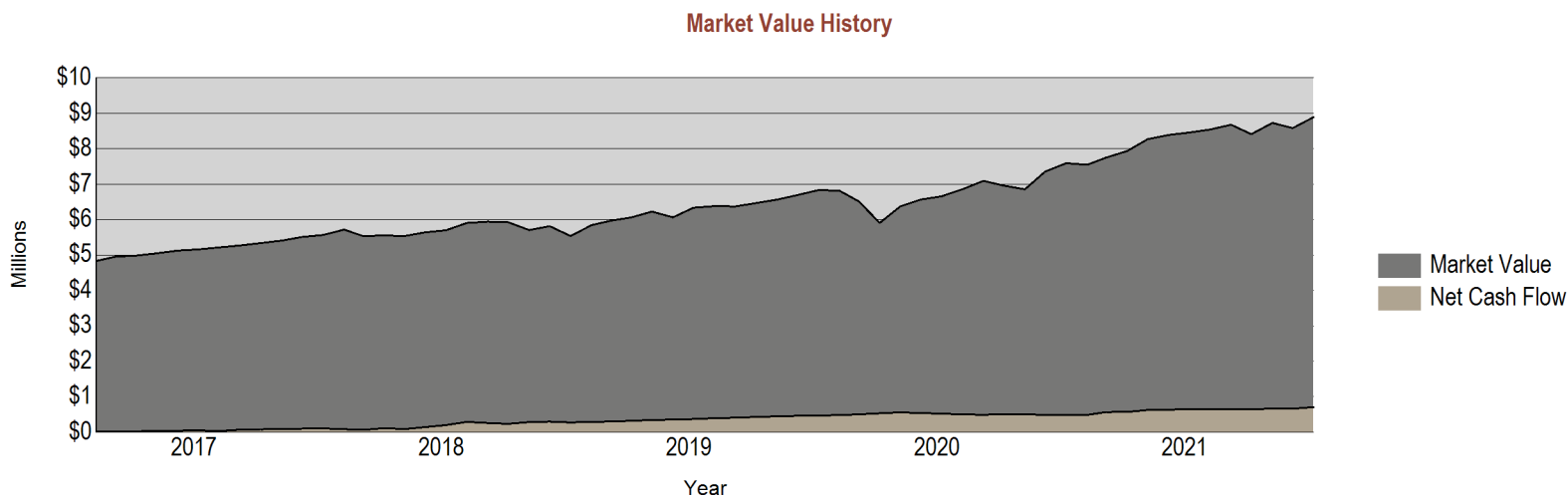
Asset Allocation vs. Target

	Current	Policy	Policy Range	Within Range
U.S. Equity	32.1%	32.0%	27.0% - 37.0%	Yes
Global Equity	23.7%	24.0%	19.0% - 29.0%	Yes
Non-U.S. Equity	8.7%	9.0%	4.0% - 14.0%	Yes
Global Listed Infrastructure	5.2%	5.0%	0.0% - 10.0%	Yes
U.S. Fixed Income	28.8%	29.0%	24.0% - 34.0%	Yes
Cash Equivalent	1.5%	1.0%	0.0% - 5.0%	Yes
Total	100.0%	100.0%		

LANta Non-Union Employees Pension Plan

Market Value Summary

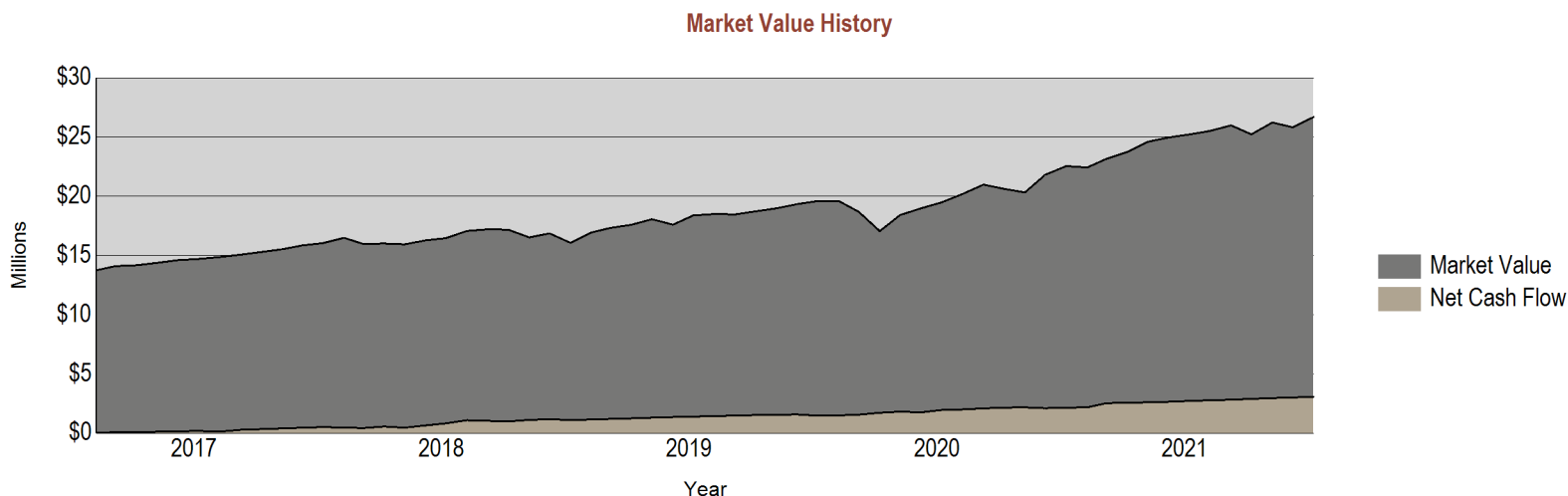
As of December 31, 2021



Cash Flow Summary by Manager From October 01, 2021 to December 31, 2021

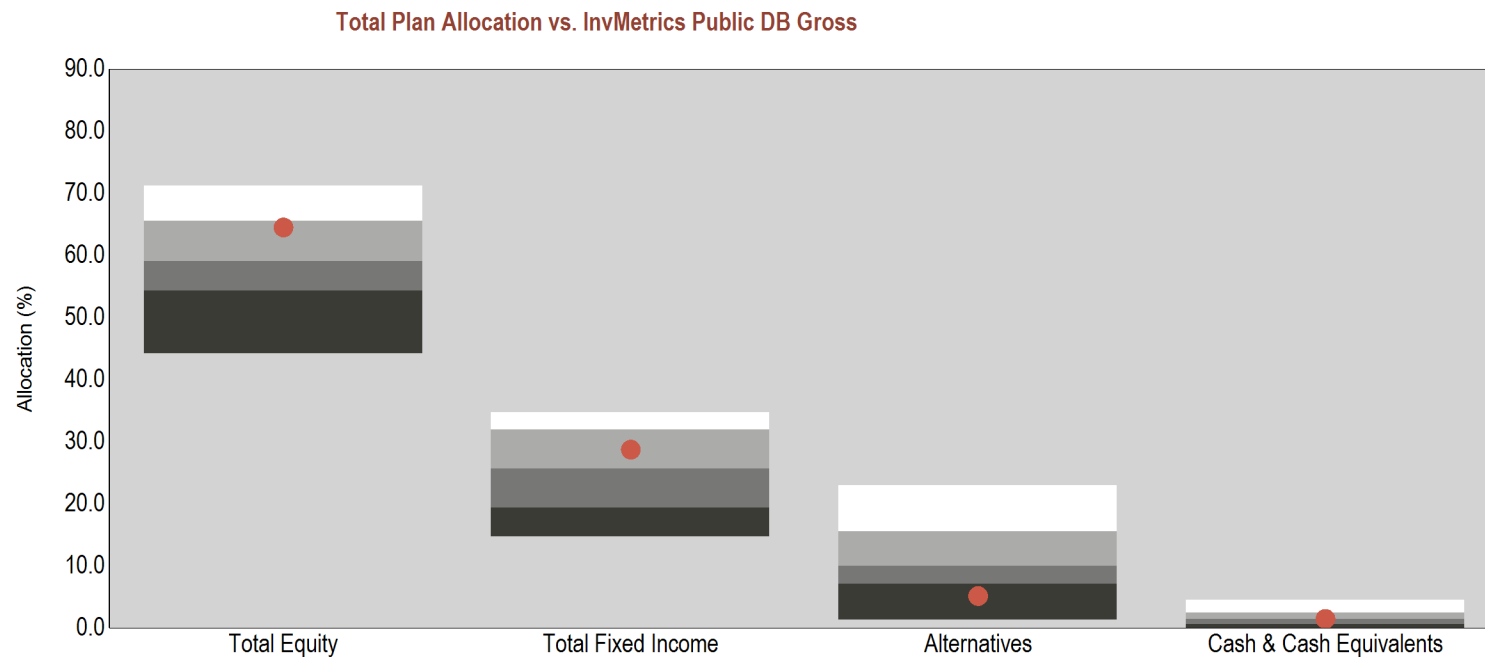
	Beginning Market Value	Net Cash Flow	Net Investment Change	Ending Market Value
Fidelity 500 Index Fund	\$2,234,869	-\$190,000	\$243,278	\$2,288,147
Eaton Vance Atlanta SMID	\$208,137	\$0	\$20,288	\$228,425
Vanguard Small-Cap Value Index	\$334,661	-\$30,000	\$22,237	\$326,898
Dodge & Cox Global	\$506,355	\$0	\$16,614	\$522,969
AB Global Core Equity	\$504,492	\$0	\$28,982	\$533,474
Artisan Global Opportunities	\$511,015	\$0	\$24,297	\$535,312
MFS Low Volatility Global Equity	\$497,153	\$0	\$32,600	\$529,753
Hartford Schroder Int'l Multi-Cap Value	\$208,948	\$0	\$6,186	\$215,134
Fidelity Total Int'l Index Fund	\$284,628	\$45,000	\$4,720	\$334,347
Fidelity Emerging Markets Index Fund	\$220,153	\$0	-\$2,764	\$217,389
Cohen & Steers Global Infrastructure	\$428,694	\$0	\$34,786	\$463,479
Fidelity Interm. Treasury Bond Index	\$1,056,650	\$85,000	-\$2,504	\$1,139,146
Lord Abbett Short Duration Income	\$587,567	\$45,000	-\$2,074	\$630,493
Vanguard Short-Term Corp. Index Fund	\$709,927	\$45,000	-\$4,939	\$749,988
Chartwell Short Duration High Yield	\$39,660	\$0	\$105	\$39,766
Money Market Fund	\$76,461	\$60,238	\$4	\$136,703
Total	\$8,409,370	\$60,238	\$421,816	\$8,891,423

As of December 31, 2021

**Cash Flow Summary by Manager From October 01, 2021 to December 31, 2021**

	Beginning Market Value	Net Cash Flow	Net Investment Change	Ending Market Value
Fidelity 500 Index Fund	\$6,703,166	-\$550,000	\$729,997	\$6,883,162
Eaton Vance Atlanta SMID	\$600,410	\$0	\$58,525	\$658,935
Vanguard Small-Cap Value Index	\$997,798	-\$35,000	\$64,670	\$1,027,468
Dodge & Cox Global	\$1,513,620	\$0	\$49,662	\$1,563,283
AB Global Core Equity	\$1,508,551	\$0	\$86,663	\$1,595,214
Artisan Global Opportunities	\$1,530,842	\$0	\$72,787	\$1,603,629
MFS Low Volatility Global Equity	\$1,480,862	\$0	\$97,107	\$1,577,969
Hartford Schroder Int'l Multi-Cap Value	\$625,023	\$55,000	\$18,389	\$698,412
Fidelity Total Int'l Index Fund	\$850,531	\$110,000	\$14,641	\$975,172
Fidelity Emerging Markets Index Fund	\$656,681	\$0	-\$8,246	\$648,435
Cohen & Steers Global Infrastructure	\$1,279,452	\$0	\$103,819	\$1,383,271
Fidelity Interm. Treasury Bond Index	\$3,305,208	\$125,000	-\$7,699	\$3,422,508
Lord Abbett Short Duration Income	\$1,742,247	\$145,000	-\$6,162	\$1,881,085
Vanguard Short-Term Corp. Index Fund	\$2,121,452	\$150,000	-\$14,820	\$2,256,632
Chartwell Short Duration High Yield	\$119,496	\$0	\$318	\$119,813
Money Market Fund	\$194,080	\$207,776	\$14	\$401,871
Total	\$25,229,420	\$207,776	\$1,259,664	\$26,696,861

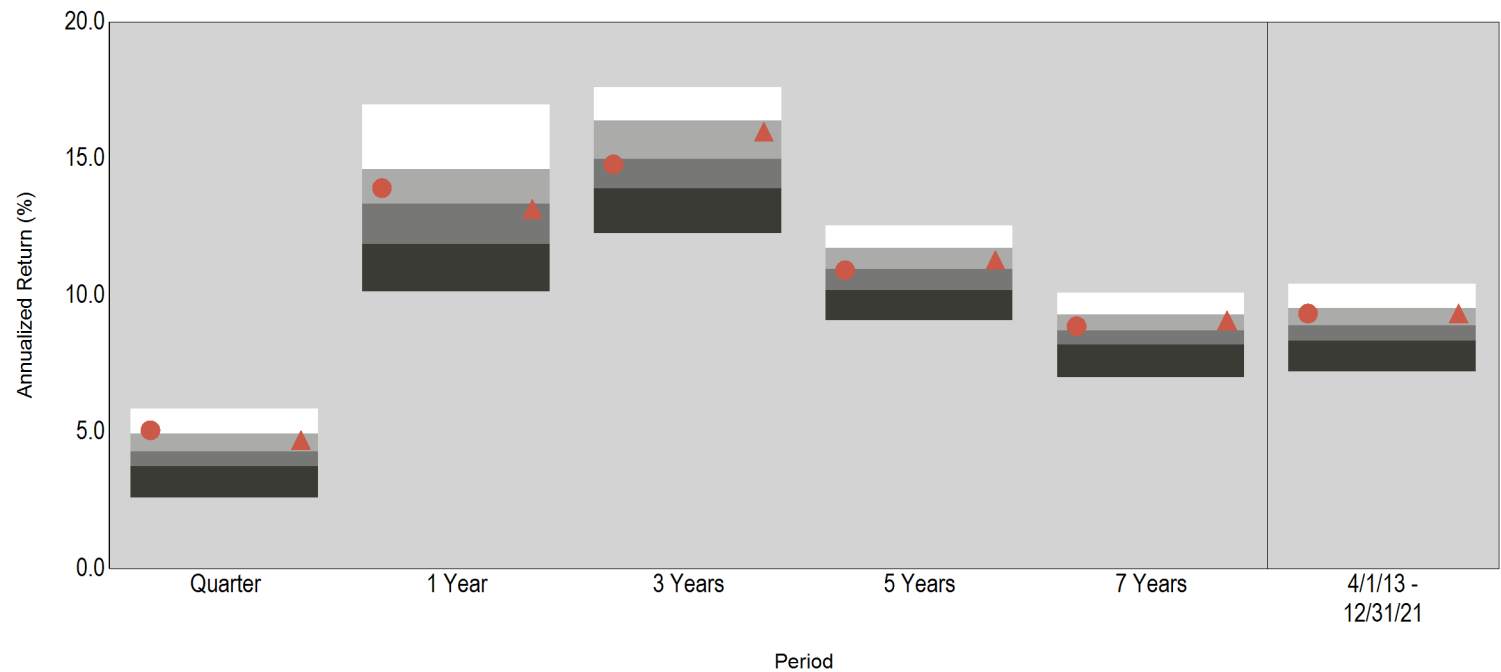
As of December 31, 2021


Allocation (Rank)

