



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

LANTA Board of Directors Meeting Minutes

May 9, 2023

LANTA Administrative Offices, Allentown, PA

Members Attending: Matt Malozi – Chair of the Authority; Mike Lichtenberger – Vice Chair of the Authority; Fred Williams – Treasurer of the Authority; Kim Schaffer; Iris Linares; and Sheila Alvarado.

Members Attending via Webinar / Teleconference: Becky Bradley; Amy Beck; and Matthew Rozsa.

Members Absent: Cordeila Miller; Holly Edinger; and Jennifer Ramos.

Staff and Contractors Attending: O. O’Neil, T. Williams, N. Ozoa, B. Cotter, J. Polster-Abel, J. Ozoa, A. Yacko, D. Lightner, D. Bohner - LANTA Staff; K. Herman – Solicitor.

Public Attending: Maurice Welo.

Public Attending via Webinar/Teleconference: None.

1. Call to Order

The meeting was called to order at 12:07 noon by Matt Malozi, Chair of the Authority.

2. Public Comment

No comments were offered during public comment.

3. Approval of the Minutes

The minutes of the April 4, 2023 Board of Directors meeting were approved on a motion made by Ms. Linares and seconded by Ms. Alvarado.

4. Report of the Chair

As part of the Report of the Chair, Mr. Malozi presented the proposed Committee and Board meeting schedule for July through December 2023 which is attached.

On a motion made by Ms. Schaffer and seconded by Ms. Bradley, the Board voted to approve the meeting schedule as presented.

Mr. Malozi also announced that LANTA had decided to hold the annual luncheon event on a schedule of every other year rather than every year. This is due to the logistics and costs required to host such events. The every other year schedule will coincide with the election of new LANTA Board Chairs. For this year, there will be no luncheon event, but the July Board meeting will be used for Board business.

Lastly, Mr. Malozi welcomed a new member to the Board. Matthew Rozsa is the newest ex-officio member from Northampton County. Mr. Malozi invited Mr. Rozsa to introduce himself and say a little bit about his background.

Mr. Rozsa expressed appreciation for being appointed to the LANTA Board of Directors and expressed the importance of public transportation, especially to persons with disabilities. Mr. Rozsa stated that he looks forward to learn more about, and to advocate for, the mobility needs of persons with disabilities.

Mr. Malozi welcomed Mr. Rozsa to the LANTA Board and expressed that the Board members all look forward to working with him.

5. Report of the Committees

- A. Finance & Administration Committee – The Finance & Administration Committee met in Executive Session on Wednesday April 26 to discuss private personnel matters. Minutes of the executive session were sent to all Board members including a description of recommendations for Board ratification.

On a motion made by Mr. Williams and seconded by Mr. Lichtenberger, the Board voted to ratify the actions taken in the Executive Session as described in the session minutes.

Mr. Williams reported that the Finance & Administration Committee also met in open session on Tuesday May 2. As part of the agenda, staff presented the financial statements for the LANTaBus, LANTaVan, and Carbon Transit operating divisions for March 2023, 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 Transit financial statements for March 2023, subject to audit.

Staff provided a detailed presentation of the proposed FY 2024 operating budgets for each of the LANtaBus, LANtaVan, and Carbon Transit operating divisions. The total budget includes 49 million dollars in anticipated expenses. Anticipated expenses will be covered through federal, state, and local grants as well as other revenue. Federal grants include the continued use of ARPA funding. It is anticipated that the Authority will end the fiscal year with a reserve balance of approximately \$19 million. The detailed budget summary is attached.

On a motion made by Mr. Williams and seconded by Ms. Schaffer, the Board voted to authorize staff to release the Draft FY 2024 operating budget for public comment.

Staff also provided a detailed presentation of LANTA's proposed Federal Fiscal Year 2024 capital budget. Line items are consistent with typical LANTA capital needs and reflect the region's adopted Transit Improvement Plan. The detailed budget summary is attached.

On a motion made by Mr. Williams and seconded by Mr. Lichtenberger, the Board voted to authorize staff to release the draft FFY 2024 operating budget for public comment.

Mr. Williams reported that the Pension Committee also met on Tuesday May 2. The agenda included a presentation of the January 1, 2023 valuation report by the actuary, Foster & Foster, as well as the investment performance report for the first quarter of 2023 by the investment manager, Marquette Associates. The reports were distributed to all Board members and are available upon request.

As part of the agenda, the representative of Marquette Associates also discussed a proposal to adjust the Investment Policy Statement (IPS), to reduce the allocation to equities by 5.0 percent and increase the allocation to fixed income by 5.0 percent. This action was recommended due to the increase in bond yields which allow for de-risking of the portfolio while limiting loss in investment return. The proposal description is attached.

On a motion made by Mr. Williams and seconded by Ms. Alvarado, the Board voted to approve the modification to the IPS as presented.

Mr. Williams then concluded his report.

- B. LANtaBus Rider Experience Committee – Ms. Shaffer, Chair of the LANtaBus Rider Experience Committee, reported that the Committee met on Tuesday May 9 prior to the Board meeting.

The agenda included a review of the LANtaBus Rider Experience Dashboard Report for the period of January through March 2023. The report is attached. The Dashboard shows that ridership is up over 35 percent compared to the same period in the previous fiscal year. In addition, staff also reported that ridership during the three-month period was approximately 85% of pre-COVID levels with March ridership at 89% of pre-COVID levels.

In addition, service reliability measured in terms of on-time performance was below benchmark for the quarter. Staff discussed efforts to address that metric.

Staff also presented the Safety Performance Report which showed that chargeable collisions per revenue mile of service was better than benchmark.

The agenda also included updates on service planning initiatives, communications and outreach activities, as well as outreach activities regarding major developments in the region.

- C. Capital Asset Management Committee – Ms. Bradley, Chair of the Capital Asset Management Committee, reported that the Committee did not meet in May and that the next meeting of the Committee is scheduled for Tuesday June 6.
- D. LANtaVan & Accessibility Committee – Ms. Alvarado, Chair of the LANtaVan & Accessibility Committee, reported that the Committee did not meet in May and that the next meeting of the Committee is scheduled for Tuesday June 13.

6. Other Items

None

7. Adjournment

The meeting was adjourned at 12:20 p.m.

Respectfully Submitted

A handwritten signature in blue ink, appearing to read "Becky Bradley", written in a cursive style.

6/13/2023

Becky Bradley
Secretary

Date



Lehigh and Northampton Transportation Authority

**LANTA Board Meeting
Agenda
May 9, 2023**

1. Call to Order
 2. Public Comment
 3. Approval of the Minutes – April 4, 2023 Board Meeting
 4. Report of the Chair
 - A. Approval of July – December 2023 Meeting Schedule
 5. Report of Committees
 - A. Finance & Administration – Fred Williams
 - i. Items for consideration of approval:
 - a. Ratification of Actions Taken during Executive Session
 - b. Financial Statements March 2023, subject to audit
 - c. Authorization of Public Release - Draft FY 2024 LANtaBus, LANtaVan, Carbon Transit Divisions Operating Budget
 - d. Authorization of Public Release - Draft FFY 2024 LANTA Capital Budget
 - e. Pension Fund Investment Policy Statement Modification
 - B. LANtaBus Rider Experience & Planning Committee – Kim Schaffer
 - C. Capital Asset Management – Becky Bradley
 - D. LANtaVan & Accessibility Committee – Sheila Alvarado
 6. Other Items
 7. Adjournment
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LANTA Board of Directors and Committee Meeting Schedule
July 2023 - December 2023

Jul	11	Board	LANTA	12:00 noon
Aug	1	Finance & Administration	LANTA	12:00 noon
	1	Pension Committee	LANTA	12:45 p.m.
	8	LANTaBus Rider Experience	LANTA	11:00 a.m.
	8	Board	LANTA	12:00 noon
Sep	6	Capital Asset Management	LANTA	11:00 a.m.
	6	Finance & Administration	LANTA	12:00 noon
	13	LANTaVan & Accessibility	LANTA	11:00 a.m.
	13	Board	LANTA	12:00 noon
Oct	3	Finance & Administration	LANTA	11:00 a.m.
	3	Board	LANTA	12:00 noon
Nov	7	Finance & Administration	LANTA	12:00 noon
	7	Pension Committee	LANTA	12:45 p.m.
	14	LANTaBus Rider Experience	LANTA	11:00 a.m.
	14	Board	LANTA	12:00 noon
Dec	5	Capital Asset Management	LANTA	11:00 a.m.
	5	Finance & Administration	LANTA	12:00 noon
	12	LANTaVan & Accessibility	LANTA	11:00 a.m.
	12	Board	LANTA	12:00 noon



LANTA Finance & Administration Committee

Agenda

May 2, 2023

1. Call to Order
 2. Roll Call
 3. Public Comment
 4. Review and Recommendation – Financial Statements March 2023 subject to audit
 5. Procurements
None
 6. Actions
 - A. Recommendation for Authorization of Public Release - Draft FY 2024 LANtaBus, LANtaVan, Carbon Transit Divisions Operating Budget
 - B. Recommendation for Authorization of Public Release - Draft FFY 2024 LANTA Capital Budget
 7. Other Items
None
 8. Adjournment
-



Lehigh and Northampton Transportation Authority

TO: Owen O'Neil, Executive Director and Authority Members
FROM: Nicole L. Ozoa, Director of Finance
DATE: May 1, 2023
SUBJECT: Unaudited March 2023 Financial Statement

Attached for your review are the unaudited financial statements for the period ended March 31, 2022 for LANtaBus, LANtaVan and Carbon Transit.

Items of Interest:

- LANTA's portion of the Line of Credit Balance as of May 1st, 2023 stands at \$0 of an available \$6,000,000. The balance in the combined LANTA general checking account stands at \$344K. State ACT 89 funds due to LANTA for FY 22/23 are current. The balance in the ACT 44 checking account stands at \$17,477,612. The account is currently underfunded by approximately \$3.3M. In addition, approximately \$5.8M are either currently owed to LANTA from State Funds or can now be drawn down from Federal Grants:
 - State Shared Ride/PWD - \$766,106 (THRU 4/27/2023)
 - Lehigh County MATP - \$589,964 (THRU 4/27/2023)
 - Northampton County MATP - \$366,666 (THRU 4/27/2023)
 - Federal Capital/Ops Funding - \$2,105,812 (THRU 4/29/2022)
 - State Capital Funding - \$2,016,584 (THRU 4/27/2023)
- The balance in the Carbon's general checking account stands at approximately \$153K. The balance in the Carbon's Act 44 checking account stands at \$72,314. The account is currently overfunded by approximately \$72K. State ACT 89 funds due to Carbon for FY 22/23 are current. In addition, approximately \$88K are currently owed to CT from the following sources:
 - State Shared Ride/PWD - \$152,344 (THRU 4/27/2023)
 - Carbon County MATP - \$724,622 (THRU 4/27/2023)
- Fulton Financial ACT 72 Letter for period ended 3/31/2023 has been received and all bank accounts are in compliance.