5th Percentile	71.2		34.8		23.0		4.5	
25th Percentile	65.6		32.0		15.5		2.5	
Median	59.1		25.7		10.0		1.5	
75th Percentile	54.4		19.3		7.1		0.6	
95th Percentile	44.2		14.7		1.4		0.0	
# of Portfolios	110		108		64		103	
● Union Employees Total Fund	64.5	(32)	28.8	(43)	5.2	(82)	1.5	(49)

As of December 31, 2021

InvMetrics Public DB Gross Return Comparison



Return (Rank)

5th Percentile	5.9	17.0	17.6	12.6	10.1	10.4						
25th Percentile	4.9	14.6	16.4	11.7	9.3	9.5						
Median	4.3	13.3	15.0	11.0	8.7	8.9						
75th Percentile	3.7	11.9	13.9	10.2	8.2	8.3						
95th Percentile	2.6	10.1	12.3	9.1	7.0	7.2						
# of Portfolios	163	163	160	151	143	133						
● Union Employees Total Fund	5.1	(19)	13.9	(41)	14.8	(56)	10.9	(52)	8.9	(45)	9.3	(33)
▲ Union Employees Policy Index	4.7	(34)	13.2	(55)	16.0	(33)	11.3	(38)	9.1	(32)	9.3	(32)

As of December 31, 2021

RISK RETURN STATISTICS

January 01, 2017 Through December 31, 2021

	Union Employees Total Fund	Union Employees Policy Index
RETURN SUMMARY STATISTICS		
Number of Periods	60	60
Maximum Return	7.68	8.34
Minimum Return	-9.53	-9.36
Annualized Return	10.58	11.30
Total Return	65.32	70.81
Annualized Excess Return Over Risk Free	9.50	10.22
Annualized Excess Return	-0.72	0.00

RISK SUMMARY STATISTICS

Beta	0.95	1.00
Upside Deviation	5.77	6.19
Downside Deviation	8.61	8.65

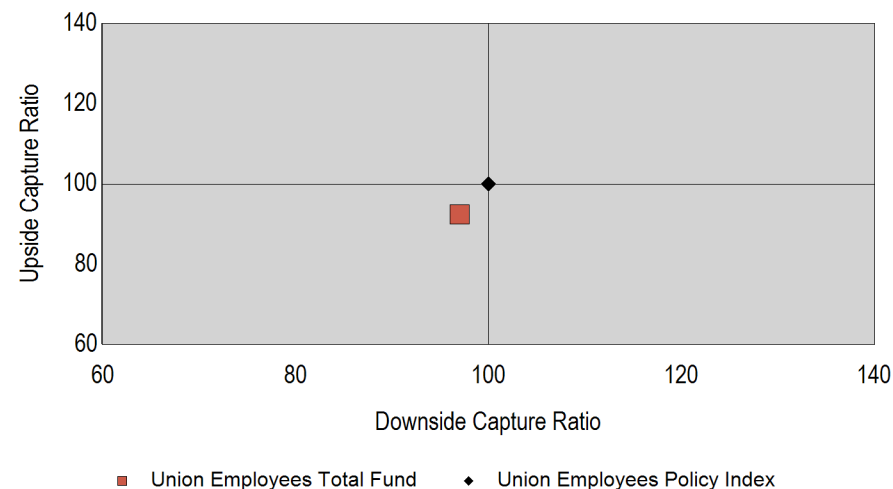
RISK/RETURN SUMMARY STATISTICS

Annualized Standard Deviation	9.64	10.07
Alpha	-0.01	0.00
Sharpe Ratio	0.99	1.02
Excess Return Over Market / Risk	-0.08	0.00
Tracking Error	1.04	0.00
Information Ratio	-0.70	--

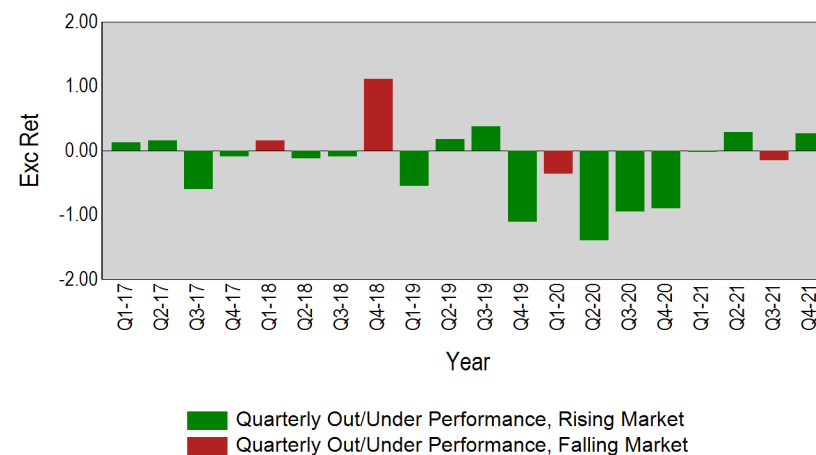
CORRELATION STATISTICS

R-Squared	0.99	1.00
Correlation	1.00	1.00

Upside Capture Ratio vs. Downside Capture Ratio 5 Years Ending December 31, 2021



Quarterly Excess Performance Union Employees Total Fund vs. Union Employees Policy Index



LANta Union Employees Pension Plan

Total Equity Composite

As of December 31, 2021

Characteristics

	Portfolio	MSCI ACWI
Number of Holdings	6,195	2,957
Weighted Avg. Market Cap. (\$B)	377.5	431.0
Median Market Cap. (\$B)	5.0	14.3
Price To Earnings	20.5	20.6
Price To Book	3.7	3.8
Price To Sales	2.3	2.5
Return on Equity (%)	20.3	21.4
Yield (%)	1.6	1.8

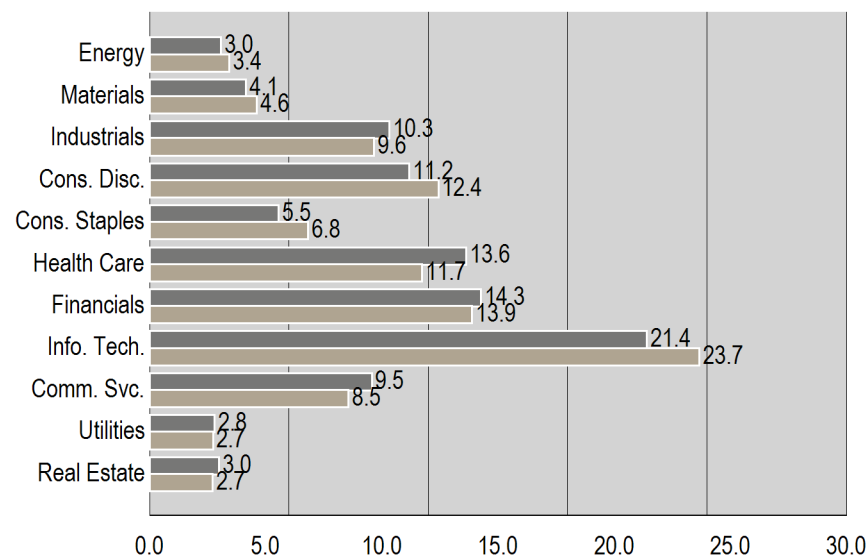
Top Holdings

MICROSOFT CORP	3.6%
APPLE INC	2.8%
ALPHABET INC	1.5%
AMAZON.COM INC	1.5%
ALPHABET INC	1.4%
META PLATFORMS INC	1.3%
TESLA INC	0.9%
NVIDIA CORPORATION	0.8%
JOHNSON & JOHNSON	0.7%
COMCAST CORP	0.7%
Total	15.2%

Market Capitalization

	Small Cap	Mid Cap	Large Cap	Unclassified
Total Equity Composite	11.0%	16.0%	70.5%	2.5%
MSCI ACWI	5.8%	16.2%	78.0%	0.0%
<i>Weight Over/Under</i>	5.2%	-0.2%	-7.5%	2.5%

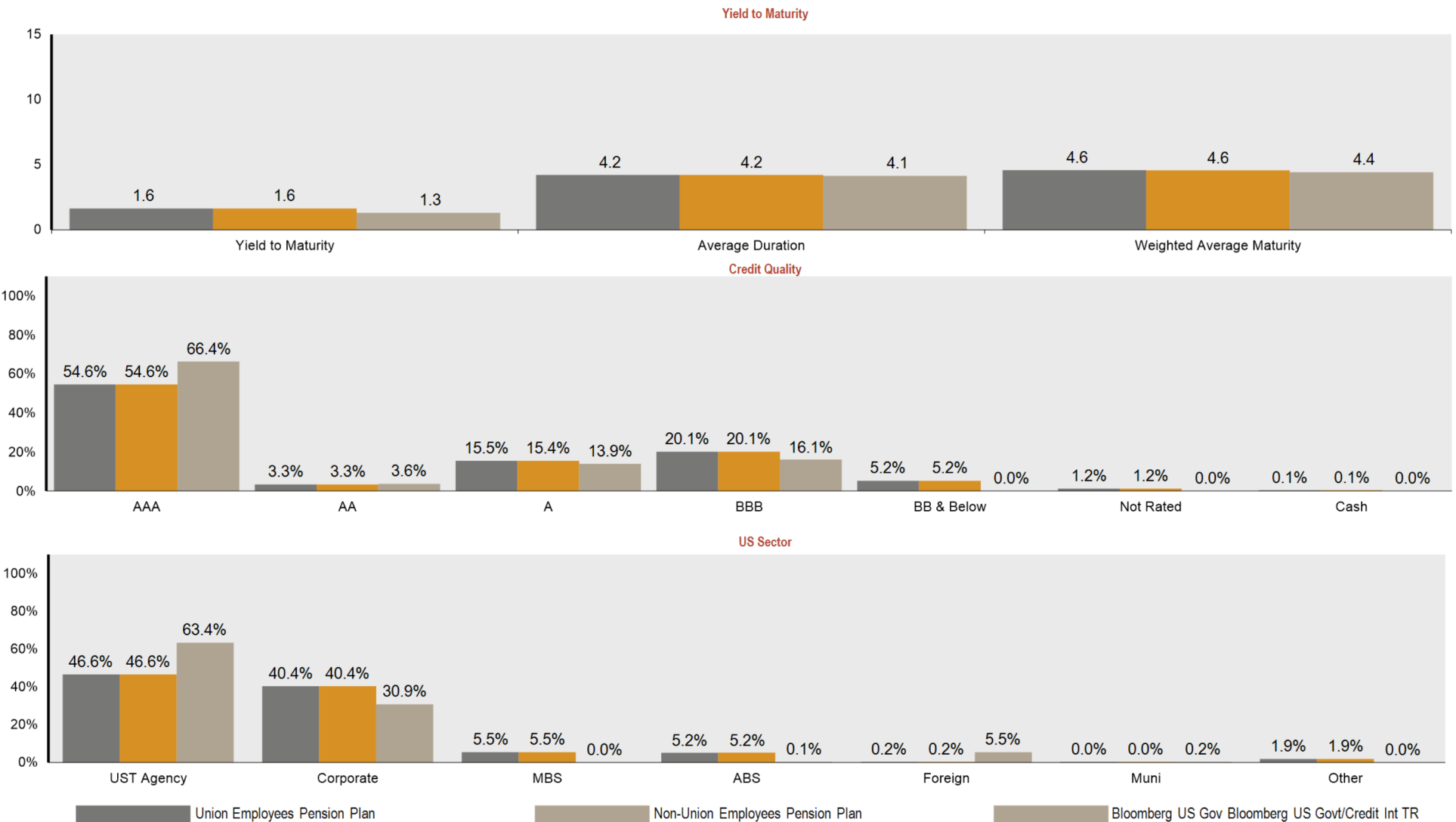
Sector Allocation (%) vs MSCI ACWI



Region Allocation Summary

Region	% of Total	% of Bench	% Diff
North America ex U.S.	2.2%	2.9%	-0.7%
United States	67.2%	61.5%	5.7%
Europe Ex U.K.	11.6%	12.5%	-0.9%
United Kingdom	3.7%	3.6%	0.1%
Pacific Basin Ex Japan	2.7%	2.7%	0.0%
Japan	3.6%	5.6%	-1.9%
Emerging Markets	8.1%	10.9%	-2.8%
Other	0.8%	0.2%	0.5%
Total	100.0%	100.0%	0.0%

As of December 31, 2021



LANta Union Employees Pension Plan

Performance Summary (Net)

As of December 31, 2021
















	3 Mo	1 Yr	3 Yrs	5 Yrs	7 Yrs	Inception	Inception Date
Union Employees Total Fund	5.0	13.6	14.4	10.6	8.5	9.0	Apr-13
<i>Union Employees Policy Index</i>	4.7	13.2	16.0	11.3	9.1	9.3	Apr-13
<i>InvMetrics Public DB Gross Rank</i>	23	47	64	60	63	50	Apr-13
Total Equity Composite	7.2	20.6	19.7	14.3	11.4	12.4	Apr-13
<i>Total Equity Policy Index</i>	6.9	20.2	21.9	15.3	12.2	12.9	Apr-13
U.S. Equity Composite	10.3	28.0	24.3	17.1	14.2	15.0	Apr-13
<i>Russell 3000</i>	9.3	25.7	25.8	18.0	14.5	15.4	Apr-13
Fidelity 500 Index Fund	11.0	28.7	--	--	--	32.4	Jul-20
<i>S&P 500</i>	11.0	28.7	--	--	--	32.4	Jul-20
<i>Large Cap MStar MF Rank</i>	17	21	--	--	--	34	Jul-20
Eaton Vance Atlanta SMID	9.7	22.3	22.4	16.7	14.9	14.8	Apr-13
<i>Russell 2500</i>	3.8	18.2	21.9	13.8	11.7	12.6	Apr-13
<i>SMID Blend MStar MF Rank</i>	7	62	21	1	1	1	Apr-13
Vanguard Small-Cap Value Index	6.4	28.1	--	--	--	43.5	Jul-20
<i>CRSP US Small Cap Value TR USD</i>	6.4	28.1	--	--	--	43.5	Jul-20
<i>Small Value MStar MF Rank</i>	51	72	--	--	--	73	Jul-20
Global Equity Composite	5.1	15.0	16.0	13.3	9.9	12.1	Apr-13
<i>MSCI ACWI</i>	6.7	18.5	20.4	14.4	10.9	10.9	Apr-13
Dodge & Cox Global	3.3	--	--	--	--	12.5	Feb-21
<i>MSCI ACWI Value</i>	6.3	--	--	--	--	15.4	Feb-21
<i>World Large Stock Value Mstar MF Rank</i>	93	--	--	--	--	81	Feb-21
AB Global Core Equity	5.7	18.1	--	--	--	23.9	Jul-20
<i>MSCI ACWI</i>	6.7	18.5	--	--	--	26.6	Jul-20
<i>World Large Stock Mstar MF Rank</i>	60	47	--	--	--	65	Jul-20
Artisan Global Opportunities	4.8	--	--	--	--	15.4	Feb-21
<i>MSCI ACWI Growth</i>	6.9	--	--	--	--	17.0	Feb-21
<i>MSCI ACWI</i>	6.7	--	--	--	--	16.4	Feb-21
<i>World Large Stock Growth Mstar MF Rank</i>	52	--	--	--	--	46	Feb-21
MFS Low Volatility Global Equity	6.6	16.9	14.2	11.5	9.2	9.5	Sep-14
<i>MSCI ACWI Minimum Volatility Index</i>	6.3	13.9	12.3	10.5	8.9	9.2	Sep-14
<i>MSCI ACWI</i>	6.7	18.5	20.4	14.4	10.9	10.6	Sep-14
<i>eV Global Low Volatility Equity Net Rank</i>	52	52	19	15	17	17	Sep-14

LANta Union Employees Pension Plan

Performance Summary (Net)

As of December 31, 2021

	3 Mo	1 Yr	3 Yrs	5 Yrs	7 Yrs	Inception	Inception Date
Non-U.S. Equity Composite	1.3	6.0	11.0	7.8	4.7	5.0	Apr-13
Non-U.S. Equity Policy Index	1.6	8.5	13.6	9.8	6.7	6.6	Apr-13
Hartford Schroder Int'l Multi-Cap Value	3.0	13.9	11.0	7.4	--	6.9	Jul-16
MSCI ACWI ex USA Value	1.2	10.5	8.2	6.0	--	6.7	Jul-16
Foreign Large Value MStar MF Rank	34	29	47	35	--	57	Jul-16
Fidelity Total Int'l Index Fund	2.0	--	--	--	--	8.3	Jan-21
MSCI ACWI ex USA IMI	1.6	--	--	--	--	8.3	Jan-21
Foreign MStar MF Rank	58	--	--	--	--	74	Jan-21
Fidelity Emerging Markets Index Fund	-1.3	--	--	--	--	-6.7	Feb-21
MSCI Emerging Markets	-1.3	--	--	--	--	-6.2	Feb-21
Diversified Emerging Mkts MStar MF Rank	52	--	--	--	--	57	Feb-21
Global Listed Infrastructure Composite							
Cohen & Steers Global Infrastructure	8.1	--	--	--	--	19.5	Mar-21
FTSE Global Core Infrastructure 50/50 Index	7.7	--	--	--	--	16.2	Mar-21
Infrastructure Mstar MF Rank	32	--	--	--	--	47	Mar-21
U.S. Fixed Income Composite	-0.4	-1.2	3.9	3.0	2.6	2.3	Apr-13
Fixed Income Policy Index	-0.6	-1.4	3.9	2.9	2.5	2.1	Apr-13
Fidelity Interm. Treasury Bond Index	-0.2	-3.0	4.3	3.3	--	2.6	Apr-15
Bloomberg US Treasury 5-10 Yr TR	-0.2	-3.0	4.4	3.3	--	2.6	Apr-15
Long-Term Bond MStar MF Rank	99	99	99	99	--	99	Apr-15
Lord Abbett Short Duration Income	-0.3	1.2	3.3	2.8	--	2.6	Apr-15
ICE BofA 1-3 Yrs US Corporate TR	-0.5	0.0	3.2	2.6	--	2.3	Apr-15
Short-Term Bond MStar MF Rank	25	20	35	29	--	23	Apr-15
Vanguard Short-Term Corp. Index Fund	-0.7	-0.4	--	--	--	1.0	Jun-20
BBgBarc U.S. 1-5 Year Corp. Bond Index	-0.7	-0.5	--	--	--	1.1	Jun-20
Short-Term Bond MStar MF Rank	77	72	--	--	--	63	Jun-20
Chartwell Short Duration High Yield	0.3	2.4	--	--	--	5.1	Jun-20
BofA Merrill Lynch 1-3 Yrs High Yield BB	0.5	3.2	--	--	--	6.6	Jun-20
Cash Equivalent Composite							
Money Market Fund							

Account	% of Portfolio*	Morningstar Fund Rating	Morningstar ESG Rating
Fidelity 500 Index Fund	25.5%	★★★★★	
Eaton Vance Atlanta SMID	2.5%	★★	
Vanguard Small-Cap Value Index	4.0%	★★★★★	
Dodge & Cox Global	6.0%	★★★★★	
MFS Low Volatility Global Equity	6.0%	★★★	
AB Global Core Equity	6.0%	★★★★★	
Artisan Global Opportunities	6.0%	★★★★★	
Hartford Schroder Int'l Multi-Cap Value	2.5%	★★★★★	
Fidelity Total Int'l Index Fund	3.5%	★★★	
Fidelity Emerging Markets Index Fund	3.0%	★★★	
Fidelity Interm. Treasury Bond Index	13.0%	★★★★★	
Lord Abbett Short Duration Income	7.0%	★★★★★	
Vanguard Short-Term Corp. Index Fund	8.5%	★★★★★	
Chartwell Short Duration High Yield	0.5%	★★	
Cohen & Steers Global Infrastructure	5.0%	★★★★★	
Money Market Fund	1.0%	★★★	
Total	100%	★★★★★	

LANta Union Employees Pension Plan

Fee Summary

As of December 31, 2021

Account	Fee Schedule	% of Portfolio	Estimated Annual Fee (\$)	Estimated Annual Fee (%)
Fidelity 500 Index Fund	0.02% of Assets	25.8%	\$1,032	0.02%
Eaton Vance Atlanta SMID	0.82% of Assets	2.5%	\$5,403	0.82%
Vanguard Small-Cap Value Index	0.07% of Assets	3.8%	\$719	0.07%
Dodge & Cox Global	0.62% of Assets	5.9%	\$9,692	0.62%
AB Global Core Equity	0.90% of Assets	6.0%	\$14,357	0.90%
Artisan Global Opportunities	0.91% of Assets	6.0%	\$14,593	0.91%
MFS Low Volatility Global Equity	0.68% of Assets	5.9%	\$10,730	0.68%
Hartford Schroder Int'l Multi-Cap Value	0.77% of Assets	2.6%	\$5,378	0.77%
Fidelity Total Int'l Index Fund	0.06% of Assets	3.7%	\$585	0.06%
Fidelity Emerging Markets Index Fund	0.08% of Assets	2.4%	\$486	0.08%
Cohen & Steers Global Infrastructure	0.94% of Assets	5.2%	\$13,003	0.94%
Fidelity Intern. Treasury Bond Index	0.03% of Assets	12.8%	\$1,027	0.03%
Lord Abbett Short Duration Income	0.34% of Assets	7.0%	\$6,396	0.34%
Vanguard Short-Term Corp. Index Fund	0.05% of Assets	8.5%	\$1,128	0.05%
Chartwell Short Duration High Yield	0.49% of Assets	0.4%	\$587	0.49%
Money Market Fund	No Fee	1.5%	--	--
Investment Management Fee		100.0%	\$85,117	0.32%

As of December 31, 2021

Policy Index History

Union Employees Total Fund		
3/1/2021	Present	45% Russell 3000 / 20% MSCI ACWI ex USA IMI / 29% Bloomberg US Govt/Credit Int TR / 5% FTSE Global Core Infrastructure 50/50 Index / 1% ICE BofA 91 Days T-Bills TR
9/1/2017	2/28/2021	45% Russell 3000 / 20% MSCI ACWI ex USA IMI / 34% Bloomberg US Govt/Credit Int TR / 1% ICE BofA 91 Days T-Bills TR
12/1/2013	8/31/2017	49% Russell 3000 / 16% MSCI ACWI ex USA / 34% Bloomberg US Govt/Credit Int TR / 1% ICE BofA 91 Days T-Bills TR
4/1/2013	11/30/2013	49% Russell 3000 / 16% MSCI EAFE / 34% Bloomberg US Aggregate TR / 1% ICE BofA 91 Days T-Bills TR
Total Equity Composite		
9/1/2017	Present	69% Russell 3000 / 31% MSCI ACWI ex USA IMI
12/1/2013	8/31/2017	75% Russell 3000 / 25% MSCI ACWI ex USA
4/1/2013	11/30/2013	75% Russell 3000 / 25% MSCI EAFE
U.S. Equity Composite		
4/1/2013	Present	Russell 3000
Global Equity Composite		
4/1/2013	Present	MSCI ACWI
Non-U.S. Equity Composite		
9/1/2017	Present	MSCI ACWI ex USA IMI
12/1/2013	8/31/2017	MSCI ACWI ex USA
4/1/2013	11/30/2013	MSCI EAFE
Global Listed Infrastructure Composite		
3/1/2021	Present	FTSE Global Core Infrastructure 50/50 Index
U.S. Fixed Income Composite		
12/1/2013	Present	Bloomberg US Govt/Credit Int TR
4/1/2013	11/30/2013	Bloomberg US Aggregate TR
Cash Equivalent Composite		
4/1/2013	Present	ICE BofA 91 Days T-Bills TR

Investment Managers



Manager Summary: Passively-managed. Seeks to track the performance of the S&P 500 Index. Invests in large-cap U.S. equities diversified among growth and value styles. Fund remains fully invested.

Characteristics

	Portfolio	S&P 500
Number of Holdings	506	504
Weighted Avg. Market Cap. (\$B)	666.0	670.5
Median Market Cap. (\$B)	34.6	34.6
Price To Earnings	26.2	26.2
Price To Book	4.9	4.9
Price To Sales	3.8	3.7
Return on Equity (%)	30.6	30.4
Yield (%)	1.3	1.3

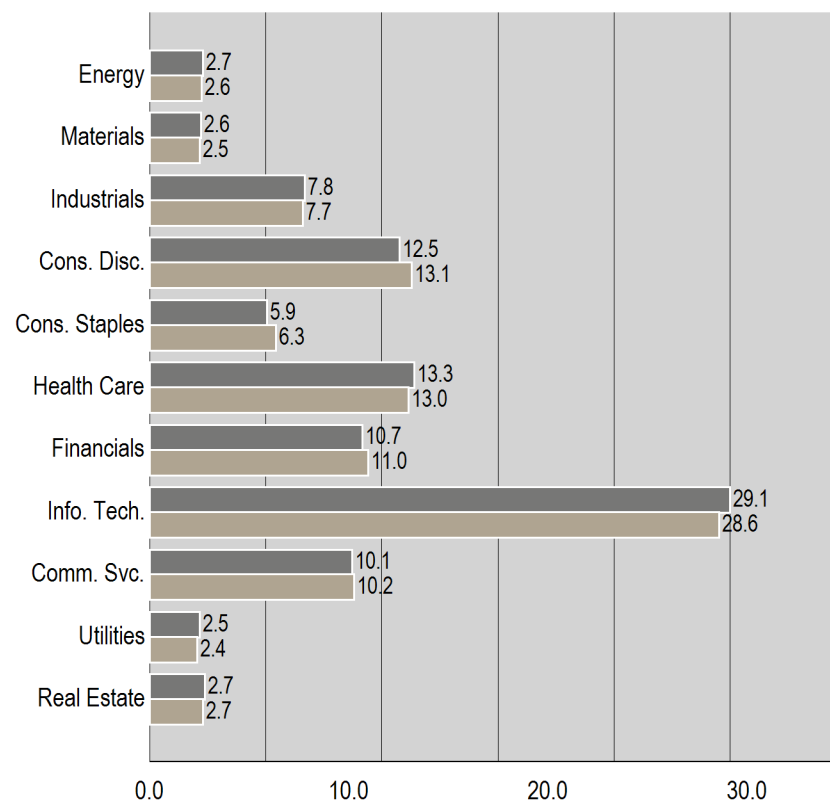
Top Holdings

APPLE INC	6.9%
MICROSOFT CORP	6.3%
AMAZON.COM INC	3.6%
ALPHABET INC	2.2%
TESLA INC	2.1%
ALPHABET INC	2.0%
META PLATFORMS INC	2.0%
NVIDIA CORPORATION	1.8%
BERKSHIRE HATHAWAY INC	1.4%
UNITEDHEALTH GROUP INC	1.2%
Total	29.3%

Market Capitalization

	Small Cap	Mid Cap	Large Cap
Fidelity 500 Index Fund	0.0%	16.6%	83.4%
S&P 500	0.0%	16.4%	83.6%
<i>Weight Over/Under</i>	<i>0.0%</i>	<i>0.2%</i>	<i>-0.2%</i>

Sector Allocation (%) vs S&P 500



Manager Summary: Focus on investing in high-quality companies with a history of stable and consistent earnings. Emphasize innovative business models, shareholder-friendly managements and companies with limited Wall Street coverage. Seek high levels of free cash flow with low volatility over time. Portfolio comprised of companies with high credit ratings - tends to outperform when quality is in favor.

Characteristics

	Portfolio	Russell 2500
Number of Holdings	55	2,542
Weighted Avg. Market Cap. (\$B)	12.2	8.1
Median Market Cap. (\$B)	11.4	1.8
Price To Earnings	25.4	18.8
Price To Book	3.9	3.0
Price To Sales	2.7	2.2
Return on Equity (%)	24.3	8.7
Yield (%)	0.7	1.2

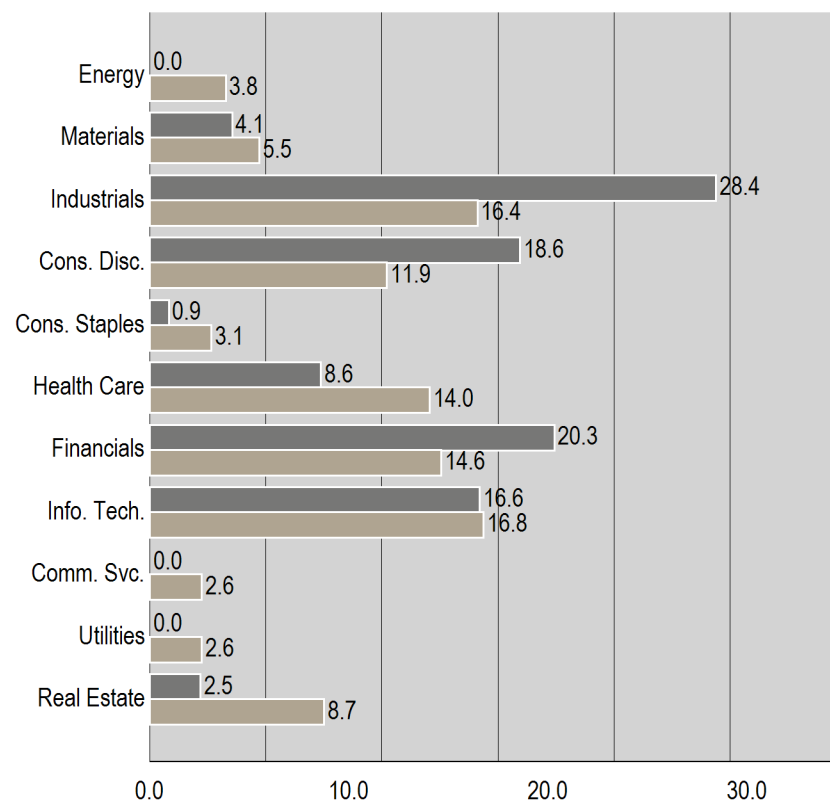
Top Holdings

BERKLEY (W.R.) CORP	4.8%
CARLISLE COS INC	4.4%
J.B. HUNT TRANSPORT SERVICES INC.	3.6%
ENVISTA HOLDINGS CORP	3.3%
ARAMARK	3.2%
WEX INC	3.0%
TERMINIX GLOBAL HOLDINGS INC	2.8%
GARTNER INC	2.8%
SEI INVESTMENTS CO	2.7%
JONES LANG LASALLE INC	2.5%
Total	33.1%

Market Capitalization

	Small Cap	Mid Cap	Large Cap
Eaton Vance Atlanta SMID	7.0%	93.0%	0.0%
Russell 2500	35.7%	64.3%	0.0%
Weight Over/Under	-28.7%	28.7%	0.0%

Sector Allocation (%) vs Russell 2500



Manager Summary: Passively managed to track the performance of the CRSP US Small Cap Value Index. Follows a full-replication approach whereby the fund attempts to hold the same securities at the same weights as the benchmark. Low expense ratio means the returns will also track the benchmark closely on a net-of-fees basis.