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	\$674,552	\$4,434,183	\$4,354,703

The current health insurance participation census stands at 105 Employee Only; 79 Employee Plus 1; 39 Employee Plus 2; 34 Employee Plus 3 and 28 Employee Plus 4 or more.

LANtaVan Accounts Receivable Aged Invoice Report - March 31, 2023

	Total	Current	30 Days	60 Days	90 Days	120 Days +
Lehigh County MATP	\$ 312,737	\$ 1,866	\$ 142,935	\$ 90,973	\$ (48,648)	\$ 125,610
Northampton County MATP	\$ 191,389	\$ 132,891	\$ 40,843	\$ (33,579)	\$ 714	\$ 50,520
Other(PaDOT Shared Ride;PwD)	\$ 569,141	\$ 360,418	\$ 13,460	\$ 1,369	\$ 170,003	\$ 23,891
Total AR February 28, 2023	\$ 1,073,267	\$ 495,175	\$ 197,238	\$ 58,762	\$ 122,070	\$ 200,021
	100%	46.14%	18.38%	5.48%	11.37%	18.64%
Total AR January 31, 2023	\$ 1,239,760	\$ 665,464	\$ 235,056	\$ 137,962	\$ 35,670	\$ 165,608
	100%	53.68%	18.96%	11.13%	2.88%	13.36%
AR Change	\$ (166,493)	\$ (170,289)	\$ (37,818)	\$ (79,200)	\$ 86,400	\$ 34,413
	-13.43%	-25.59%	-16.09%	-57.41%	242.22%	20.78%

Accounts Payable Aged Invoice Report - March 31, 2023

	Total	Current	30 Days	60 Days	90 Days	120 Days +
LANtaBus	\$ 2,668,057	\$ 2,046,523	\$ 572,029	\$ 12,925	\$ 450	\$ 36,130
LANtaVan	\$ 832,054	\$ 728,206	\$ 8,038	\$ 24	\$ 8	\$ 95,779
Carbon Transit	\$ 147,388	\$ 146,062	\$ 1,255	\$ 71	\$ -	\$ -

Please Note: LANtaVan 120 Days+ 120 Days+ Balance is comprised of MATP reimbursements for Passthrough Contracts.

LANTaBus

Year-to-date revenues for the fixed route division total \$1,482,259. This represents a 17.17 percent increase from the budget projection of \$1,265,011. Fare collection revenue of \$969,951 is currently running above budget projections by approximately \$89K, a 10.11 percent increase from the current budget projection of \$880,888. The Special Transit Fares section, which includes those revenues generated from LANTA's Route Service Agreements, continues above the anticipated budget amount by approximately \$98K. Advertising Revenue will continue to run above the current year budget projection amount by approximately \$26K. This is due to the additional revenue earned above the guaranteed annual contract amount for calendar year end 2022 and an increase to the monthly guaranteed amount beginning in January 2023. Please remember that advertising revenue is only budgeted at the guaranteed contract amount to maintain a conservative approach to revenue recognition.

Year-to-date expenses for the fixed route division totals \$31,824,467. This represents a 9.17 percent increase from the current year budget projection of \$29,151,513. For the current fiscal year, Materials and Supplies, Purchased Transportation, Casual and Liability Insurance, and Utilities 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. The first area to be examined in detail is the area of Materials and Supplies. Materials and Supplies is continuing above current year budget projections by approximately \$1.45M. This continues to be attributed to a too conservative approach to the current year budget projection, and inflationary cost increases for required materials. The second area of variance to be detailed is Purchased Transportation. As noted previously, the Purchased Transportation expense consists of the total operating costs for the ADA program and the costs of the Flex Service. The P/T expense line item is currently above budget projections by approximately \$223K. The third area of variance to be detailed is the Casualty and Liability Insurance. Current year expense for both Physical Damage and Liability and Property Damage insurance is running approximately \$24K below budget. The projection of the insurance liabilities is received from our carrier, SAFTI. Approximately \$70K of insurance recoveries were received YTD which helped reduce costs further. Insurance recoveries are booked when received and are not budgeted. The next area to be detailed are the Utilities. Utilities are running above current budget projections by approximately \$158K. Currently the Utilities section is compiled by not only the utilities for the Allentown and Easton facilities but also the Allentown, Bethlehem, and Easton Transit Centers. All overhead costs for each transit center are recorded under the Utilities section. There have been several increases to supplier costs for all locations. In addition, improvements to each of the transit centers which were not capitalized projects, therefore the total costs for those improvements were recorded as an operating expense.

Year-to-date deficit recorded on the fixed route division totals \$30,342,208. This represents an 8.81 percent increase from the current year budget projection. Current total subsidies equal the deficit and include the following sources:

- Federal Subsidy – ARPA - \$10,221,993
- Federal Subsidy – CRRSSA - \$2,163,454
- Federal Subsidy – All Other - \$5,941,856
- State Subsidy - \$11,066,210
- Local Subsidy - \$848,885

LANtaVan

Year-to-date revenues for LANtaVan total \$7,050,824. This represents a 2.71 percent decrease from the current year budget projection of \$7,246,976. MATP YTD revenue of \$3M has been recorded based on actual costs and is currently showing a 0.5 percent decrease from YTD budget projections of \$3,056,032. ADA revenue has been recorded based on the actual costs of the ADA program and is showing a 0.04 percent increase from YTD budget projections of \$2,046,368.

Year-to-date expenses for LANtaVan total \$9,159,805. This represents a 10.7 percent increase from the current year budget projection of \$8,274,427. Services, Fuel, Materials and Supplies along with Purchased Transportation are the top expense variables experiencing the largest budget variances. Services are currently above budget projections by approximately \$161K. This is attributed to the increase in computer and technical services due to the transition to Transdev and new software. Due to the erratic rates of fuel, fuel expense line item is over budget by \$189K. The Materials and Supplies expense line is currently above budget projections by \$34K. This is due to unforeseen vehicle expenditures LANTA had agreed to pay as a result of the transition to Transdev and were not anticipated at the time of budget preparations. Lastly, the Purchased Transportation area continues to operate above budget projections by approximately \$348K, which represents a 5.87 percent budget variance. All other variances are smaller in individual value but continue to be monitored and analyzed to ensure correct coding and valid expense.

Year-to-date deficit recorded on LANtaVan totals \$2,108,981. Current total subsidies equal the deficit and include the following sources:

State Subsidy - \$2,108,981.

Carbon Transit

Year-to-date revenues for Carbon Transit totals \$1,053,527. This represents a 42.16 percent increase above the current year-to-date budget projections of \$741,073. MATP revenue continues the trend of greater than current year budgeted amounts of approximately \$345K, a 79.47 percent budget variance. YTD completed revenue trips have increased approximately 6% from the prior year period with MATP and PWD continuing with the largest increases in trips.

Year-to-date expenses for Carbon Transit totals \$1,865,802. This represents a 39.39 percent increase above the current budget projection of \$1,338,587. The main deviation of approximately \$412K pertains to the Purchased Transportation. The Authority anticipates this trend to continue through the end of the fiscal year. All other expenditure line items are above budget projections as well and can be attributed to inflationary costs and the proper allocation of Carbon Transit related expenditures.

Year-to-date deficit recorded on Carbon Transit totals \$812,275. Current total subsidies equal the amount of the deficit and include the following sources:

Federal Subsidy - \$341,550
State Subsidy - \$435,521
Local Subsidy - \$35,205

LANtaBus
Income Statement Summary
For the Period Ending March 31, 2023

	Fiscal Year 2023				YTD Budget Variance	
	PTD		YTD		Favorable (Unfavorable)	
	Actual	Budget	Actual	Budget	Amount	Percent
Revenue						
Passenger Fares	98,262	152,456	969,951	880,888	89,063	10.11%
Special Transit Fares	-	-	131,169	33,008	98,161	297.39%
Auxiliary Transportation Revenue	39,583	35,983	352,877	324,051	28,826	8.90%
NonTransportation Revenue	3,362	3,000	28,263	27,064	1,199	4.43%
Total Revenue	141,207	191,439	1,482,259	1,265,011	217,248	17.17%
Expenses						
Labor	1,538,421	1,100,022	12,804,694	11,339,367	(1,465,327)	-12.92%
Fringe Benefits	959,207	1,001,856	9,292,515	10,008,409	715,894	7.15%
Total Labor and Fringe Benefits	2,497,628	2,101,878	22,097,209	21,347,776	(749,434)	-3.51%
Services	196,151	348,224	1,621,841	1,592,744	(29,097)	-1.83%
Fuel	131,893	128,551	1,273,588	1,211,280	(62,309)	-5.14%
Tires & Tubes	10,853	12,339	100,903	97,442	(3,461)	-3.55%
Materials & Supplies	389,610	102,841	2,438,323	993,389	(1,444,933)	-145.45%
Utilities	126,237	69,156	770,052	612,321	(157,731)	-25.76%
Casualty & Liability	(26,542)	102,000	706,891	730,997	24,106	3.30%
Taxes	345	663	2,873	2,504	(369)	-14.72%
Purchase of Transportation Service	270,945	302,602	2,575,165	2,352,111	(223,054)	-9.48%
Miscellaneous	(6,559)	38,511	166,267	176,079	9,812	5.57%
Interest	324	-	5,444	862	(4,583)	-531.97%
Leases & Rentals	5,326	-	65,910	34,009	(31,901)	-93.80%
Total Expenses	3,596,211	3,206,765	31,824,467	29,151,513	(2,672,954)	-9.17%
Gross Surplus (Deficit)	(3,455,004)	(3,015,326)	(30,342,208)	(27,886,502)	(2,455,706)	-8.81%
Subsidy						
Local Subsidy	108,470	118,824	948,695	941,450	(7,244)	-0.77%
State Subsidy	446,156	484,017	11,066,210	10,098,690	(967,520)	-9.58%
Federal Subsidy	736,923	547,362	5,941,856	4,759,246	(1,182,610)	-24.85%
Federal Subsidy - CRRSAA	2,163,454	1,865,123	2,163,454	1,865,123	(298,331)	-16.00%
Federal Subsidy - ARPA	-	-	10,221,993	10,221,993	-	0.00%
Total Subsidy	3,455,004	3,015,326	30,342,208	27,886,502	(2,455,705)	-8.81%
Surplus (Deficit)	-	-	-	0	-	0.00%

LANtaBus
Statement of Net Assets
March 31, 2023

CURRENT ASSETS

Cash	\$ 19,014
Accounts Receivable	902,812
Interdivisional Receivable	36,154
Inventories	606,799
Prepaid Expenses	14,085,274
Grants Receivable	2,797,750
Total Current Assets	<u>18,447,803</u>

RESTRICTED ASSETS

Cash	<u>19,135,650</u>
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CAPITAL ASSETS

Capital Assets Not Being Depreciated	147,970
Capital Assets Being Depreciated - Net	47,242,020
Total Capital Assets	<u>47,389,990</u>