Characteristics

	Portfolio	CRSP US Small Cap Value TR USD
Number of Holdings	993	938
Weighted Avg. Market Cap. (\$B)	7.2	7.3
Median Market Cap. (\$B)	3.3	3.3
Price To Earnings	14.7	14.7
Price To Book	2.3	2.3
Price To Sales	1.5	1.5
Return on Equity (%)	13.6	13.7
Yield (%)	1.9	1.7

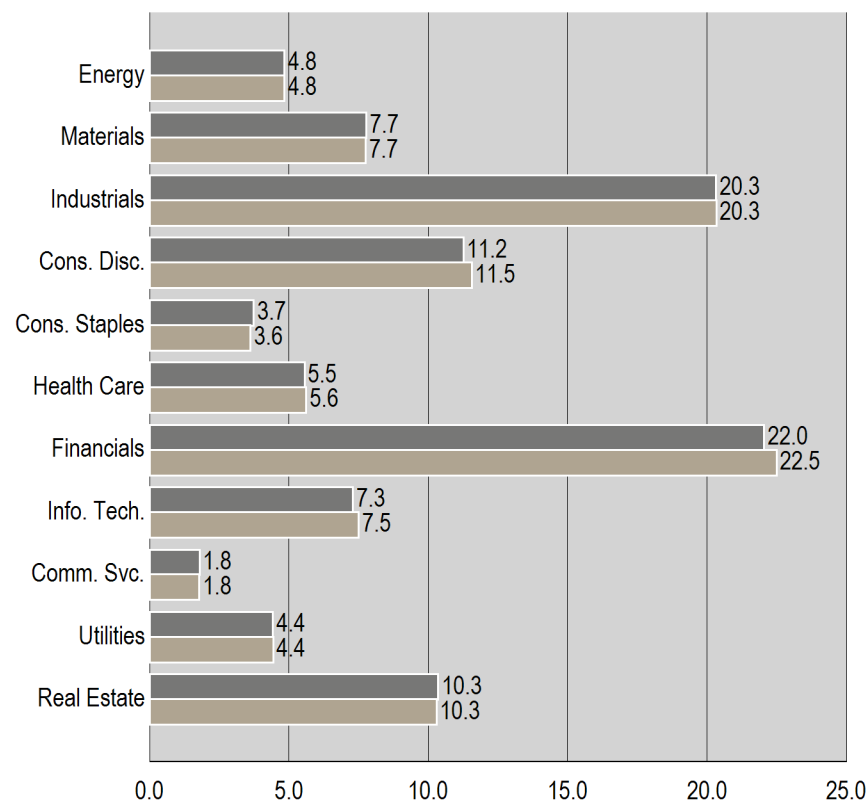
Top Holdings

SIGNATURE BANK	0.6%
DIAMONDBACK ENERGY INC	0.6%
VICI PROPERTIES INC	0.6%
MOLINA HEALTHCARE INC.	0.6%
IDEX CORP	0.6%
NUANCE COMMUNICATIONS INC	0.6%
BROWN & BROWN INC	0.5%
BUILDERS FIRSTSOURCE INC	0.5%
QUANTA SERVICES INC.	0.5%
KIMCO REALTY CORP	0.5%
Total	5.6%

Market Capitalization

	Small Cap	Mid Cap	Large Cap
Vanguard Small-Cap Value Index	67.5%	32.5%	0.0%
CRSP US Small Cap Value TR USD	68.2%	31.8%	0.0%
<i>Weight Over/Under</i>	<i>-0.7%</i>	<i>0.7%</i>	<i>0.0%</i>

Sector Allocation (%) vs CRSP US Small Cap Value TR USD



Manager Summary: Strategy seeks to produce long-term excess market returns with less volatility than the market. Investment process combines quantitative inputs and fundamental analysis. Only stocks that exhibit low volatility are considered for further analysis. Fundamental inputs include analyst expectations for earnings and valuation. Stocks are then rated buy, hold, or sell. Strategy typically holds 80-120 names with a maximum position limit of 4%.

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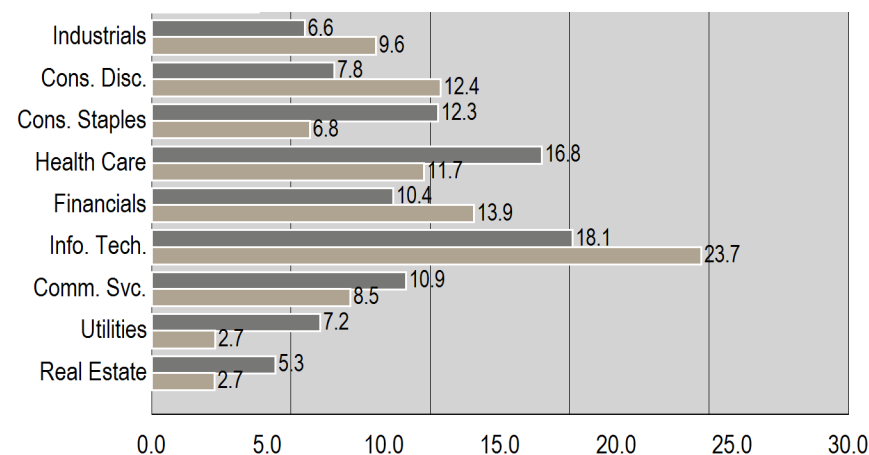
Price To Earnings	22.4	20.6
Price To Book	3.6	3.8
Price To Sales	2.4	2.5
Return on Equity (%)	22.3	21.4
Yield (%)	2.2	1.8

Top Holdings

ADOBE INC	3.2%
JOHNSON & JOHNSON	2.8%
ROCHE HOLDING AG	2.7%
TAIWAN SEMICONDUCTOR MANUFACTURING CO LTD	2.7%
CLP HOLDINGS LTD	2.7%
NOVO NORDISK 'B'	2.6%
KDDI CORP	2.1%
ALPHABET INC	2.1%
MICROSOFT CORP	2.1%
STARBUCKS CORP	1.9%
Total	24.9%

Market Capitalization

	Small Cap	Mid Cap	Large Cap	Unclassified
MFS Low Volatility Global Equity	8.4%	21.2%	66.9%	3.5%
MSCI ACWI	5.8%	16.2%	78.0%	0.0%
<i>Weight Over/Under</i>	<i>2.6%</i>	<i>5.0%</i>	<i>-11.1%</i>	<i>3.5%</i>



Region Allocation Summary

Region	% of Total	% of Bench	% Diff
North America ex U.S.	7.8%	2.9%	4.9%
United States	46.3%	61.5%	-15.2%
Europe Ex U.K.	15.9%	12.5%	3.4%
United Kingdom	1.7%	3.6%	-1.9%
Pacific Basin Ex Japan	6.5%	2.7%	3.7%
Japan	10.8%	5.6%	5.2%
Emerging Markets	8.0%	10.9%	-2.9%
Other	3.2%	0.2%	2.9%
Total	100.0%	100.0%	0.0%

As of December 31, 2021

Manager Summary: Applies a bottom-up fundamental process to identify attractively valued U.S. and non-U.S. companies which have the ability to generate high and sustainable growth on invested capital. With no inherent style-bias, the strategy holds a relatively concentrated global portfolio with 50-80 stocks.

Characteristics

	Portfolio	MSCI ACWI
Number of Holdings	63	2,957
Weighted Avg. Market Cap. (\$B)	413.2	431.0
Median Market Cap. (\$B)	60.6	14.3
Price To Earnings	23.9	20.6
Price To Book	5.2	3.8
Price To Sales	2.8	2.5
Return on Equity (%)	23.8	21.4
Yield (%)	0.9	1.8

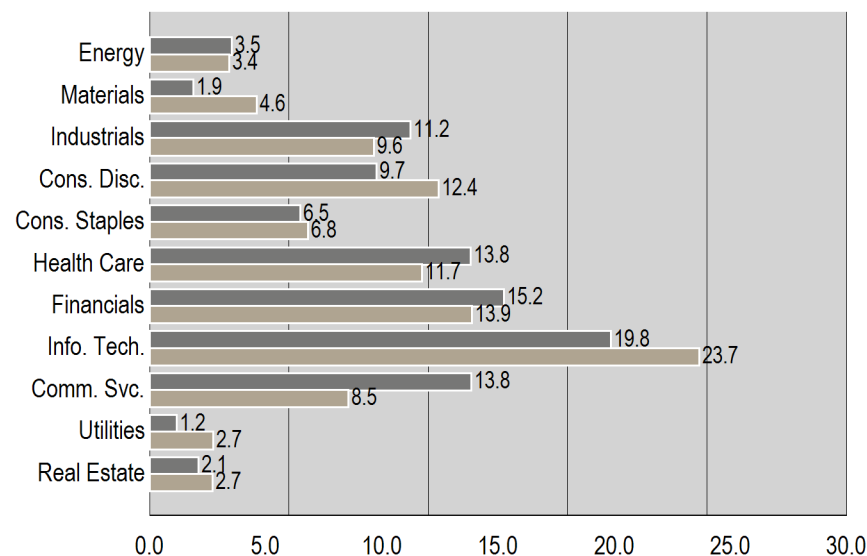
Top Holdings

MICROSOFT CORP	6.9%
ALPHABET INC	5.0%
META PLATFORMS INC	4.6%
COCA-COLA CO (THE)	4.1%
OTIS WORLDWIDE CORP	3.6%
COGNIZANT TECHNOLOGY SOLUTIONS CORP	3.4%
SAP SE	3.2%
MOODY'S CORP.	3.0%
ROCHE HOLDING AG	2.9%
JULIUS BAER GRUPPE AG	2.6%
Total	39.4%

Market Capitalization

	Small Cap	Mid Cap	Large Cap	Unclassified
AB Global Core Equity	2.4%	11.8%	80.1%	5.6%
MSCI ACWI	5.8%	16.2%	78.0%	0.0%
<i>Weight Over/Under</i>	<i>-3.4%</i>	<i>-4.3%</i>	<i>2.1%</i>	<i>5.6%</i>

Sector Allocation (%) vs MSCI ACWI



Region Allocation Summary

Region	% of Total	% of Bench	% Diff
North America ex U.S.	0.0%	2.9%	-2.9%
United States	58.6%	61.5%	-2.9%
Europe Ex U.K.	25.7%	12.5%	13.2%
United Kingdom	6.3%	3.6%	2.7%
Pacific Basin Ex Japan	1.5%	2.7%	-1.3%
Japan	4.7%	5.6%	-0.8%
Emerging Markets	3.2%	10.9%	-7.7%
Other	0.0%	0.2%	-0.2%
Total	100.0%	100.0%	0.0%

Manager Summary: Focuses on stocks exhibiting the following three characteristics. 1) **Franchise Company:** possess a proprietary asset, dominates its market, or has a defensible brand. 2) **Attractive Valuation:** discount to the team's estimate of private market value. 3) **Accelerating Profit Cycle:** solid cash flow and well positioned to take advantage of market opportunities. Companies are typically identified through two sources: quantitative screens and qualitative analysis. Concentrated strategy of approximately 30-50 stocks.

Characteristics

	Portfolio	MSCI ACWI
Number of Holdings	45	2,957
Weighted Avg. Market Cap. (\$B)	197.6	431.0
Median Market Cap. (\$B)	53.5	14.3
Price To Earnings	30.9	20.6
Price To Book	5.0	3.8
Price To Sales	5.3	2.5
Return on Equity (%)	17.4	21.4
Yield (%)	0.7	1.8

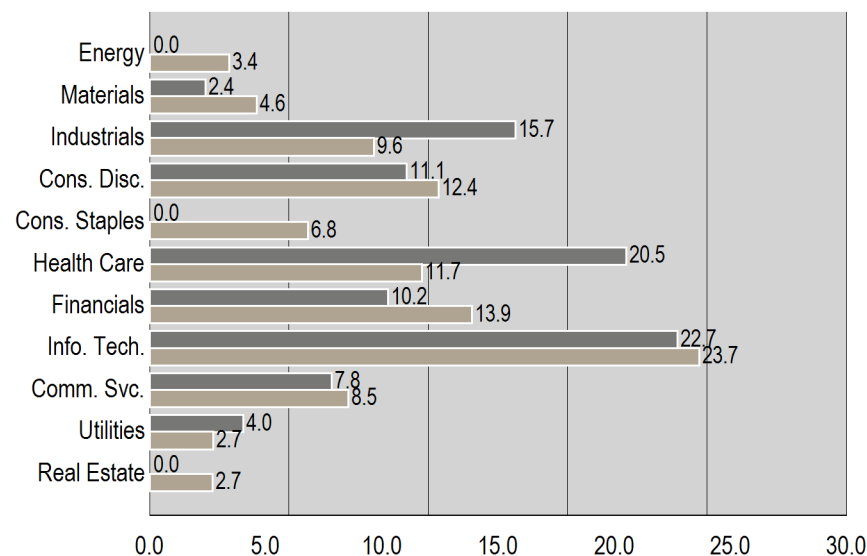
Top Holdings

TECHTRONIC INDUSTRIES CO LTD	5.9%
ADVANCED MICRO DEVICES INC	4.6%
VEEVA SYSTEMS INC	4.2%
LONZA GROUP AG, ZUERICH	4.0%
DANAHER CORP	3.8%
BOSTON SCIENTIFIC CORP	3.5%
NEXTERA ENERGY INC	3.3%
ATLASSIAN CORP PLC	3.2%
ALPHABET INC	3.1%
APTIV PLC	2.9%
Total	38.5%

Market Capitalization

	Small Cap	Mid Cap	Large Cap	Unclassified
Artisan Global Opportunities	0.8%	8.4%	84.4%	6.3%
MSCI ACWI	5.8%	16.2%	78.0%	0.0%
<i>Weight Over/Under</i>	<i>-5.0%</i>	<i>-7.8%</i>	<i>6.4%</i>	<i>6.3%</i>

Sector Allocation (%) vs MSCI ACWI



Region Allocation Summary

Region	% of Total	% of Bench	% Diff
North America ex U.S.	3.8%	2.9%	0.9%
United States	49.8%	61.5%	-11.7%
Europe Ex U.K.	22.0%	12.5%	9.5%
United Kingdom	8.5%	3.6%	4.9%
Pacific Basin Ex Japan	10.8%	2.7%	8.1%
Japan	4.1%	5.6%	-1.5%
Emerging Markets	0.9%	10.9%	-10.0%
Other	0.0%	0.2%	-0.2%
Total	100.0%	100.0%	0.0%

Manager Summary: Focuses on identifying large, well-established companies across the globe that trade at a discount to their long-term profit opportunities. Emphasize fundamental research, attempting to understand risks facing businesses over a 3-5-year time horizon. Seeks companies with solid management teams and strong, competitive franchises. Strategy tends to hold deep value stocks that may be out-of-favor in the short-term but offer good value for the long-term investor.

Characteristics

	Portfolio	MSCI ACWI
Number of Holdings	89	2,957
Weighted Avg. Market Cap. (\$B)	187.1	431.0
Median Market Cap. (\$B)	47.4	14.3
Price To Earnings	14.8	20.6
Price To Book	2.5	3.8
Price To Sales	1.4	2.5
Return on Equity (%)	14.7	21.4
Yield (%)	1.9	1.8

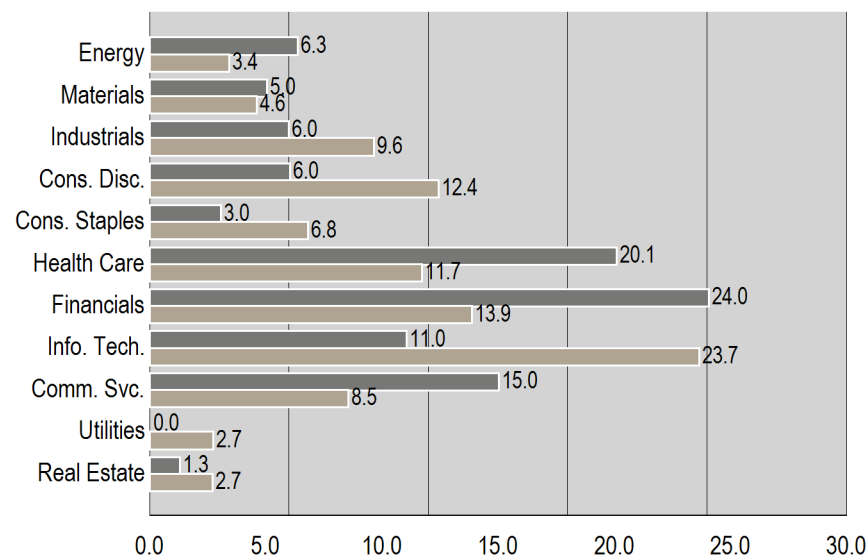
Top Holdings

GLAXOSMITHKLINE PLC	3.9%
SANOFI	3.7%
ALPHABET INC	3.2%
COMCAST CORP	3.0%
NOVARTIS AG	2.9%
CHARTER COMMUNICATIONS INC	2.7%
SUNCOR ENERGY INC.	2.4%
ROCHE HOLDING AG	2.2%
FEDEX CORP.	2.2%
WELLS FARGO & CO	2.1%
Total	28.3%

Market Capitalization

	Small Cap	Mid Cap	Large Cap	Unclassified
Dodge & Cox Global	5.5%	19.5%	72.2%	2.8%
MSCI ACWI	5.8%	16.2%	78.0%	0.0%
<i>Weight Over/Under</i>	-0.3%	3.3%	-5.9%	2.8%

Sector Allocation (%) vs MSCI ACWI



Region Allocation Summary

Region	% of Total	% of Bench	% Diff
North America ex U.S.	4.4%	2.9%	1.5%
United States	45.9%	61.5%	-15.6%
Europe Ex U.K.	23.3%	12.5%	10.8%
United Kingdom	8.5%	3.6%	4.9%
Pacific Basin Ex Japan	0.8%	2.7%	-2.0%
Japan	3.5%	5.6%	-2.1%
Emerging Markets	12.5%	10.9%	1.6%
Other	1.1%	0.2%	0.8%
Total	100.0%	100.0%	0.0%

Manager Summary: Quantitative process leads to a diversified, all-cap portfolio with developed and emerging market exposure. The team seeks stocks trading at attractive valuations with higher quality fundamentals than industry peers. Weighting scheme favors higher-quality and more liquid securities. Portfolio tends to hold more than 500 stocks.

Characteristics

	Portfolio	MSCI ACWI ex USA Value
Number of Holdings	786	1,454
Weighted Avg. Market Cap. (\$B)	51.6	67.2
Median Market Cap. (\$B)	3.2	9.5
Price To Earnings	10.5	11.2
Price To Book	2.1	1.9
Price To Sales	1.0	1.0
Return on Equity (%)	15.4	11.4
Yield (%)	3.5	4.0

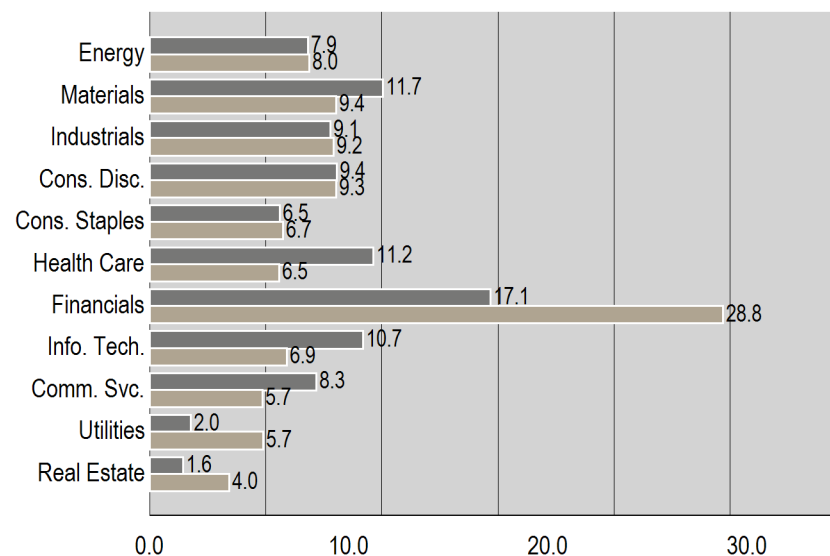
Top Holdings

ASTELLAS PHARMA INC	1.4%
HENKEL AG & CO KGAA	1.4%
SANOFI	1.4%
ASTRAZENECA PLC	1.4%
GLAXOSMITHKLINE PLC	1.3%
NIPPON TELEGRAPH & TELEPHONE CORP NTT	1.3%
UNILEVER PLC	1.3%
NOVARTIS AG	1.3%
TAIWAN SEMICONDUCTOR MANUFACTURING CO LTD	1.3%
KDDI CORP	1.3%
Total	13.5%

Market Capitalization

	Small Cap	Mid Cap	Large Cap	Unclassified
Hartford Schroder Int'l Multi-Cap Value	31.6%	26.2%	36.4%	5.7%
MSCI ACWI ex USA Value	15.3%	27.7%	56.9%	0.0%
Weight Over/Under	16.3%	-1.5%	-20.5%	5.7%

Sector Allocation (%) vs MSCI ACWI ex USA Value



Region Allocation Summary

Region	% of Total	% of Bench	% Diff
North America ex U.S.	8.3%	7.8%	0.5%
United States	0.1%	0.0%	0.1%
Europe Ex U.K.	28.8%	29.9%	-1.1%
United Kingdom	14.4%	12.2%	2.3%
Pacific Basin Ex Japan	5.8%	7.2%	-1.4%
Japan	17.4%	14.4%	3.1%
Emerging Markets	23.4%	27.9%	-4.6%
Other	1.8%	0.7%	1.1%
Total	100.0%	100.0%	0.0%

As of December 31, 2021

Manager Summary: The investment seeks to provide investment results that correspond to the total return of foreign developed and emerging stock markets. The fund normally invests at least 80% of assets in securities included in the MSCI ACWI (All Country World Index) ex USA Investable Market Index and in depository receipts representing securities included in the index. The MSCI ACWI (All Country World Index) ex USA Investable Market Index is a market capitalization-weighted index designed to measure the investable equity market performance for global investors of large, mid, and small-cap stocks in developed and emerging markets, excluding the U.S.

Characteristics

	Portfolio	MSCI ACWI ex USA IMI
Number of Holdings	4,273	6,706
Weighted Avg. Market Cap. (\$B)	84.6	85.0
Median Market Cap. (\$B)	3.6	2.0
Price To Earnings	15.3	15.3
Price To Book	2.7	2.7
Price To Sales	1.6	1.5
Return on Equity (%)	14.2	14.0
Yield (%)	2.5	2.6

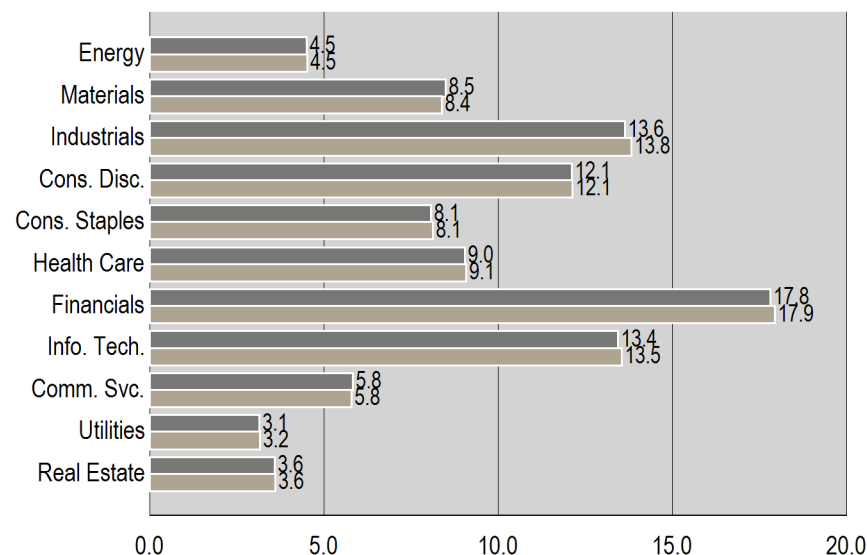
Top Holdings

TAIWAN SEMICONDUCTOR MANUFACTURING CO LTD	1.7%
NESTLE SA, CHAM UND VEVEY	1.2%
TENCENT HOLDINGS LTD	1.1%
ASML HOLDING NV	1.0%
SAMSUNG ELECTRONICS CO LTD	1.0%
ROCHE HOLDING AG	0.9%
ALIBABA GROUP HOLDING LTD	0.7%
LVMH MOET HENNESSY LOUIS VUITTON SE	0.7%
TOYOTA MOTOR CORP	0.6%
NOVO NORDISK 'B'	0.6%
Total	9.6%

Market Capitalization

	Small Cap	Mid Cap	Large Cap	Unclassified
Fidelity Total Int'l Index Fund	23.3%	21.3%	52.1%	3.3%
MSCI ACWI ex USA IMI	25.8%	21.2%	53.0%	0.0%
Weight Over/Under	-2.5%	0.1%	-0.9%	3.3%

Sector Allocation (%) vs MSCI ACWI ex USA IMI



Region Allocation Summary

Region	% of Total	% of Bench	% Diff
North America ex U.S.	7.4%	7.4%	-0.1%
United States	0.4%	0.0%	0.4%
Europe Ex U.K.	32.8%	31.5%	1.2%
United Kingdom	8.4%	9.8%	-1.4%
Pacific Basin Ex Japan	9.0%	7.5%	1.5%
Japan	14.9%	15.1%	-0.2%
Emerging Markets	25.6%	27.7%	-2.2%
Other	1.6%	0.9%	0.7%
Total	100.0%	100.0%	0.0%

As of December 31, 2021

Manager Summary: The fund seeks to provide investment results that correspond to the total return of emerging stock markets. Invests at least 80% of assets in securities included in the MSCI Emerging Markets Index and in depository receipts representing securities included in the index. Utilizes statistical sampling techniques based on factors such as capitalization, industry exposures, dividend yield, earnings growth and the effect of foreign taxes to attempt to replicate the the returns of MSCI Emerging Markets Index.

Characteristics

	Portfolio	FTSE Emerging Markets
Number of Holdings	1,236	1,873
Weighted Avg. Market Cap. (\$B)	134.9	130.1
Median Market Cap. (\$B)	8.0	5.0
Price To Earnings	12.5	12.1
Price To Book	2.8	2.9
Price To Sales	1.5	1.4
Return on Equity (%)	14.7	15.5
Yield (%)	2.4	2.8

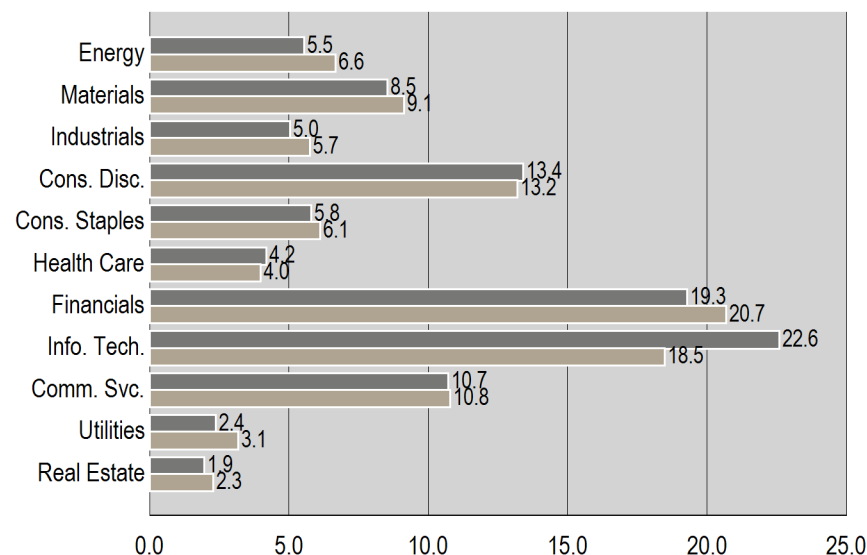
Top Holdings

TAIWAN SEMICONDUCTOR MANUFACTURING CO LTD	7.0%
TENCENT HOLDINGS LTD	4.3%
SAMSUNG ELECTRONICS CO LTD	4.0%
ALIBABA GROUP HOLDING LTD	2.9%
MEITUAN DIANPING USD0.00001 A B CLASS ISIN KYG596691041	1.5%
RELIANCE INDUSTRIES LTD	1.2%
INFOSYS LTD	1.1%
CHINA CONSTRUCTION BANK CORP	0.8%
MEDIATEK INCORPORATION	0.8%
JD.COM INC	0.8%
Total	24.4%

Market Capitalization

	Small Cap	Mid Cap	Large Cap	Unclassified
Fidelity Emerging Markets Index Fund	9.4%	2.7%	85.3%	2.6%
FTSE Emerging Markets	21.3%	2.8%	75.9%	0.0%
Weight Over/Under	-11.9%	0.0%	9.4%	2.6%

Sector Allocation (%) vs FTSE Emerging Markets



Region Allocation Summary

Region	% of Total	% of Bench	% Diff
North America ex U.S.	0.0%	0.0%	0.0%
United States	0.9%	0.0%	0.9%
Europe Ex U.K.	0.5%	0.0%	0.5%
United Kingdom	0.2%	0.0%	0.2%
Pacific Basin Ex Japan	6.1%	0.0%	6.1%
Japan	0.0%	0.0%	0.0%
Emerging Markets	89.8%	100.0%	-10.2%
Other	2.5%	0.0%	2.5%
Total	100.0%	100.0%	0.0%

Manager Summary: The investment objective of the fund is to seek to achieve total return through investments in U.S. and non-U.S. equity securities issued by infrastructure companies.