TOTAL ASSETS	<u>\$ 84,973,443</u>
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CURRENT LIABILITIES

Note Payable	\$ -
Loan Payable	-
Interdivisional Payable	-
Accounts Payable	1,233,646
Accrued Expenses:	-
Wages	2,424,257
Professional Fees	25,600
Other	566,958
Deferred Other Funding	26,691,765
Due To Commonwealth of PA	20,766,468
Deferred Local Grant Funding	(1,843,604)
Total Current Liabilities	<u>49,865,090</u>

NET ASSETS

Invested In Capital Assets	47,392,754
Unrestricted Equity	(12,367,401)
Restricted Equity	83,000
Total Net Assets	<u>35,108,353</u>

TOTAL CURRENT LIABILITIES AND NET ASSETS	<u>\$ 84,973,443</u>
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LANtaVan
Income Statement Summary
For the Period Ending March 31, 2023

	Fiscal Year 2023					YTD Budget Variance	
	PTD		YTD		Annual Budget	Favorable (Unfavorable)	Percent
	Actual	Budget	Actual	Budget		Amount	
Revenue							
Passenger Fares	43,104	52,282	340,105	406,400	560,512	(66,295)	-16.31%
Non-Transportation Revenues	-	-	-	-	-	-	#DIV/0!
Local Special Fare Assistance	258,664	267,809	2,047,287	2,046,368	2,801,841	919	0.04%
State Reimbursements	216,219	214,729	1,622,686	1,738,176	2,386,330	(115,490)	-6.64%
State Special Fare Assistance	452,504	395,835	3,040,745	3,056,032	4,210,545	(15,287)	-0.50%
Total Revenue	970,492	930,655	7,050,824	7,246,976	9,959,228	(196,152)	-2.71%
Expenses							
Labor	68,910	62,752	527,088	550,551	713,852	23,463	4.26%
Fringe Benefits	58,112	51,384	444,494	454,661	601,991	10,167	2.24%
Total Labor and Fringe Benefits	127,023	114,136	971,582	1,005,212	1,315,843	33,630	3.35%
Services	107,880	5,200	216,989	56,146	75,500	(160,843)	-286.47%
Fuel	82,704	58,942	779,231	589,897	759,801	(189,334)	-32.10%
Tires & Tubes	-	-	-	-	-	-	0.00%
Materials & Supplies	3,717	2,493	64,554	30,352	39,330	(34,202)	-112.69%
Utilities	23,274	8,300	159,408	79,250	102,798	(80,158)	-101.15%
Casualty & Liability	1,083	1,082	9,750	9,754	13,000	4	0.04%
Taxes	-	-	-	-	-	-	0.00%
Purchase of Transportation Service	822,344	733,954	6,275,666	5,927,816	8,191,324	(347,850)	-5.87%
Miscellaneous	6,280	498	64,031	2,700	4,000	(61,331)	-2271.51%
Interest	-	-	-	-	-	-	0.00%
Rent	70,961	63,700	618,593	573,300	764,408	(45,293)	-7.90%
Total Expenses	1,245,267	988,305	9,159,805	8,274,427	11,266,004	(885,378)	-10.70%
Gross Surplus (Deficit)	(274,776)	(57,650)	(2,108,981)	(1,027,451)	(1,306,776)	(1,081,530)	105.26%
Subsidy							
Local Subsidy	-	-	-	-	-	-	-
State Subsidy	274,776	57,650	2,108,981	1,027,451	1,306,776	(1,081,530)	-105.26%
Federal Subsidy	-	-	-	-	-	-	-
Total Subsidy	274,776	57,650	2,108,981	1,027,451	1,306,776	(1,081,530)	-105.26%
Surplus (Deficit)	-	-	-	-	-	-	#DIV/0!

LANTaVan
Statement of Net Assets
March 31, 2023

CURRENT ASSETS

Cash	\$ (344,570)
Accounts Receivable	118,345
Interdivisional Receivable	
Inventories	
Prepaid Expenses	182,499
Grants Receivable	1,722,736
Total Current Assets	<u>1,679,010</u>

TOTAL ASSETS	<u>\$ 1,679,010</u>
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CURRENT LIABILITIES

Note Payable	\$ -
Loan Payable	-
Interdivisional Payable	34,897
Accounts Payable	881,626
Accrued Expenses:	777,782
Deferred Revenue	(15,295)
Total Current Liabilities	<u>1,679,010</u>

NET ASSETS

Unrestricted Equity	-
Restricted Equity	-
Total Net Assets	<u>-</u>

TOTAL CURRENT LIABILITIES AND NET ASSETS	<u>\$ 1,679,010</u>
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Carbon Transit
Income Statement Summary
For the Period Ending March 31, 2023

	Fiscal Year 2023					YTD Budget Variance	
	PTD		YTD		Annual Budget	Favorable (Unfavorable) Amount	Percent
	Actual	Budget	Actual	Budget			
Revenue							
Passenger Fares	2,763	2,371	21,382	22,601	30,417	(1,219)	-5.39%
Non-Transportation Revenues	-	-	-	-	-	-	#DIV/0!
Local Special Fare Assistance	2,256	2,642	19,547	20,542	28,747	(995)	-4.84%
State Reimbursements	26,536	32,015	232,839	263,444	363,063	(30,605)	-11.62%
State Special Fare Assistance	110,961	53,991	779,759	434,486	617,771	345,273	79.47%
Total Revenue	142,517	91,019	1,053,527	741,073	1,039,998	312,454	42.16%
Expenses							
Labor	16,355	10,054	123,423	102,036	132,827	(21,387)	-20.96%
Fringe Benefits	14,229	8,726	107,378	85,450	112,013	(21,928)	-25.66%
Total Labor and Fringe Benefits	30,583	18,780	230,802	187,486	244,840	(43,316)	-23.10%
Services	1,447	1,416	20,492	12,490	16,962	(8,002)	-64.07%
Fuel	16,367	12,354	151,045	124,327	165,309	(26,718)	-21.49%
Tires & Tubes	-	-	-	-	-	-	0.00%
Materials & Supplies	1,079	1,954	12,223	12,391	17,000	168	1.36%
Utilities	2,729	2,293	25,431	21,798	26,800	(3,633)	-16.67%
Casualty & Liability	-	-	-	-	-	-	0.00%
Taxes	-	-	-	-	-	-	0.00%
Purchase of Transportation Service	174,754	98,957	1,383,939	972,321	1,265,633	(411,618)	-42.33%
Miscellaneous	21	261	145	1,669	2,500	1,524	91.33%
Interest	-	256	-	1,605	2,400	1,605	100.00%
Leases & Rentals	4,636	-	41,725	4,500	-	(37,225)	-827.22%
Total Expenses	231,616	136,271	1,865,802	1,338,587	1,741,444	(527,215)	-39.39%
Gross Surplus (Deficit)	(89,099)	(45,252)	(812,275)	(597,514)	(701,446)	(214,761)	-35.94%
Subsidy							
Local Subsidy	3,911	3,911	35,205	35,199	46,943	(6)	-0.02%
State Subsidy	85,188	26,079	435,521	234,711	312,953	(200,810)	-85.56%
Federal Subsidy	-	15,262	341,550	327,604	341,550	(13,946)	-4.26%
Total Subsidy	89,099	45,252	812,275	597,514	701,446	(214,761)	-35.94%
Surplus (Deficit)	-	-	-	-	-	-	#DIV/0!

Carbon Transit
Statement of Net Assets
March 31, 2023

CURRENT ASSETS

Cash	\$	344,260
Accounts Receivable		3,942
Interdivisional Receivable		-
Due From Carbon County		(11,739)
Prepaid Expenses		3,932
Grants Receivable		876,966
Total Current Assets		<u>1,217,360</u>

TOTAL ASSETS	\$	<u>1,217,360</u>
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CURRENT LIABILITIES

Note Payable	\$	-
Loan Payable		-
Interdivisional Payable		1,109,966
Due to the Commonwealth		-
Accounts Payable		146,788
Accrued Expenses		183,466
Deferred Revenue		29,177
Total Current Liabilities		<u>1,469,397</u>

NET ASSETS

Unrestricted Equity	(252,037)
Restricted Equity	-
Total Net Assets	<u>(252,037)</u>

TOTAL CURRENT LIABILITIES AND NET ASSETS	\$	<u>1,217,360</u>
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LEHIGH AND NORTHAMPTON TRANSPORTATION AUTHORITY

Draft Operating Budget by Division
Fiscal Year 2024

- The Lehigh and Northampton Transportation Authority was organized March 19, 1972, by the Counties of Lehigh and Northampton under the laws of the Commonwealth of Pennsylvania in compliance with the Pennsylvania Municipality Authorities Act. The purpose of the Authority is to provide public transportation within the Counties of Lehigh and Northampton and surrounding communities. The Authority is governed by a 12-member board appointed by the Boards of Commissioners of Lehigh and Northampton Counties.
- The Authority's operations is funded by a combination of passenger fares, other operating revenues, federal, state, and local operating capital and planning grants.
- Effective January 1, 2022, LANTA entered into a Mutual Cooperation Agreement with Carbon County for the continued administration of Carbon Transit. The arrangement does not represent an organizational merger nor does the composition of LANTA and the LANTA Board of Directors change. In addition, Carbon County will still be required to provide the necessary local match to state and federal grants for service in Carbon County.
- The Authority has three operating divisions: LANtaBus, which provides scheduled bus service on fixed routes, LANtaVan, which provides demand response transportation services in specially equipped vehicles to the general public and to qualifying and disabled persons. Carbon Transit operates both fixed route and demand response services.



The Lehigh and Northampton Transportation Authority (LANTA) is pleased to submit for your information and consideration the Authority's balanced FY2024 proposed Financial Plan. The proposed plan is also intended as a summary and overview of the information provided in greater detail within the Budget Document. The Authority requires \$49,244,488 in local, state and federal funding to carry out its fixed route and paratransit operations throughout Carbon, Lehigh and Northampton counties.

The total amount of Federal subsidy, \$21,714,859, represents 44% of the amount of funds relative to FY2024 to subsidize the Authority's ADA, Preventative Maintenance, Tire Lease, Safety and Security, Vehicle Overhaul programs as well as labor and fringe benefits. There have been increases in the aforementioned categories due in part to terms of the Collective Bargaining Agreement, increases in staffing of bus operators, salary recommendations, inflationary cost increases that have greatly impacted materials, supplies and healthcare costs.

The total amount of State subsidy, \$26,196,798, represents 53% of the amount of funds relative to FY2024, which is the state's match to the federally subsidized programs and the projected operating deficits for the paratransit division of Carbon Transit and LANtaVan.

The total amount of Local subsidy, \$1,332,831, represents 3% of the amount of funds relative to FY2024, which is the local match requirement determined by the FY2024 State Operating Assistance allocation.

Introduction to Budget Narrative

Revenues for FY2024 have been conservatively budgeted to take into account the lingering impacts of the pandemic. LANTA is diligently working to provide the best utilization of current stimulus funding and Act 44 reserves. While current and past stimulus funds have helped offset the sharp declines in revenue, LANTA is working towards long-term strategies that will lessen the gaps between revenues and expenditures through limiting discretionary spending and possible modifications in service levels.

LANTA's FY2024 Operating Expenditure budget is balanced with its revenues at 15.7 million, which is approximately 32% greater than the previous budget year. This increase is supportive of wage adjustments, increased healthcare costs, fuel costs, as well as negotiated increases in contractual service agreements.

In addition, LANTA has established and maintains its financial record-keeping in accordance with the National Transit Database (NTD) requirements of the Federal Transportation laws. NTD defines specific accounts which cross-classify all revenues and expenses by functional category and object class in order to present a consistent accounting system for all transit authorities nationwide. The Authority's internal accounting system includes many individual accounts that are compiled into major functional categories in the line-item budget.

For ease of reporting required by federal, state and local funding agencies, LANTA maintains separate divisions for the LANtaBus, LANtaVan and Carbon Transit services. The general information below describes the functional revenue and expenditure categories that apply to all divisions. Specific divisional information is throughout the narrative.

Introduction to Budget Narrative



LANTA Division

REVENUE, SUBSIDY &
EXPENDITURE DETAIL
FISCAL YEAR 2024



Revenue Assumptions

- ▶ Annual Revenue Passenger Trips of 3,864,198 - 29.6% increase above FY2023 budget ridership projections
- ▶ Auxiliary revenue projections based on contractual guarantee
- ▶ Elimination of Non-Transportation revenue line item due to retail space being vacated and repurposed

LEHIGH & NORTHAMPTON TRANSPORTION AUTHORITY						
LANtaBUS DIVISION						
BUDGETED REVENUES						
			FISCAL YEAR			
		FISCAL YEAR	2022/23	INCREASE/	FISCAL YEAR	INCREASE/
		2021/22	ACTUAL (8)	(DECREASE)	2023/24	(DECREASE)
	<u>ACCOUNT</u>	<u>AUDITED</u>	<u>ESTIMATED (4)</u>	<u>PERCENTAGE</u>	<u>BUDGET</u>	<u>PERCENTAGE</u>
<u>REVENUES</u>						
	PASSENGER FARES	1,178,771	1,307,533	10.92%	2,898,148	121.65%
	SPECIAL TRANSIT FARES	126,845	196,753	55.11%	220,984	12.32%
	AUXILIARY TRANSPORTATION REVENUE	434,599	469,941	8.13%	487,500	3.74%
	NONTRANSPORTATION REVENUE	438,367	37,352	-91.48%	-	-100.00%
	TOTAL REVENUES	2,178,582	2,011,579	-7.67%	3,606,632	79.29%

FY2024 PROJECTED REVENUES

Auxiliary Trans. Revenue - \$487.5K

- FY2024 projection represents the annual guarantee to LANTA for advertising services on revenue vehicles and bus shelters.

14%

Special Transit Fares - \$221K

- Revenues generated by various route service agreements.
- Current RSAs, Amazon, FedEx and various local colleges.

6%

Passenger Fares - \$2.89M

- FY2024 Ridership projection of 3,864,198 trips, at an average fare of \$0.75.
- The Authority anticipates a return to pre-COVID pricing of LANTA's 31 Day Pass effective January 1, 2024.

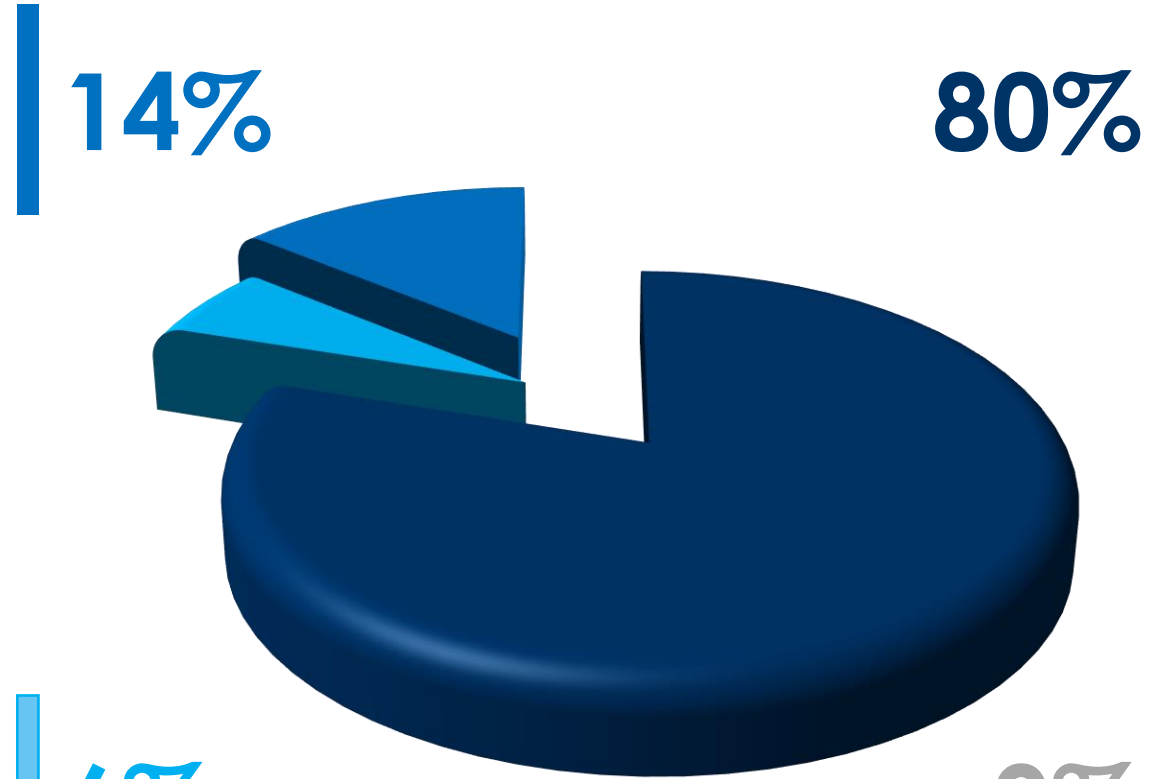
80%

Non-Transportation Revenue - \$0

- No revenue projection for rental income due to Dunkin' Donuts vacating the retail space at ATC.
- Any other non-transportation revenue is not guaranteed therefore no budget projection is made.

0%

\$3,606,632





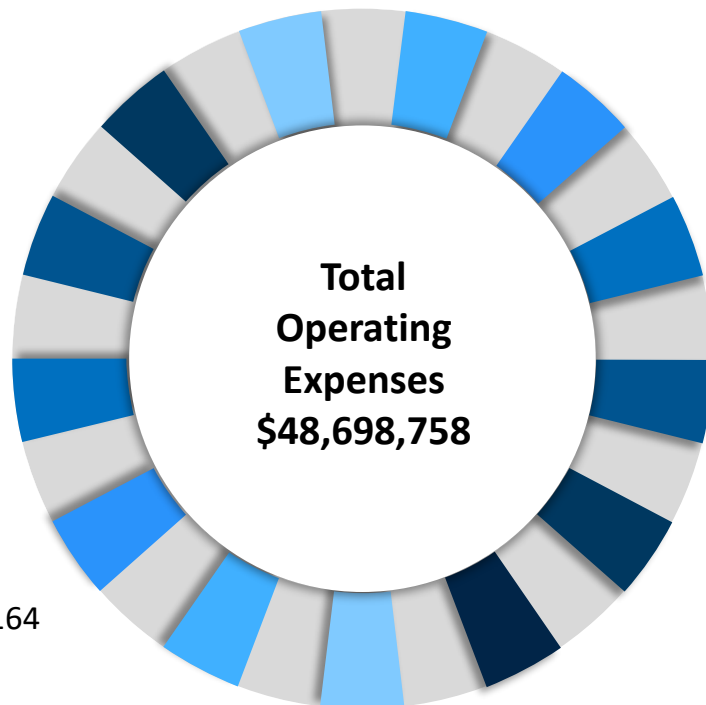
Operating Expenditure Assumptions

- ▶ Salaries are projected with the increases determined by the salary study and 4% merit increases, allocated by DOH.
- ▶ Healthcare costs are budgeted at “worst-case” scenario
- ▶ 4% increase to all Purchased Transportation Rates.
- ▶ Expenditures incurred applicable to all divisions are allocated by call volume percentages. Percentages used for FY2024 are 47% LB, 46% LV and 7% CT.
- ▶ Fuel projections include costs for both CNG and Diesel Fuel

LEHIGH & NORTHAMPTON TRANSPORTION AUTHORITY						
LANtaBUS DIVISION						
BUDGETED EXPENSES						
			FISCAL YEAR			
		FISCAL YEAR	2022/23	INCREASE/	FISCAL YEAR	INCREASE/
		2021/22	ACTUAL (8)	(DECREASE)	2023/24	(DECREASE)
	<u>ACCOUNT</u>	<u>AUDITED</u>	<u>ESTIMATED (4)</u>	<u>PERCENTAGE</u>	<u>BUDGET</u>	<u>PERCENTAGE</u>
	<u>EXPENSES</u>					
	LABOR	14,486,729	16,899,410	16.65%	17,294,999	2.34%
	FRINGE BENEFITS	11,746,692	12,499,962	6.41%	16,823,164	34.59%
	SERVICES	2,512,735	2,138,535	-14.89%	2,573,309	20.33%
	FUEL	1,507,404	1,712,543	13.61%	1,757,442	2.62%
	TIRES & TUBES	116,488	135,076	15.96%	145,214	7.51%
	MATERIALS & SUPPLIES	1,366,456	3,073,069	124.89%	4,175,303	35.87%
	UTILITIES	798,629	965,722	20.92%	1,009,393	4.52%
	CASUALTY & LIABILITY COSTS	316,647	1,100,149	247.44%	1,390,360	26.38%
	TAXES	3,693	3,791	2.66%	32,551	758.54%
	PURCHASED TRANSPORTATION	2,209,112	3,456,330	56.46%	3,222,835	-6.76%
	MISCELLANEOUS EXPENSES	318,625	259,239	-18.64%	244,279	-5.77%
	INTEREST EXPENSES	3,466	7,681	121.61%	1,200	-84.38%
	LEASES & RENTALS	289,677	90,877	-68.63%	28,709	-68.41%
	TOTAL EXPENSES	35,676,353	42,342,384	18.68%	48,698,758	15.01%