Characteristics

	Portfolio	MSCI ACWI
Number of Holdings	60	2,957
Weighted Avg. Market Cap. (\$B)	50.3	431.0
Median Market Cap. (\$B)	19.5	14.3
Price To Earnings	26.4	20.6
Price To Book	2.8	3.8
Price To Sales	3.5	2.5
Return on Equity (%)	9.3	21.4
Yield (%)	3.1	1.8

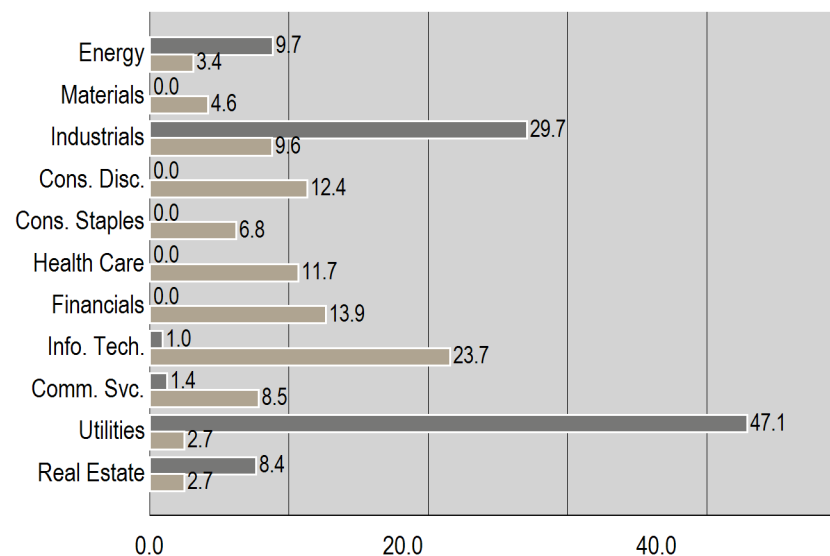
Top Holdings

NEXTERA ENERGY INC	6.5%
NORFOLK SOUTHERN CORP	4.8%
AMERICAN TOWER CORP	4.8%
CANADIAN NATIONAL RAILWAY CO	4.4%
ENBRIDGE INC	4.0%
TRANSURBAN GROUP	3.9%
DUKE ENERGY CORP	2.8%
AMERICAN ELECTRIC POWER CO INC	2.6%
CHENIERE ENERGY INC.	2.6%
SBA COMMUNICATIONS CORP	2.6%
Total	39.0%

Market Capitalization

	Small Cap	Mid Cap	Large Cap	Unclassified
Cohen & Steers Global Infrastructure	14.8%	29.5%	50.6%	5.2%
MSCI ACWI	5.8%	16.2%	78.0%	0.0%
<i>Weight Over/Under</i>	<i>9.0%</i>	<i>13.3%</i>	<i>-27.4%</i>	<i>5.2%</i>

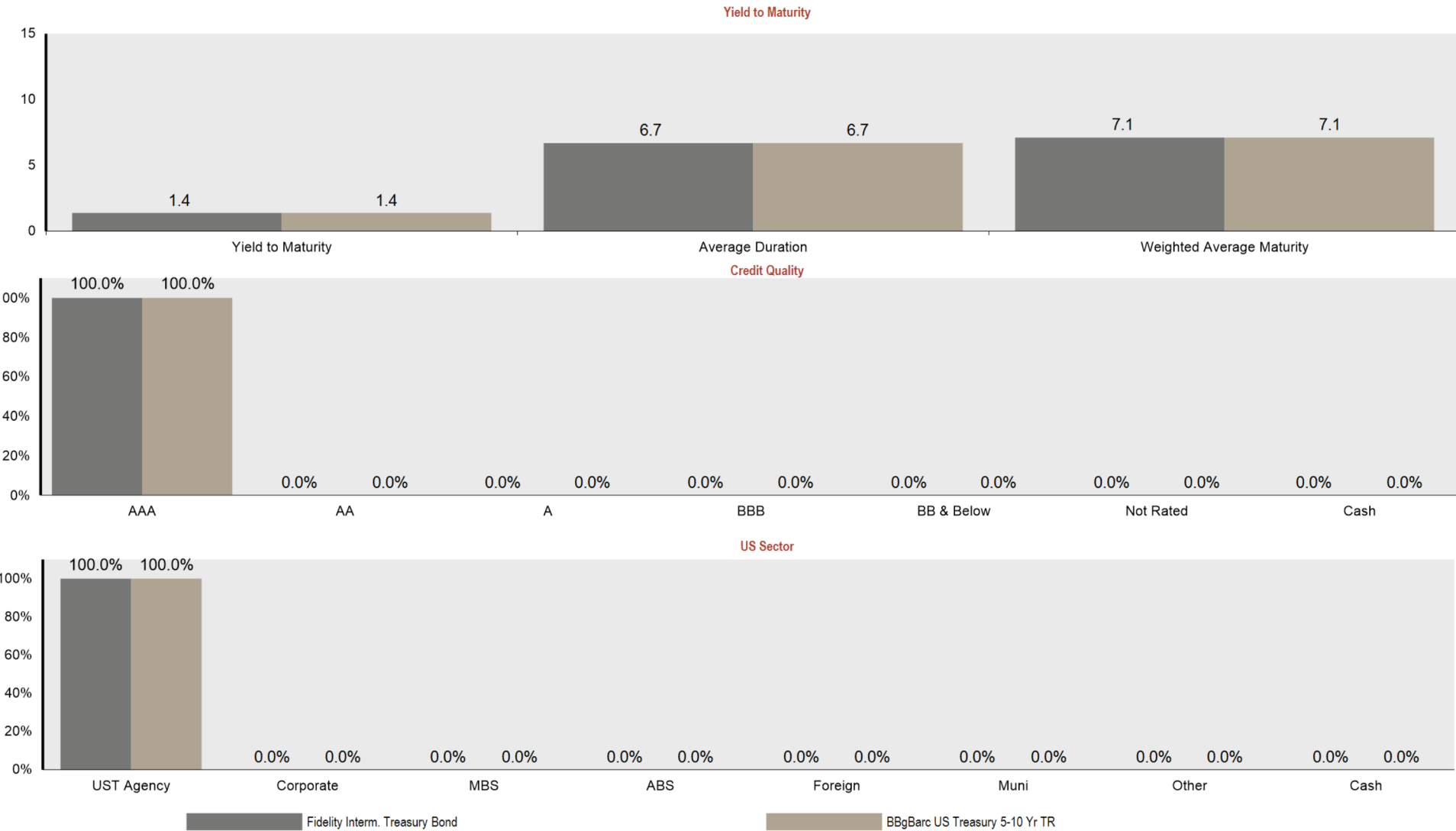
Sector Allocation (%) vs MSCI ACWI



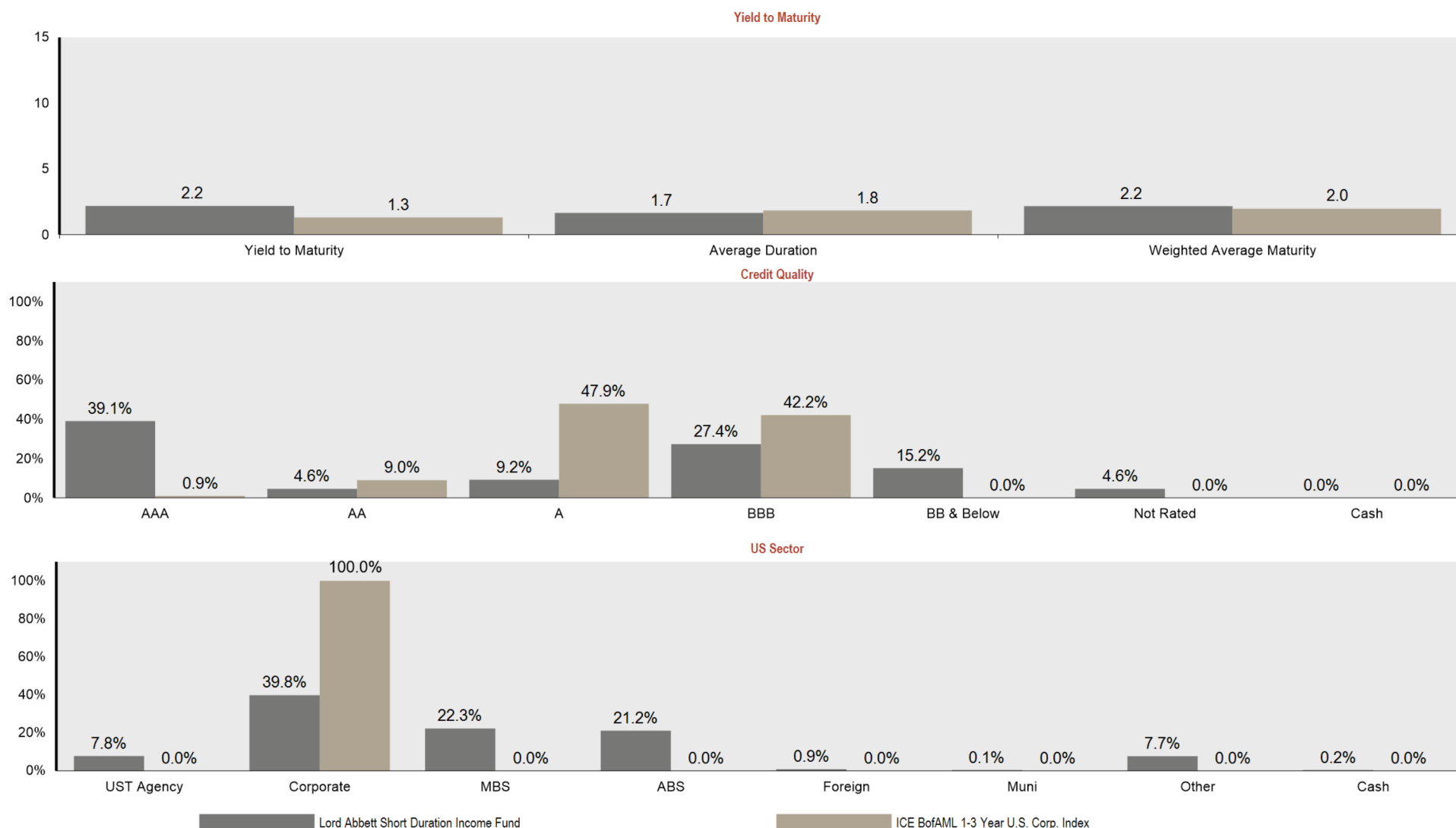
Region Allocation Summary

Region	% of Total	% of Bench	% Diff
North America ex U.S.	12.0%	2.9%	9.1%
United States	57.7%	61.5%	-3.8%
Europe Ex U.K.	7.5%	12.5%	-5.0%
United Kingdom	2.4%	3.6%	-1.2%
Pacific Basin Ex Japan	9.1%	2.7%	6.3%
Japan	2.7%	5.6%	-2.9%
Emerging Markets	8.7%	10.9%	-2.2%
Other	0.0%	0.2%	-0.2%
Total	100.0%	100.0%	0.0%

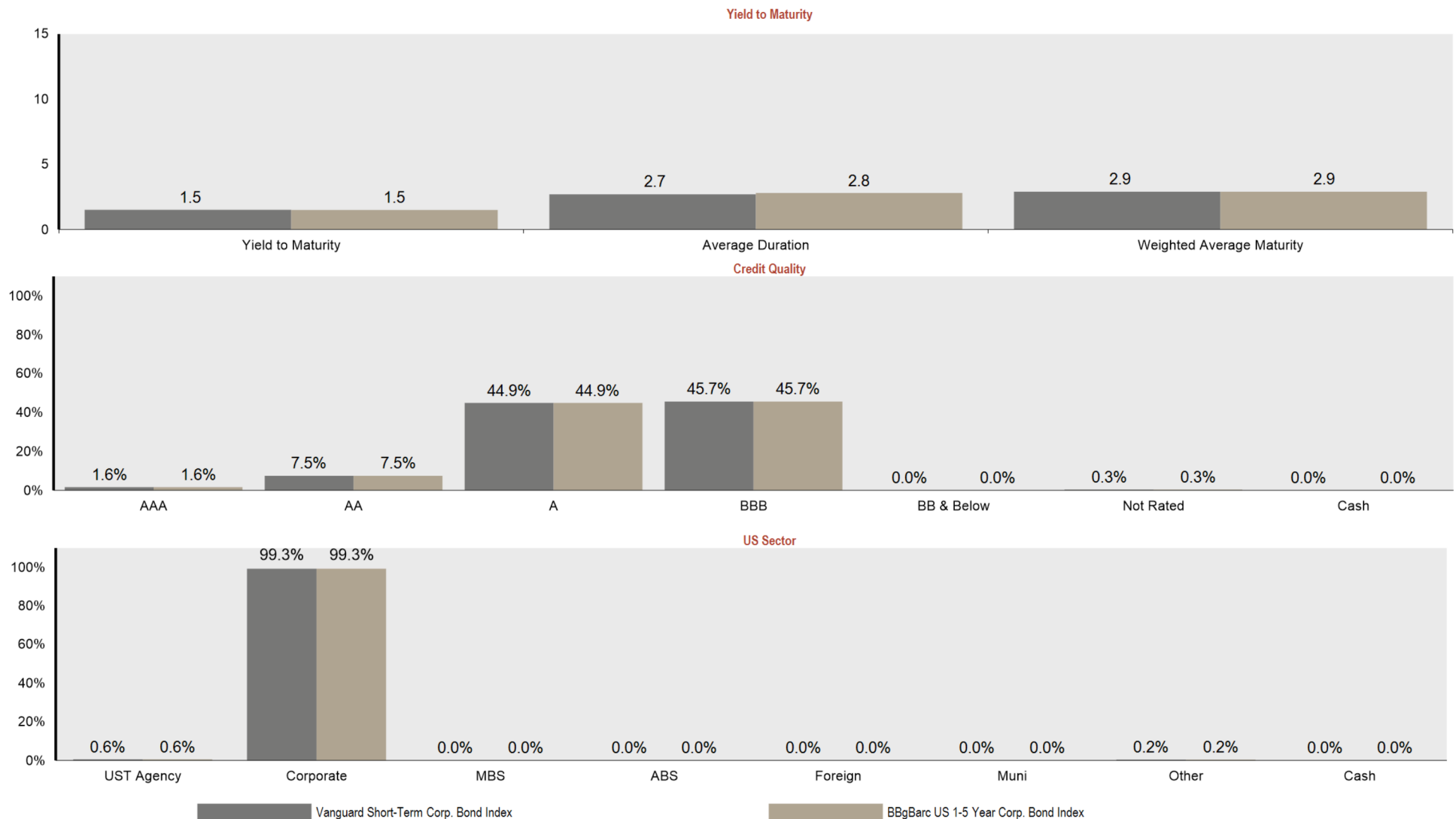
Manager Summary: Passively-managed using an index sampling approach. Seeks to track the performance of Barclays Capital U.S. 5-10 year Treasury Index. Invests only in U.S. Treasury securities. Intermediate duration portfolio. a smaller number of securities.