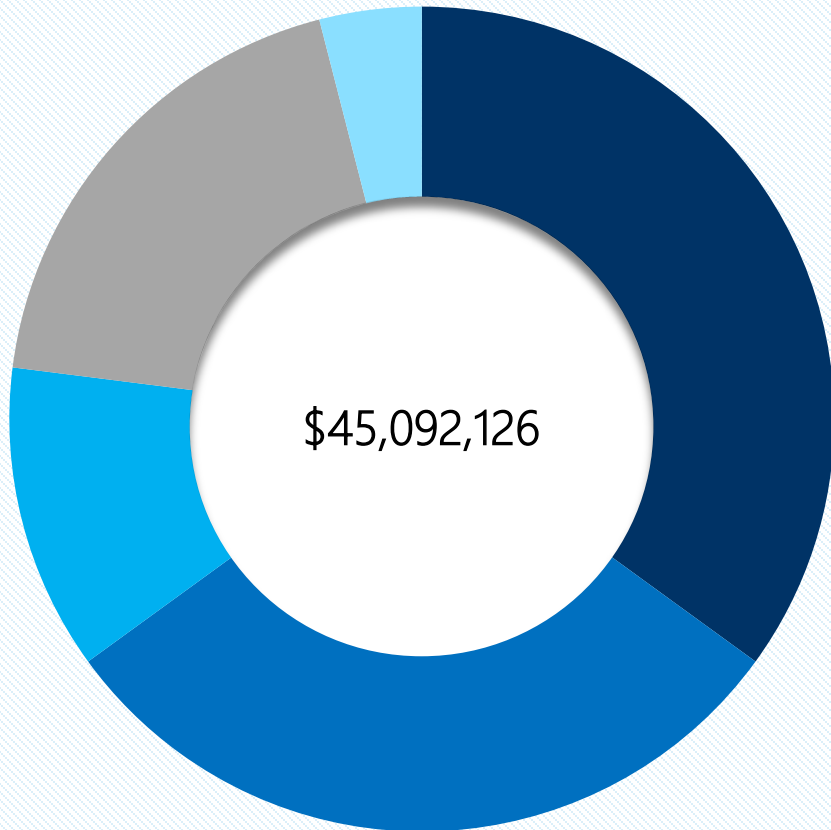
FY2024 PROJECTED EXPENDITURES

- 6** **MATERIALS & SUPPLIES - \$4,175,303**
Includes bus parts, office supplies and ticket stock.
- 5** **TIRES & TUBES - \$145,214**
Bridgestone contracted amount.
- 4** **FUEL - \$1,757,442**
Includes both CNG and diesel fuel projections and costs to operate CNG station.
- 3** **SERVICES - \$2,573,309**
Represents third party contractual services.
- 2** **FRINGE BENEFITS - \$16,823,164**
Inclusive of PTO.
- 1** **LABOR - \$17,294,998**
Non-Union and Union salaries and wages. Exclusive of PTO



- 7** **UTILITIES - \$1,009,393**
Utility costs for Allentown & Easton facilities and transit centers.
- 8** **CASUALTY & LIABILITY COSTS - \$1,390,360**
Property and Liability insurance for all locations.
- 9** **TAXES - \$32,551**
Real estate taxes and fuel ser charges on diesel fuel deliveries.
- 10** **PURCHASED TRANSPORTATION- \$3,222,835**
Total operating expenses for ADA program.
- 11** **MISCELLANEOUS EXPENSE - \$244,279**
Travel, training and any dues and subscriptions.
- 12** **INTEREST EXPENSE \$1,200**
Line of credit interest.
- 13** **LEASES & RENTALS -\$28,709**
LV Mall transit lease & office equipment

FY2024 PROJECTED SUBSIDY



STATE SUBSIDY \$22,094,195

- FY2024 allocation is \$24,152,137
- Act 44 Reserve to decrease by \$1,712,931

FEDERAL SUBSIDY ARP COMPETITIVE \$12,544,967

- Grant funds to offset labor and fringes

FEDERAL SUBSIDY VOH \$1,339,113

- For CNG buses, in order to maintain a state of good repair, an ongoing vehicle overhaul program began in FY2023 and will continue until all model years reach their mid-life point of 6 years.

FEDERAL SUBSIDY ADA/PM/TL/SS \$7,830,779

- FY2024 formula funding will be used to support LANTA's operating activities

LOCAL SUBSIDY \$1,283,072

- Lehigh and Northampton counties operating assistance.
- FY2024 funding represents a 5% increase over FY2023.

ACT 44 RESERVE ANALYSIS



- Federal ARPA and CRRSAA funds received in FY23 assisted in stabilizing operating funds for future fiscal years.
- FY22 Act 44 reserves represented 10 months of state subsidy.



FY24

Projected Ending Balance	\$19,731,810
FY24 Allocation	\$24,152,137
FY24 Expenditures	\$25,865,068
FY24 Interest Income	\$86,000

- Act 44 reserve is equivalent to 9 months of state subsidy.
- \$12.5M of operating expenses to be funded at 100% by Federal ARP Competitive grant subsidy.
- \$2,940,323 in state subsidy to be used to offset the projected FY2024 deficit of LANtaVan.

LANTA - LANTaBUS DIVISION
OPERATING BUDGET
FISCAL YEAR ENDED JUNE 30, 2024

REVENUES

	PASSENGER FARES	2,898,148
	SPECIAL TRANSIT FARES	220,984
	AUXILIARY TRANSPORTATION REVENUE	487,500
	TOTAL REVENUES	3,606,632

EXPENSES

	LABOR	17,294,998
	FRINGE BENEFITS	16,823,164
	SERVICES	2,573,309
	FUEL	1,757,442
	TIRES & TUBES	145,214
	MATERIALS & SUPPLIES	4,175,303
	UTILITIES	1,009,393
	CASUALTY & LIABILITY COSTS	1,390,360
	TAXES	32,551
	PURCHASED TRANSPORTATION	3,222,835
	MISCELLANEOUS EXPENSES	244,279
	INTEREST EXPENSES	1,200
	LEASES & RENTALS	28,709
	TOTAL OPERATING EXPENSES	48,698,758

NET OPERATING DEFICIT	(45,092,126)
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SUBSIDY

LOCAL SUBSIDY	1,283,072
STATE SUBSIDY - CY	22,094,195
FEDERAL SUBSIDY - ARP Competitive	12,544,967
FEDERAL SUBSIDY - ADA	1,000,000
FEDERAL SUBSIDY - Safety & Security	550,779
FEDERAL SUBSIDY - VOH	1,339,113
FEDERAL SUBSIDY - Preventative Maintenance	6,160,000
FEDERAL SUBSIDY - Tire Lease	120,000

		TOTAL SUBSIDY	45,092,126
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LANTaVan Division

REVENUE, SUBSIDY AND
EXPENDITURE DETAIL

FISCAL YEAR 2024



Revenue Assumptions

- ▶ Annual Revenue Passenger Trips of 182,176 - 4% increase above FY23 projected annualized numbers
- ▶ Full 85% Reimbursement from Lottery Program
- ▶ MATP Revenue equates to total operating expenditures of the program
- ▶

LEHIGH AND NORTHAMPTON TRANSPORTATION AUTHORITY						
LANtaVAN DIVISION						
BUDGETED REVENUES						
		FISCAL YEAR	FISCAL YEAR		FISCAL YEAR	
		2021/22	2022/23	INCREASE/	2023/24	INCREASE/
			ACTUAL (8)	(DECREASE)		(DECREASE)
	ACCOUNT	AUDITED	ESTIMATED (4)	PERCENTAGE	BUDGET	PERCENTAGE
REVENUES						
	PASSENGER REVENUES	513,713	445,502	-13.28%	530,267	19.03%
	NON-TRANSPORTATION REVENUES					
	CCCT MANAGEMENT FEE	32,500	-	-100.00%	-	0.00%
	LOCAL SPECIAL FARE ASSISTANCE					
	LEHIGH COUNTY AAA	21,640	19,905	-8.02%	23,648	18.80%
	NORTHAMPTON COUNTY AAA	51,325	51,631	0.59%	61,347	18.82%
	LANtaBUS CER	54,536	12,525	-77.03%	12,525	0.00%
	LANtaBUS ADA	1,903,908	2,598,874	36.50%	2,924,232	12.52%
	STATE SPECIAL FARE ASSISTANCE					
	SHARED RIDE LOTTERY	1,880,732	1,939,421	3.12%	2,315,834	19.41%
	PERSONS WITH DISABILITIES	152,774	170,279	11.46%	207,162	21.66%
	LEHIGH COUNTY MATP	1,582,508	2,226,564	40.70%	2,395,044	7.57%
	NORTHAMPTON COUNTY MATP	1,088,695	1,655,798	52.09%	2,097,845	26.70%
	TOTAL REVENUES	7,282,331	9,120,498	25.24%	10,567,904	15.87%

FY24 PROJECTED REVENUES

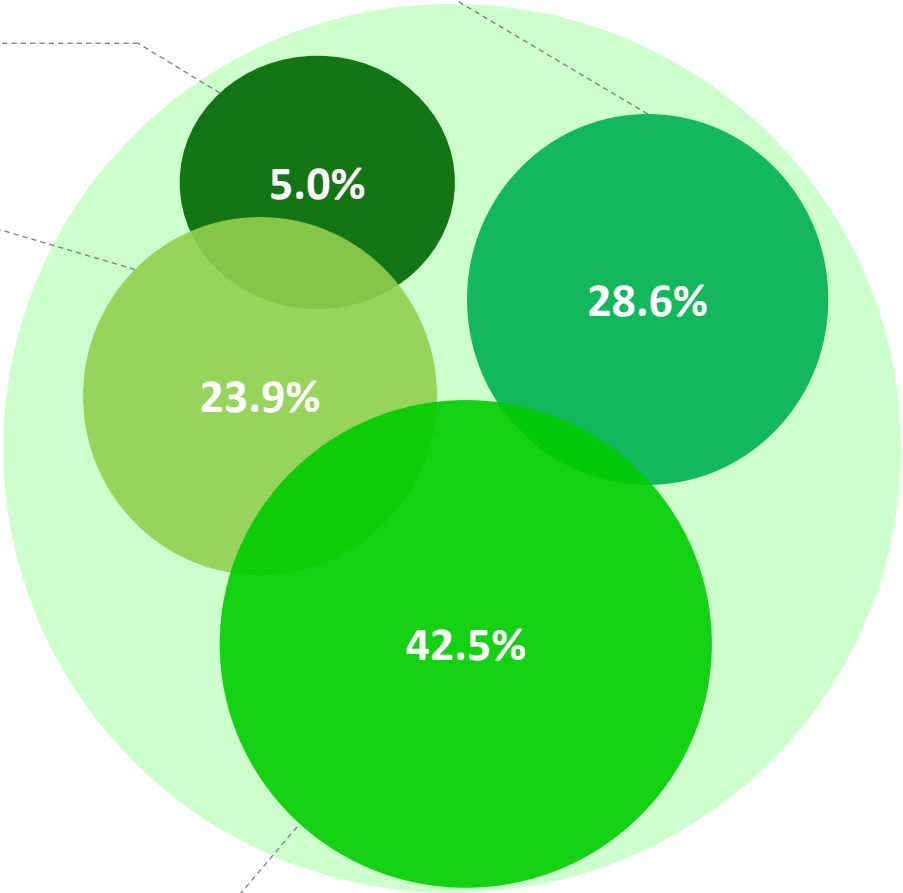
TOTAL REVENUES \$10,567,904

\$3,044,967 Local Fare Assistance

\$530,267 Passenger Fares

\$2,522,996 State Reimbursements

\$4,527,794 State Special
Fare Assistance



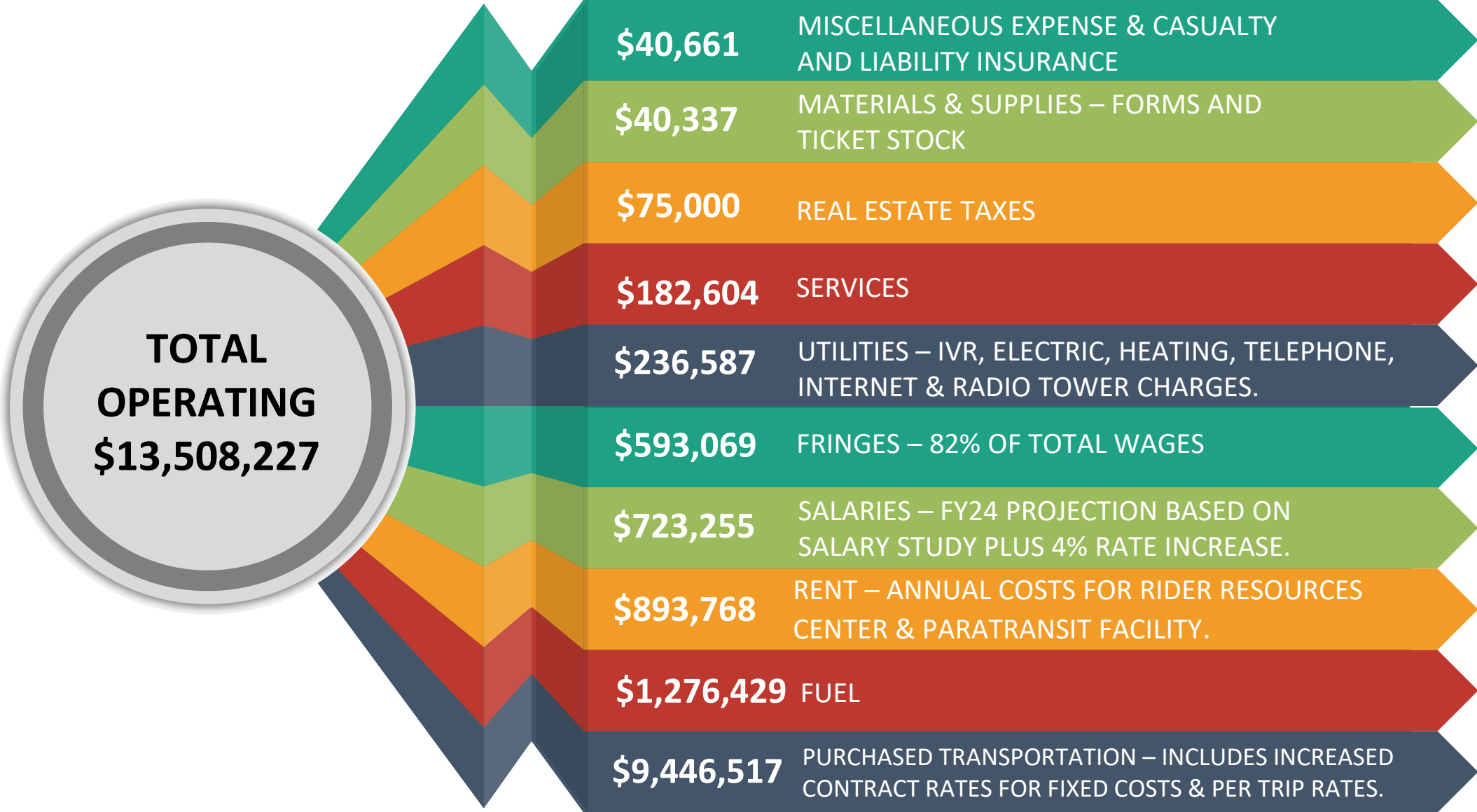
Operating Expenditure Assumptions



- ▶ Salaries for call center staff and certain directors are allocated by call volume percentage. Percentages used for FY2024 are 47% LB, 46% LV and 7% CT.
- ▶ Salaries are projected with the increases determined by the salary study and 4% merit increases, allocated by DOH.
- ▶ Remaining staff salaries are allocated based on time worked.
- ▶ Fringes are allocated using the fringes to wages percentage of 82.0%.
- ▶ 4% increase to all Purchased Transportation Rates.
- ▶ Contractual services to increase by 3%.
- ▶ Fuel expenditures to increase by 3%.

LEHIGH & NORTHAMPTON TRANSPORTION AUTHORITY						
LANtaVAN DIVISION						
BUDGETED EXPENSES						
			FISCAL YEAR			
		FISCAL YEAR	2022/23	INCREASE/	FISCAL YEAR	INCREASE/
		2021/22	ACTUAL (8)	(DECREASE)	2023/24	(DECREASE)
	<u>ACCOUNT</u>	<u>AUDITED</u>	<u>ESTIMATED (4)</u>	<u>PERCENTAGE</u>	<u>BUDGET</u>	<u>PERCENTAGE</u>
	<u>EXPENSES</u>					
	SALARIES & WAGES	670,804	687,267	2.45%	723,255	5.24%
	FRINGE BENEFITS	583,600	579,572	-0.69%	593,069	2.33%
	SERVICES	85,871	54,555	-36.47%	182,604	234.72%
	MATERIALS & SUPPLIES	105,739	91,256	-13.70%	40,337	-55.80%
	UTILITIES	87,913	204,202	132.28%	236,587	15.86%
	INSURANCE	6,504	13,000	99.88%	13,000	0.00%
	TAXES	-	-	0.00%	75,000	100.00%
	FUEL	811,047	1,044,790	28.82%	1,276,429	22.17%
	RENT	117,733	821,136	597.46%	893,768	8.85%
	PURCHASED TRANSPORTATION	5,911,030	8,179,982	38.39%	9,446,517	15.48%
	MISCELLANEOUS	11,316	86,937	668.27%	27,660	-68.18%
	TOTAL EXPENSES	8,391,555	11,762,697	40.17%	13,508,226	14.84%

FY24 PROJECTED EXPENDITURES



LANTA - LANTaVAN DIVISION			
OPERATING BUDGET			
FISCAL YEAR ENDED JUNE 30, 2024			
<u>REVENUES</u>			
	PASSENGER FARES		530,267
	LOCAL SPECIAL FARE ASSISTANCE		3,021,752
	STATE REIMBURSEMENTS		2,522,996
	STATE SPECIAL FARE ASSISTANCE		4,492,889
	TOTAL REVENUES		10,567,904
<u>EXPENSES</u>			
	SALARIES		723,255
	FRINGE BENEFITS		593,069
	SERVICES		182,604
	MATERIALS & SUPPLIES		40,337
	UTILITIES		236,587
	CASUALTY AND LIABILITY COSTS		13,000
	TAXES		75,000
	PURCHASED TRANSPORTATION - SHARED RIDE FARE STRUCTURE		8,686,077
	PURCHASED TRANSPORTATION - MA PASSTHRUS		69,356
	PURCHASED TRANSPORTATION -MA REIMB		41,686
	PURCHASED TRANSPORTATION -MA OOC		649,398
	FUEL		1,276,429
	RENT		893,768
	DUES AND SUBSCRIPTIONS		15,500
	TRAVEL AND MEETINGS		10,000
	LEASES AND RENTALS		2,160
	MISCELLANEOUS		-
	TOTAL OPERATING EXPENSES		13,508,227
	EXCESS OF REVENUES OVER EXPENSES		(2,940,323)
	SUBSIDY - STATE ACT 89 FUNDS		2,940,323
	NET SURPLUS (LOSS) - LIFE TO DATE		0

CARBON TRANSIT

- DRAFT OPERATING BUDGET
FISCAL YEAR 2024



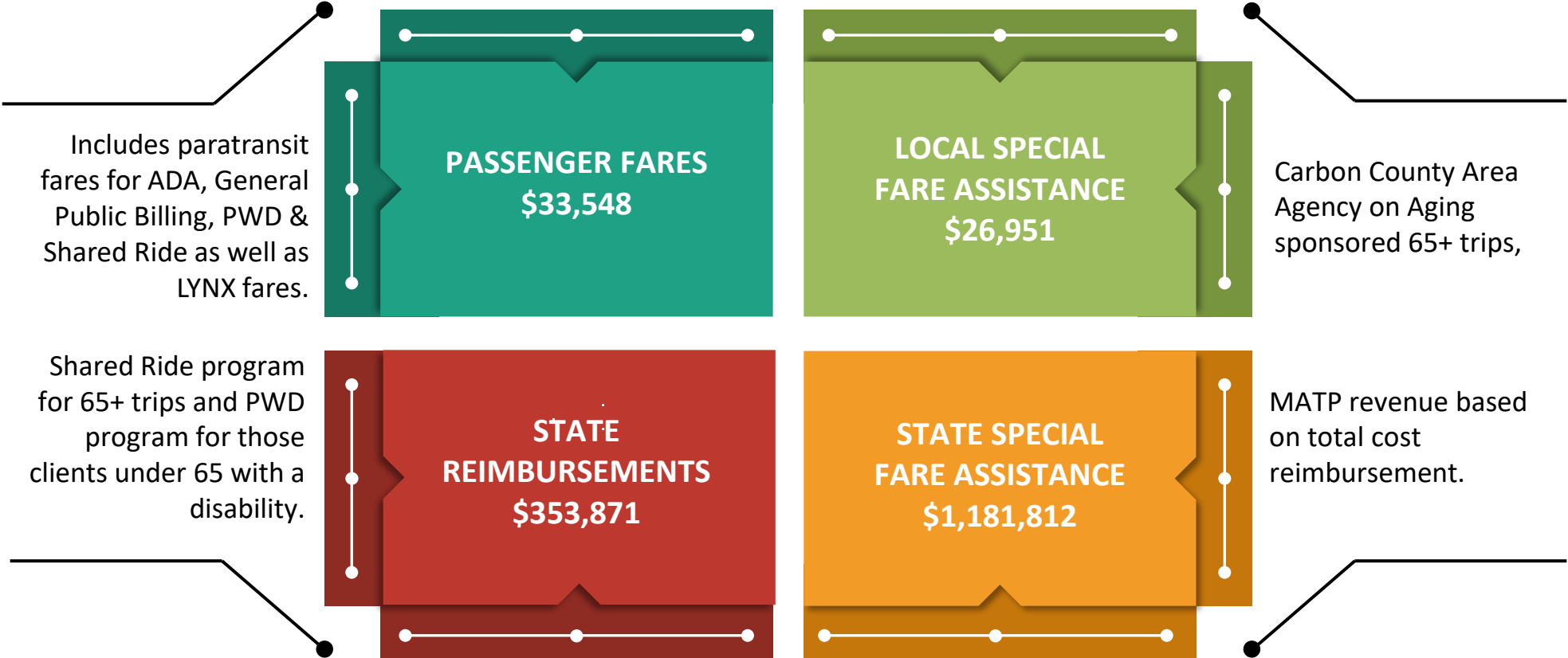
Revenue Assumptions

- ▶ Annual Passenger Fare Revenue Trips - 21,210; FY2023 annualized numbers, no increase
- ▶ Area Agency on Aging projections reflect trips for consumers 65 years and older only
- ▶ Full 85% Reimbursement from Lottery Program for Shared Ride and PWD services
- ▶ MATP Revenue equates to total operating expenditures of the program