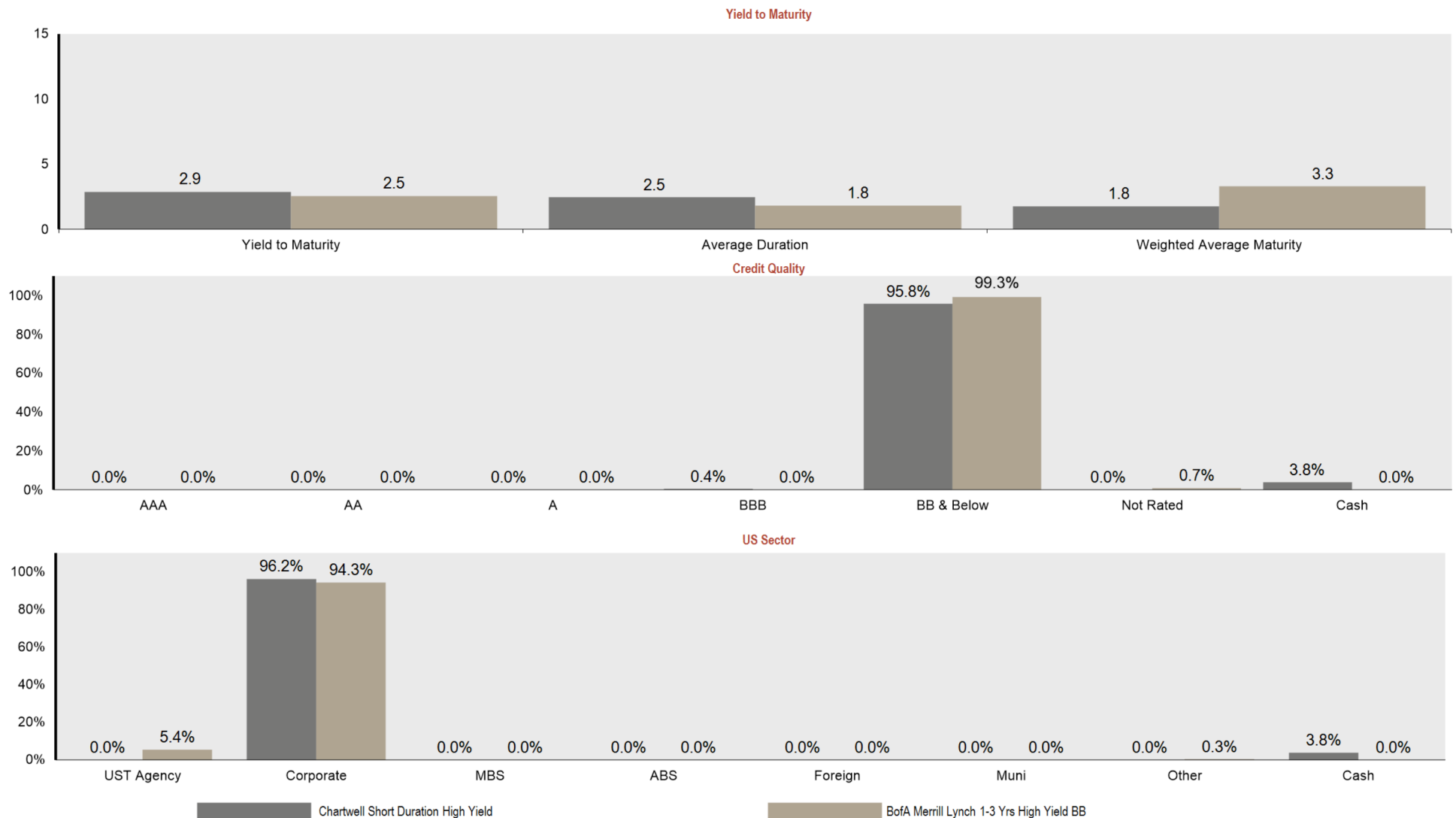
Manager Summary: Seeks to add value through sector rotation and security selection among short-duration securities. Approach combines top-down decisions making with bottom-up security selection. A separate quantitative team helps monitor risk allocation as well as the relative attractiveness of securities and sectors. The strategy employs a duration-neutral position versus the benchmark.



Manager Summary: Seeks to track the performance of the Bloomberg Barclays U.S. 1–5 Year Corporate Bond Index. Diversified exposure to the short-term investment-grade U.S. corporate bond market. Follows a passively managed, index-sampling approach. Provides current income with high credit quality.



Manager Summary: Seeks income and long-term capital appreciation. Focuses on higher quality high yield corporate debt securities seeking attractive short-term yields and lower volatility than the broad high yield and leverage bank loan markets. Typically invests at least 80% of its net assets in high yield debt securities.





LANtaBus Rider Experience & Planning Committee

Agenda

February 15, 2022

1. Courtesy of the Floor
 2. LANtaBus Rider Experience Dashboard Report
 3. Report on Initiatives
 - A. Service Planning Update
 - B. Major Developments Outreach
 - C. Marketing & Outreach Efforts
 4. Other Business
 5. Adjournment
-



LANtaBus Rider Experience Dashboard - October - December 2021-Q2

Tuesday, 2/15/2022

Metric	Q2 FY 22	Q2 FY 21	% Change	YTD FY 22	YTD FY 21	% Change
Ridership LANtaBus	697,631	663,493	5.15	1,338,423	1,485,722	-9.91
Senior Ridership	99,916	38,937	156.61	195,246	200,166	-2.46
Ridership LANtaFlex	1,786	-	#DIV/0!	3,855	1,930	99.74
Senior Ridership LANtaFlex	588	-	#DIV/0!	1,306	664	96.69
Total Ridership	699,417	663,493	5.41	1,342,278	1,487,652	-9.77
Total Senior Ridership	100,504	38,937	158.12	196,552	200,830	-2.13
Passenger Revenue (\$)	313,271	269,222	16.36	607,570	592,456	2.55
	Q2 FY 22	Benchmark	% Diff	YTD FY 22	Benchmark	% Diff
Riders per revenue hour	8.9	19.0	-52.91	9.8	19.0	-48.57
Revenue/Revenue Hour (\$)	4.02	19.56	-79.5	4.44	19.56	-77.3

	Current Quarter			Previous Quarter		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Avg daily call volume (LANTA Call Center)	127	60	27	146	55	27
Avg wait time (LANTA Call Center)	0:36	0:45	0:36	0:40	1:02	0:21

Purpose of Call Breakdown	Current Quarter		Previous Quarter		Past Quarter	
Call Type	Calls	% of Total	Calls	% of Total	Calls	% of Total
Complaints	298	1.53%	386	1.9%	231	1.4%
Bus Times	4441	22.82%	4714	22.5%	3768	23.2%
Where is the Bus	51	0.26%	43	0.2%	32	0.2%
Why is the Bus Late	6	0.03%	8	0.0%	10	0.1%
What Bus to Take	247	1.27%	381	1.8%	297	1.8%
Hang Up/ Dead Air	555	2.85%	718	3.4%	591	3.6%
Applications	29	0.15%	59	0.3%	75	0.5%
LANtaVan/ECC	12835	65.95%	13427	64.2%	10285	63.4%
Fares/Tickets	74	0.38%	144	0.7%	87	0.5%
Directions	5	0.03%	9	0.0%	3	0.0%
Transfers to Other Dept	351	1.80%	359	1.7%	320	2.0%
Mailed Schedules	71	0.36%	68	0.3%	37	0.2%
Other(lost & found, detours, etc.)	499	2.56%	602	2.9%	497	3.1%
Total Calls	19,462	100.0%	20,918	100.0%	16,233	100.0%
Passenger Trips per Complaint	2,341					

On Time response to LANtaBus complaints	No open complaints more than 8 days old
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Metrics

LANtaBus OPERATIONS FIGURES				
Safety Performance				
	Total	Chargeable		
Number Vehicle Collisions	29	13		
Number of NTD Reportable Collisions	6	0		
Number of On-Board Incidents	1	0		
Number of NTD Reportable Incidents	1	0		
	Current Q	Benchmark	Previous Q	Prior Q
Rev Miles between Collisions/Incidents	28,095	15,500	22,150	23,650
Rev Miles between Chargeable Collisions/Incidents	62,674	31,000	34,148	44,671
Service Reliability	On-Time	Early	Late	Benchmark
LANtaBus On Time %	60%	23%	17%	80%
Missed Scheduled LANtaBus Trips	3			
		Psngr Trips Per Complaint Type		
Rider Comfort/Experience	Type	Current Q	Previous Q	Prior Q
Complaints regarding driver courtesy	68	10,259	9,858	11,024
Rider complaints about OTP/route adherence	162	4,306	4,244	8,766
HVAC related customer complaints	0	697,631	640,792	727,564
Transit App Usage	Current Q	Previous Q		
Transit App Users	3,127			
Downloads to Mobile Device	613			
Service Alert Subscribers	293			
Passes Purchased	143			

LANTA CRASH SUMMARY for the Month of October 2021												
Accident		Operator	Location				Loss			Collision Factors		
Date	Time	Years of Service	Bus #	Rev Serv	Municipality	Road / Intersection	Authority Property	Other Property	Bodily Injury	Weather	Roadway Surface	Type of Collision
1-Oct	8:05 AM	2 Years	1727	Y	Allentown	6th & Chew Sts	\$0.00	\$0.00	\$0.00	Clear	Dry	Vehicle
4-Oct	1:14 PM	2 Years	1288	Y	Bethlehem	Stefko Blvd	\$2.50	\$0.00	\$0.00	Clear	Dry	Vehicle
4-Oct	3:45 PM	2 Years	1288	Y	Bethlehem	Cherokee St	\$0.00	\$0.00	\$0.00	Clear	Dry	Vehicle
4-Oct	6:45 PM	13 Years	1940	N	Allentown	Allentown Garage	\$1,202.67	\$0.00	\$0.00	Clear	Dry	Property
5-Oct	9:15 AM	14 Years	1943	Y	Northampton	Main Street	\$0.00	\$0.00	\$0.00	Clear	Dry	vehicle
5-Oct	2:21 PM	3 Years	1937	Y	Bethlehem	Broad & Guetter	\$0.00	\$0.00	\$0.00	Clear	Dry	On-Board
5-Oct	6:43 PM	< than 1 year	1829	Y	Allentown	8th Street Bridge	\$34,941.27	\$1,037.00	\$0.00	Clear	Dry	Vehicle
8-Oct	1:13 PM	2 Years	1018	Y	Bethlehem	Easton Ave	\$0.00	\$0.00	\$0.00	Clear	Dry	Vehicle
21-Oct	12:13 PM	17 Years	1945	Y	Allentown	Hamilton/ 10th	\$0.00	\$0.00	\$0.00	Clear	Dry	Vehicle
23-Oct	7:45 AM	5 Years	1289	Y	Bethlehem	Broad & 3rd	\$2,005.97	\$0.00	\$0.00	Clear	Dry	Vehicle
25-Oct	10:32 AM	4 Years	2163	Y	Bethlehem	S 4th & Hayes	\$1,195.15	\$0.00	\$0.00	Clear	Dry	Vehicle
26-Oct	6:36 PM	4 Years	1712	Y	Allentown	Cedar Crest/ Juniper	\$6,426.89	\$1,443.00	\$0.00	Clear	Dry	Vehicle

LANTA CRASH SUMMARY for the Month of November 2021 Board												
Accident		Operator	Location				Loss			Collision Factors		
Date	Time	Driver's Name	Bus #	Rev Serv	Municipality	Road / Intersection	Authority Property	Other Property	Bodily Injury	Weather	Roadway Surface	Type of Collision
3-Nov	6:41 AM	15 Years	1712	Y	Whitehall	MacArthur Road/ American St	\$13,447.02	\$34,360.00	\$0.00	Clear	Dry	Vehicle
4-Nov	11:50 PM	4 Years	2166	Y	Allentown	8th Street Bridge	\$2,901.95	\$0.00	\$0.00	Clear	Dry	Property
16-Nov	2:32 PM	16 Years	1939	Y	Allentown	Turner Street	\$0.00	\$0.00	\$0.00	Clear	Dry	Vehicle
16-Nov	1:25 PM	5 Years	1291	Y	Allentown	W Chew Street	\$318.82	\$0.00	\$0.00	Clear	Dry	Vehicle
18-Nov	1:32 PM	12 Years	1938	Y	Allentown	10th & Allen	\$513.83	\$0.00	\$0.00	Clear	Dry	Vehicle
22-Nov	6:35 AM	2 Years	1724	Y	Allentown	Emmaus Ave	\$0.00	\$0.00	\$0.00	Clear	Dry	vehicle
27-Nov	3:43 PM	7 Years	2050	Y	Allentown	W Tilghman St	\$0.00	\$0.00	\$0.00	Clear	Dry	Hit & Run
26-Nov	2:03PM	3 Years	1402	Y	Allentown	Turner Street	\$0.00	\$0.00	\$0.00	Clear	Dry	Vehicle