LEHIGH AND NORTHAMPTON TRANSPORTION AUTHORITY						
CARBON COUNTY DIVISION						
BUDGETED REVENUES						
		FISCAL YEAR	FISCAL YEAR		FISCAL YEAR	INCREASE/
		2021/22	2022/23	INCREASE/	2023/24	(DECREASE)
		2021/22	ACTUAL (8)	(DECREASE)	2023/24	(DECREASE)
	ACCOUNT	AUDITED	ESTIMATED (4)	PERCENTAGE	BUDGET	PERCENTAGE
<u>REVENUES</u>						
PASSENGER REVENUES						
	GPF-COPAYS	32,618	26,104	-19.97%	31,063	19.00%
	GPF-FIXED ROUTE	1,365	1,824	33.58%	2,486	36.29%
NON TRANSPORTATION REVENUES						
	INTEREST INCOME	64	-	-100.00%	-	0.00%
LOCAL FARE ASSISTANCE						
	CARBON COUNTY AAA	17,795	25,936	45.75%	26,951	3.91%
STATE REIMBURSEMENTS						
	SHARED RIDE LOTTERY	242,769	278,182	14.59%	318,106	14.35%
	PERSONS WITH DISABILITIES	18,756	31,282	66.78%	35,765	14.33%
STATE SPECIAL FARE ASSISTANCE						
	CARBON COUNTY MATP	423,932	1,003,197	136.64%	1,181,812	17.80%
TOTAL REVENUES						
		737,300	1,366,525	85.34%	1,596,183	16.81%

FY24 PROJECTED REVENUES

TOTAL REVENUES \$ 1,596,183



Operating Expenditure Assumptions

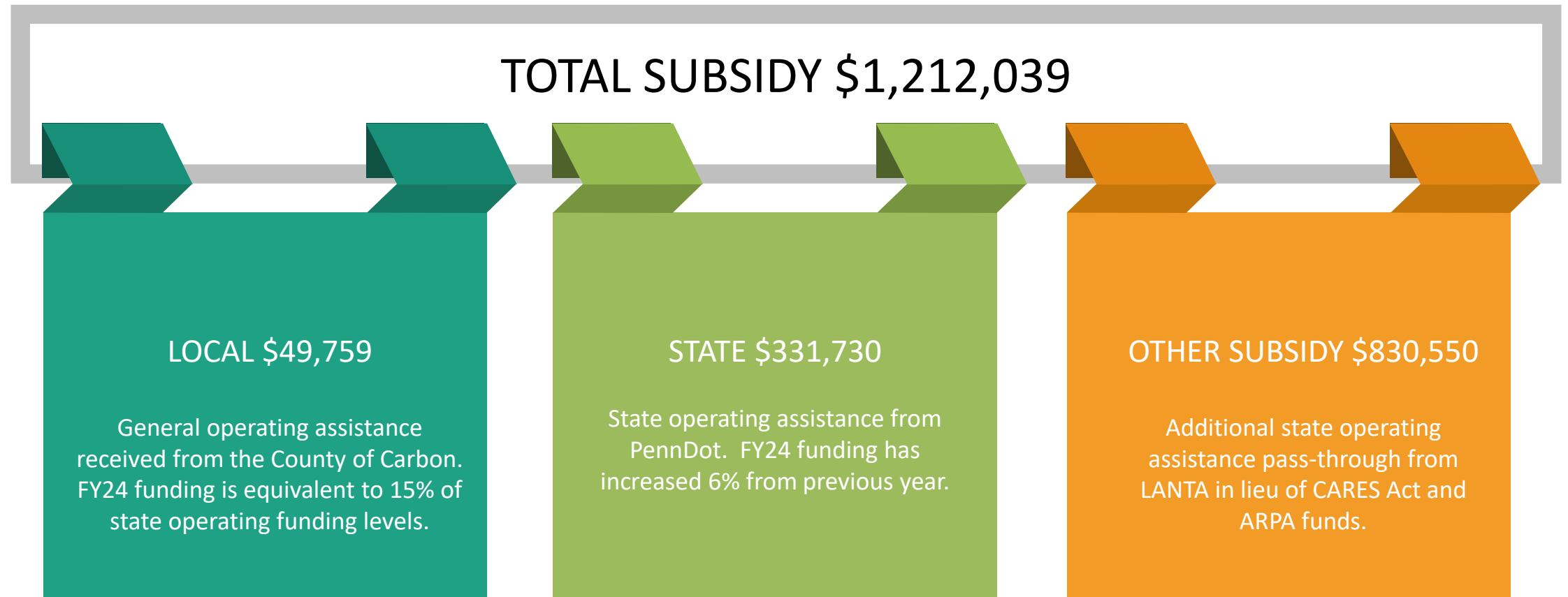
- ▶ Salaries for call center staff and certain directors are allocated by call volume percentage. Percentages used for FY2024 are 47% LB, 46% LV and 7% CT.
- ▶ Remaining staff salaries are allocated based on time worked.
- ▶ Fringes are allocated using the fringes to wages percentage of 82.0%.
- ▶ 3% increase to all Purchased Transportation Rates.
- ▶ Contractual services to increase by 3%.
- ▶ Fuel expenditures to increase by 3%.

LEHIGH & NORTHAMPTON TRANSPORTATION AUTHORITY						
CARBON TRANSIT						
BUDGETED EXPENSES						
			FISCAL YEAR			
		FISCAL YEAR	2022/23	INCREASE/	FISCAL YEAR	INCREASE/
		2021/22	ACTUAL (8)	(DECREASE)	2023/24	(DECREASE)
	<u>ACCOUNT</u>	<u>AUDITED</u>	<u>ESTIMATED (4)</u>	<u>PERCENTAGE</u>	<u>BUDGET</u>	<u>PERCENTAGE</u>
	<u>EXPENSES</u>					
	SALARIES & WAGES	79,328	160,603	102.45%	241,712	50.50%
	FRINGE BENEFITS	69,016	139,724	102.45%	198,204	41.85%
	OUTSIDE SERVICES	77,426	25,078	-67.61%	22,580	-9.96%
	MATERIALS & SUPPLIES	17,793	16,715	-6.06%	17,000	1.71%
	UTILITIES	19,450	34,053	75.08%	41,125	20.77%
	FUEL	162,108	202,017	24.62%	215,991	6.92%
	INTEREST	956	-	-100.00%	-	0.00%
	PURCHASED TRANSPORTATION	1,132,907	1,813,778	60.10%	2,022,205	11.49%
	LEASES	-	49,180	#DIV/0!	49,180	0.00%
	MISCELLANEOUS	255,319	186	-99.93%	225	20.97%
	TOTAL EXPENSES	1,814,303	2,441,334	34.56%	2,808,222	15.03%

FY24 PROJECTED EXPENDITURES



FY24 PROJECTED SUBSIDY



LANTA - CT			
CARBON TRANSIT DIVISION			
FISCAL YEAR ENDED JUNE 30, 2024			
<u>REVENUES</u>			
	PASSENGER FARES - LYNX/FLEX	2,486	
	PASSENGER FARES - SHARED RIDE	31,062	
	LOCAL SPECIAL FARE ASSISTANCE	26,951	
	STATE REIMBURSEMENTS	353,871	
	STATE SPECIAL FARE ASSISTANCE	1,181,812	
	TOTAL REVENUES	1,596,183	
<u>EXPENSES</u>			
	SALARIES	241,712	
	FRINGE BENEFITS	198,204	
	SERVICES	22,580	
	MATERIALS & SUPPLIES	17,000	
	UTILITIES	41,125	
	FUEL	215,991	
	CASUALTY AND LIABILITY COSTS	-	
	INTEREST	-	
	PURCHASED TRANSPORTATION - SRR	1,206,049	
	PURCHASED TRANSPORTATION - LYNX/FLEX	274,750	
	PURCHASED TRANSPORTATION - MA OOC	523,092	
	PURCHASED TRANSPORTATION - MA REIMBURSEMEN	18,314	
	LEASES	49,180	
	MISCELLANEOUS	225	
	TOTAL OPERATING EXPENSES	2,808,222	
	EXCESS OF REVENUES OVER EXPENSES	(1,212,039)	
SUBSIDY.			
	LOCAL SUBSIDY	49,759	
	STATE SUBSIDY	331,730	
	OTHER SUBSIDY	830,550	
	TOTAL SUBSIDY	1,212,039	
	SURPLUS (DEFICIT)	(0)	





**LANtaBus and LANtaVan
PROPOSED PROGRAM OF PROJECTS
Federal Fiscal Year FY 2024**

- A. LANtaBus is the name of the fixed-route, public transportation system operated by LANTA. The Authority plans to continue LANtaBus services at current levels. The LANtaBus system continues to operate with emergency multi-ride fare discounts. The FY 2024 operating budget for the LANtaBus system includes a fare restoration strategy to address these discounts.
- B. LANtaVan is the name of the Authority's division which arranges transportation services for people with disabilities in the LANtaVan service area who are unable to use regular, fixed route transit services. The Authority has no plans for a fare increase or fare restructuring for LANtaVan services in FY 2024.
- C. Funds for the Federal Fiscal Year (FFY) 2024 Program of Projects will be sought through Federal Transit Administration (FTA) formula funding programs Section 5307/5340 Urbanized Area Formula Funds, Section 5339 Buses and Bus Facilities Formula Funds of the Bipartisan Infrastructure Law (BIL) in the amount of \$7.459 million as apportioned to the Allentown-Bethlehem-Easton, PA; Phillipsburg, NJ urbanized area (PA portion) for transit projects through FFY 2024. Approximately \$960,000 of funding under the Federal Congestion Mitigation Air Quality (CMAQ) program and approximately \$700,000 of funding under the Federal Section 5310 program is also being sought. Matching funds are provided through the Commonwealth of Pennsylvania as well as through Lehigh and Northampton Counties, Pennsylvania for a total program budget of \$15.73 million. The FFY 2024 Program of Projects is described below. Line items will be funded through a combination of the sources noted above:

Project	Total	Federal
Bus Rolling Stock	7,378,965	2,768,692
Ten (10) Replacement Buses	5,331,465	1,870,692
Associated Capital Maintenance Items	150,000	120,000
Replacement Paratransit Vehicles (LANtaVan)	1,800,000	700,000
Replacement Non-Revenue Service Vehicles	97,500	78,000
OTHER CAPITAL ITEMS	6,450,250	5,160,200
Preventive Maintenance – Vehicles & Facilities	5,500,000	4,400,000
ADA Paratransit Service Capitalization	950,250	760,200
Bus Support Equipment and Facilities	800,000	640,000
Facility Improvements and Equipment	600,000	480,000
Signs, Shelters & Enhancements	200,000	160,000
ITS & Other Security	1,101,600	550,800
Facility Security Contractor	1,101,600	550,800
	15,730,815	9,119,692

- D. There will be no significant environmental impacts; the projects are in conformance with the guidelines of the Clean Air Act of 1990.
- E. The items being presented at the hearing have been approved by the Metropolitan Planning Organization (MPO): the Lehigh Valley Transportation Study, (LVTS), and are part of the certified Transportation Improvement Program for the Lehigh Valley. The project conforms to comprehensive land use and transportation planning within Lehigh and Northampton Counties. Through the MPO, Congestion Mitigation/Air Quality (CMAQ) funds are being sought to underwrite the cost of capital projects.
- F. This project is necessary for the general welfare of the elderly and people with disabilities and transportation schedules have been and will continue to be developed to generally service areas where such persons reside. The project will also be used to continue a coordinated specialized paratransit system designed to provide service to semi ambulatory persons and those confined to wheelchairs to comply with the Americans with Disabilities Act of 1990 (ADA).