LANTA CRASH SUMMARY for the Month of December 2021												
Accident		Operator	Location				Loss			Collision Factors		
Date	Time	Years of Service	Bus #	Rev Serv	Municipality	Road / Intersection	Authority Property	Other Property	Bodily Injury	Weather	Roadway Surface	Type of Collision
1-Dec	9:57 AM	14 Years	2167	N	Allentown	7th Street	\$0.00	\$0.00	\$0.00	Clear	Dry	Vehicle
4-Dec	5:30 PM	5 Years	2049	Y	Allentown	10th & Turner Sts	\$0.00	\$0.00	\$0.00	Clear	Dry	vehicle
6-Dec	6:35 AM	2 Years	2050	Y	Allentown	4th & Gordon Sts	\$0.00	\$0.00	\$0.00	Rain	Wet	Vehicle
6-Dec	7:40 AM	> 1 Year	1724	Y	Allentown	4th & Greenleaf	\$0.00	\$0.00	\$0.00	Clear	Dry	Vehicle
6-Dec	3:30 PM	2 Years	1830	Y	Allentown	Tilghman & Ridge	\$0.00	\$0.00	\$0.00	Clear	Dry	Hit & Run
10-Dec	5:06 PM	4 Years	1828	Y	Allentown	17th & Allen	\$0.00	\$0.00	\$0.00	Clear	Dry	vehicle
13-Dec	1:45 PM	24 Years	2159	Y	Emmaus	Harrison & 3rd	\$0.00	\$0.00	\$0.00	Clear	Dry	Vehicle
15-Dec	7:20 PM	25 Years	1713	Y	Allentown	Lehigh Street	\$0.00	\$0.00	\$0.00	Clear	Dry	Property
17-Dec	3:15 PM	4 Years	1942	Y	Allentown	9th & Union	\$0.00	\$0.00	\$0.00	Clear	Dry	Vehicle
17-Dec	6:00 PM	2 Years	1720	Y	Upper Macungie	Industrial Blvd	\$660.00	\$0.00	\$0.00	Clear	Dry	Property
20-Dec	1:25 PM	17 Years	1408	Y	Whitehall	MacArthur Rd	\$2,631.15	\$2,900.00	\$0.00	Clear	Dry	Vehicle
20-Dec	2:38 PM	2 Years	2052	Y	Bethlehem	8th & Union	\$1,206.31	\$0.00	\$0.00	Clear	Dry	Vehicle
20-Dec	7:40 PM	22 Years	2157	Y	Whitehall	LV Mall Road	\$777.06	\$0.00	\$0.00	Clear	Dry	Vehicle
23-Dec	10:22 AM	11 Years	2161	Y	Allentown	Susquehanna	\$0.00	\$0.00	\$0.00	Clear	Dry	On Board
23-Dec	5:26 PM	14 Years	1828	Y	Bethlehem	Rt 412 & Shimersville Rd	\$2,331.47	\$0.00	\$0.00	Clear	Dry	Vehicle
24-Dec	10:30 AM	> 1 year	1408	y	Bethlehem	4th Street	\$906.68	\$0.00	\$0.00	Clear	Dry	Vehicle
27-Dec	6:07 AM	3 Years	1832	Y	Allentown	8th Street	\$3,005.32	\$0.00	\$0.00	Clear	Dry	Vehicle

Trexlertown Commercial Center

Stop # 6357

Bus Departure Times

Horarios de Salida del Autobús

101

EASTBOUND

To ATC - Allentown ▶ BTC - Bethlehem ▶ EITC - Easton

WEEKDAY SATURDAY SUNDAY

5:15	4:15	5:15	4:15	8:15	7:15
6:15	5:15	6:15	5:15	9:15	
7:15	6:15	7:15	6:15	10:15	
8:15	7:15	8:15	7:15	11:15	
9:15	8:15	9:15	8:15	12:15	
10:15	9:15	10:15	9:15	1:15	
11:15	10:15	11:15	10:15	2:15	
12:15		12:15		3:15	
1:15		1:15		4:15	
2:15		2:15		5:15	
3:15		3:15		6:15	

613

LOOP

To Industrial Blvd ▶ Boulder Dr ▶ Trexlertown Plaza

WEEKDAY SATURDAY SUNDAY

5:45	2:00		
6:30	2:45		
7:15	3:30		
8:00	4:15		
8:45	5:00		
9:30	5:45	No Service	No Service
10:15	6:30	Sin Servicio	Sin Servicio
11:00	7:15		
11:45	8:00		
12:30	8:45		
1:15			

Times in **Bold** are PM. Los tiempos en **Color Negro** son PM.

ATC = Allentown Transportation Center LVM = Lehigh Valley Mall Transit Center
BTC = Bethlehem Transportation Center LVIA = Airport Multimodal Transportation Center
EITC = Easton Intermodal Transportation Center

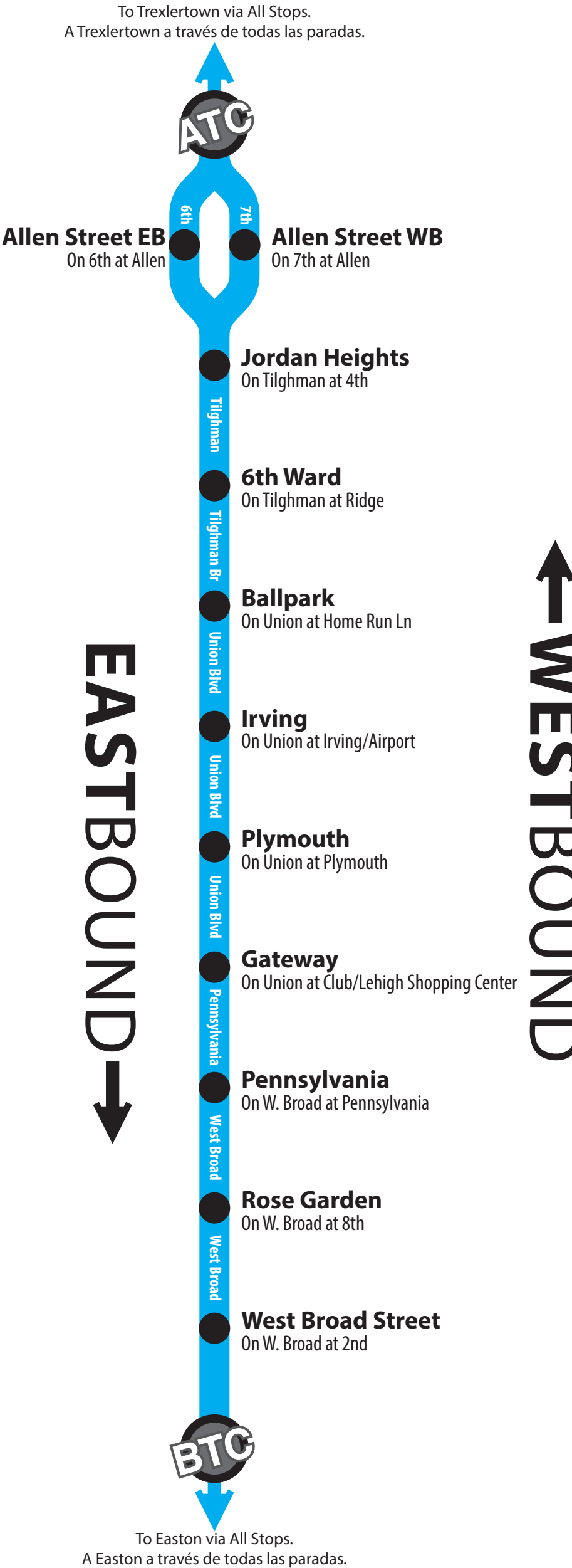
Please have fare ready before boarding.
Base fare: \$2. One Day Pass: \$4.
No cash? Pay using your phone by downloading “Transit” from your App Store .
Additional Fares and Passes available at ATC, BTC, EITC, and on the “Transit” app.

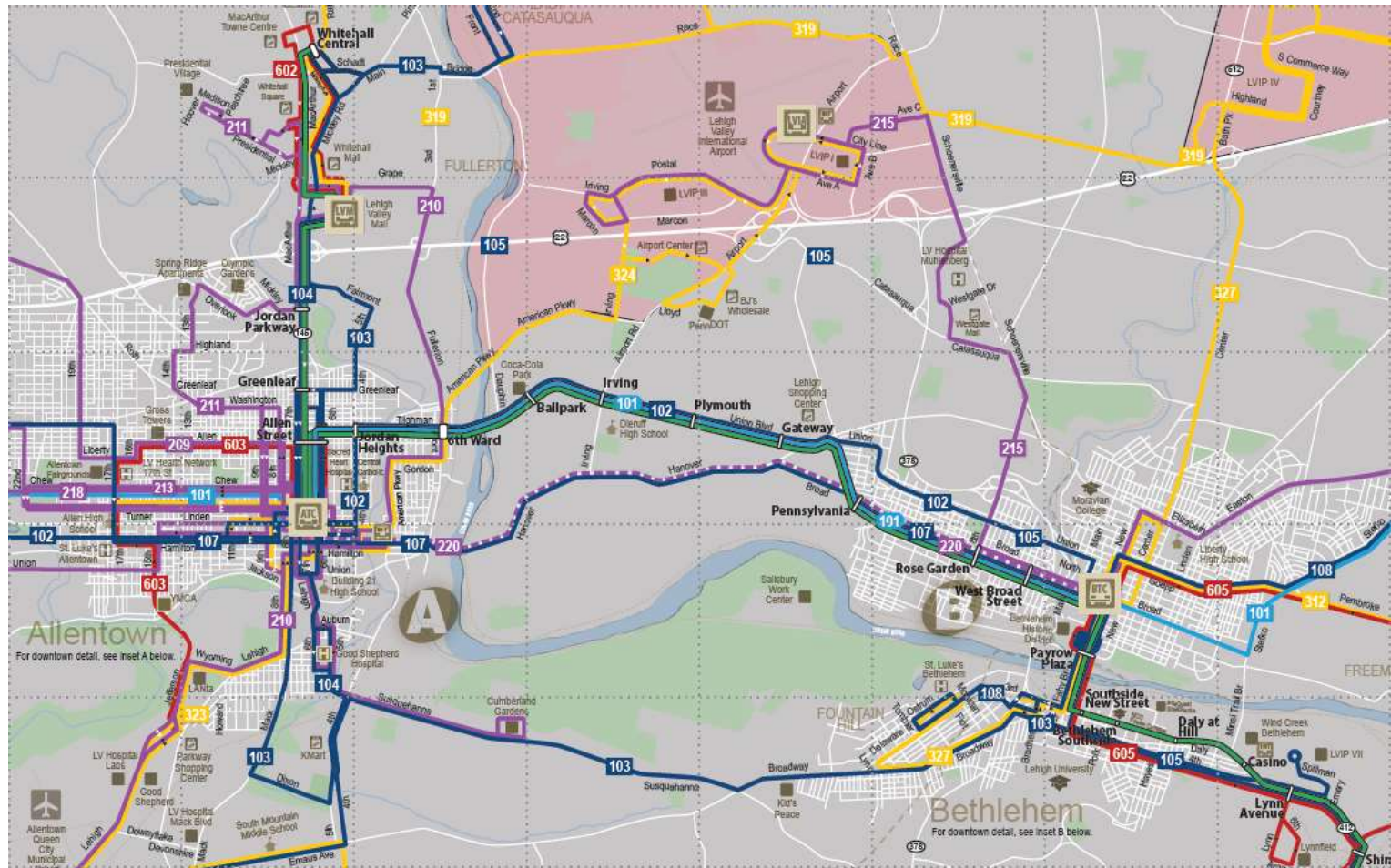
Tenga la tarifa lista antes de subir a bordo.
Tarifa de un viaje: \$2 Pase de un día: \$4
¿No hay dinero en efectivo? Pague utilizando su teléfono descargando “Transit” desde la App Store. Tarifas y pases adicionales disponibles en ATC, BTC, EITC y en la aplicación de teléfono móvil Transit.

Route 101 EBS Corridor

Between Allentown (ATC) and Bethlehem (BTC) Route 101 stops only at these locations. For all stops along Union Blvd, transfer to Route 102. For all stops along W. Broad St, transfer to Route 107.

Entre Allentown (ATC) y Bethlehem (BTC) la Ruta 101 para solo en estos lugares. Para todas las paradas a lo largo de Union Blvd, transfiera a la Ruta 102. Para todas las paradas a lo largo de W. Broad St, transfiera a la Ruta 107.







SERVICE PLANNING UPDATE SUMMARY

1. Proposed June 2022 Service Changes - LANTA will be posting the Proposed Changes for June 2022 operating board Monday February 21, with a public meeting on March 9th at 11am. Public comments will remain open through March 20th.

Proposed changes include:

- New Route 100: Casino to Whitehall Central (Walmart) every 30 mins 7 days/week (Limited Enhanced Stops only for faster service)
- New Route 606: South Easton Circulator every 30 minutes 7 days/week
- New Route 508: New Smithville-Fogelsville-Trexlerstown-Breinigsville
- Route 323 completely redesigned (PSU-Southside Bethlehem)
- Route 325 Extension to Lehighton
- New service to Wescosville P&R on Route 102
- 7-Day Route 105 Service to Hellertown and Route 412 P&R
- New Crosstown service on 12th Street Allentown (Route 211) & IrvingSt/Airport Rd (Route 324)
- New Connections at LVIA – Airport Multimodal Transportation Center (105, 215, 319, 324, 504)
- New MacArthur Strip alignment serving all shopping centers in Whitehall (Routes 103, 603, & 325 w/Express 100 service between LVM & Whitehall Central Walmart)

Service reductions will include:

- Route 104 shortened from Emmaus to ATC only
- Route 102 is only Hourly headways
- Route 319 segment between ATC & LVM removed (But stop added to Airport)
- Route 211 service between Cedar Crest & 15th St removed
- Route 105 service between Catasauqua & LVM removed. New terminus at Airport
- Route 602 replaced with other service changes

2. System Map Update - Additionally, we will roll out a new System Map that has been recolored to better show service types. A Reference Grid has been added to help riders identify destinations from an index. Route 100 (Green) and Route 101 (Blue) will be featured on map as new core service alignments to build on.

3. Enhanced Bus Stops and Signage - New Enhanced Stops are being added at:

- Whitehall Central (Walmart)
- Jordan Parkway (Macarthur at Jordan Pkwy)
- Greenleaf (7th at Greenleaf)
- Payrow Plaza (New stop locations at bottom of Bethlehem City Hall loop nearest to the river)
- Southside – New Street (At New/Columbia/2nd ramp intersection)
- Bethlehem Southside (At NCC Fowler Campus canopy) Meeting with Bethlehem this week to confirm.
- Daly at Hill (Current Daly at Sands bus stops)
- Casino (Current Route 102 stop under Minsi Trail bridge)

BUS STOP SHELTER / MAJOR DEVELOPMENTS OUTREACH UPDATE

1. **Shelter program:** LANTA received 10 new full-size shelters in December, which will be for replacement and new locations. We placed another order for 10 partial side shelters that will be delivered in June for new locations. McMahon & Associates are currently finishing their final site drawings for both batches of shelter sites, and LANTA will be processing permits soon for spring/summer installation. New replacement shelter recently installed at Lutheran Manor on Westgate Dr in Bethlehem.
2. **New developments and confirmed bus stops:** received updates that LANTA's recommended bus stop locations have been proposed in final revisions to the following plans:
 - a. **Ridge Farms** on Walbert Ave at Cedar Crest Blvd – South Whitehall
 - b. **Shepherds Corner** – Hamilton Blvd at Krocks Ct – Lower Macungie
 - c. **Good Shepherd** – Center Valley Parkway – Upper Saucon
 - d. **Freemansburg Ave** – PennDOT improvements east of 33, including sidewalks at Hope Road intersection
3. Staff met with **Majestic** for their new project on northeast corner of Airport Rd and Schoenersville Rd, will remain engaged early in the design development of the site
4. Staff will meet with Bethlehem this week to discuss updates to the **Westgate Mall** redevelopment and where our bus stops will be best utilized within the site or on Westgate Drive. Coordinating the bus stop locations on site may be conflicted based on their recent traffic studies with other adjacent uses.
5. Staff coordinating with partners at **Allentown Recycling/Waste Bureau** to compare bus stop data where they currently maintain trash cans installed on bus stop channels, and filling in gaps where LANTA's high ridership stops are in Allentown. Working on agreement where LANTA can purchase more trash cans and Allentown will maintain. More updates in future, but goal is to improve first impression at existing non-sheltered bus stops.
6. Reviewed and provided feedback on recent sketches/land development plans with **City of Bethlehem and Bethlehem Township** that will directly benefit and improve existing bus stop locations – will provide more details as engagement continues.