Senior citizens 65 years of age or older ride public transit free of charge. People with disabilities, certified as eligible, ride LANTaBus for one half the cash fare. LANTA also has other discount fare programs for frequent riders as well as people with mobility-related disabilities.

A copy of the Proposed Program of Projects and the Transit Element of the Transportation Improvement Program for the Lehigh Valley is available at lantabus.com/public-notices/ and can be sent to any member of the public upon request. To request a copy of these documents, please call 610-253-8333, write to LANTA, Rider Resources Department, 60 West Broad Street, Suite 100 Bethlehem, PA 18018; or email customerservice@lantabus.com. This material can be made available to persons with disabilities in alternative medium upon request.

If any member of the public would like to comment on the program of projects as shown, comments must be received in writing by Friday June 9, 2023 to be considered by the LANTA's Board of Directors prior to adopting the FFY 2024 program of projects as presented. Comments can be submitted by email at customerservice@lantabus.com, by mail at LANTA, 1060 Lehigh Street, Allentown, PA 18103 Attn: Executive Director; or by calling 610-435-4517. The LANTA Board of Directors will consider the proposed program for approval at its regularly scheduled meeting on June 13, 2023.

If no substantial changes are adopted by the LANTA Board as a result of a review of the information gathered through this public comment period, the program of projects will be implemented as outlined here, a second public notice will not be issued, and the program shown will be final.



LANTA Pension Committee Meeting Agenda
May 2, 2023

1. Call to Order
2. Status Reports
 - A. Actuarial Update – Peter Karapelou, Foster & Foster
 - B. Investment Performance Report – Lee Martin, Marquette Associates
3. Other Items
4. Adjournment

LANta Asset Allocation Proposal

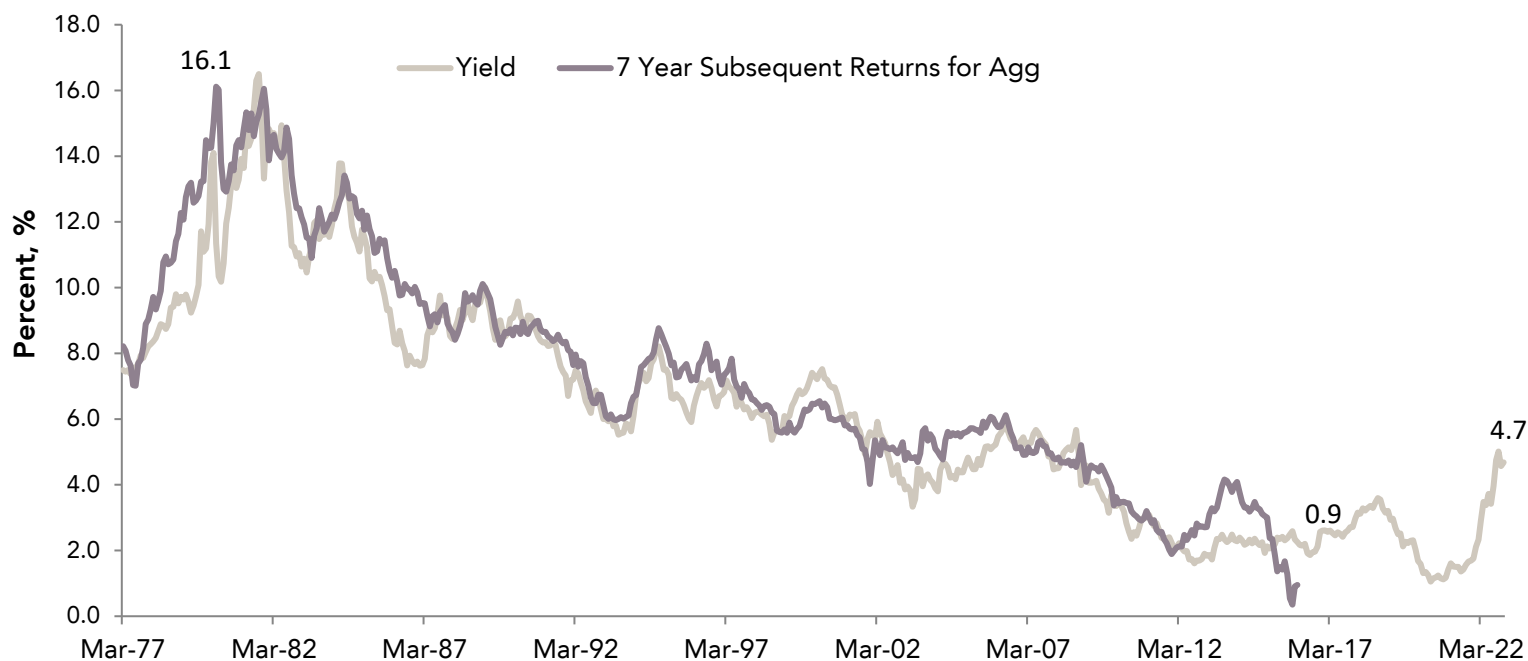
Presented by

Lee Martin, Ph. D.

Fixed Income: Yields & subsequent returns

Given the recent rise in yields, investors can discuss de-risking portfolios while maintaining attractive return projections.

▣ Bloomberg Aggregate: Yields and 7 Year Subsequent Return



Source: Refinitiv; Marquette Asset Allocation Studies

Future risk-return asset class assumptions

Several asset class return assumptions have changed dramatically over the past two years

- Higher interest rates have resulted in higher expected fixed income return assumptions
- Equity return assumptions remain mostly in line with prior assumptions
- Real Estate is expected to continue to offer an attractive risk-adjusted return

Asset Class	12-31-20	3-31-23	
	Return	Return	Risk
U.S. EQUITY			
U.S. Large Cap	6.9	7.0	16.7
U.S. Small Cap	7.7	7.9	19.5
GLOBAL EQUITY			
Global Low Volatility	6.5	6.8	12.7
NON-U.S. EQUITY			
Dev Non-U.S. Equity	7.3	7.4	22.4
Emerging Markets	8.1	7.6	33.3
REAL ASSETS			
Real Est – Core	5.6	6.6	5.4
Global Infrastructure	7.0	6.8	8.5
FIXED INCOME			
Cash	0.1	3.8	1.5
Core Bonds	1.7	4.6	4.8
Opp Credit	5.3	7.6	7.1

Source: Corresponding Marquette Associates Asset Allocation Studies – 10 Year Projections

Union & Non-Union - Asset Allocation

		Current IPS	Proposal 1	Proposal 2
<ul style="list-style-type: none"> Policy: Current approved asset allocation per IPS 	Total Equity	65.0%	60.0%	55.0%
<ul style="list-style-type: none"> Proposal 1: Reduce Equities by 5% to source 5% increase to Fixed Income 	US Equity	45.0%	42.0%	38.0%
	Non-US Equity	20.0%	18.0%	17.0%
<ul style="list-style-type: none"> Proposal 2: Reduce Equities by 10% to source 10% increase to Fixed Income 	Listed Infrastructure	5.0%	5.0%	5.0%
	Total Fixed Income	30.0%	35.0%	40.0%
<ul style="list-style-type: none"> Lowers Expected Volatility Highest Sharpe Ratio 	Fixed Income	29.0%	34.0%	39.0%
	Cash	1.0%	1.0%	1.0%
Assumed Rate of Return = 6.5%	Estimated Return	6.75%	6.62%	6.50%
	Assumed Risk	11.68%	10.86%	10.09%
	Return/Risk	0.58	0.61	0.64

Source: Marquette Associates Asset Allocation Study: 3-31-23

The sources of information used in this report are believed to be reliable. Marquette Associates, Inc. has not independently verified all of the information and its accuracy cannot be guaranteed. Opinions, estimates, projections and comments on financial market trends constitute our judgment and are subject to change without notice. References to specific securities are for illustrative purposes only and do not constitute recommendations. Past performance does not guarantee future results.

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About Marquette Associates

Marquette Associates is an independent investment consulting firm that guides institutional investment programs with a focused client service approach and careful research. For more than 30 years Marquette has served this mission in close collaboration with clients – enabling institutions to be more effective investment stewards. Marquette is a completely independent and 100% employee-owned consultancy founded with the sole purpose of advising institutions. For more information, please visit www.marquetteassociates.com.



LANtaBus Rider Experience Committee

Agenda

May 9, 2023

1. Courtesy of the Floor
 2. LANtaBus Rider Experience Dashboard Report
 3. Safety Report
 4. Report on Initiatives
 - A. Service Planning Update
 - B. Major Developments Outreach
 - C. Communications & Outreach Efforts
 5. Actions
 - None
 6. Other Business
 - None
 7. Adjournment
-



LANtaBus Rider Experience Dashboard - Jan - Mar 2023-Q3

Tuesday, 5/9/2023

Metric	Q3 FY 23	YTD FY 23	YTD FY 22	% Change
Ridership LANtaBus	918,756	2,702,150	1,988,107	35.92
Senior Ridership	107,770	334,588	278,858	19.99
Ridership LANtaFlex	2,335	6,961	4,912	41.71
Senior Ridership LANtaFlex	877	2,457	1,625	51.20
Total Ridership	921,091	2,709,111	1,993,019	35.93
Total Senior Ridership	108,647	337,045	280,483	20.17
Passenger Revenue (\$)	304,635	957,404	880,564	8.73
	YTD FY 23	Benchmark	% Diff	
Riders per revenue hour	11.2	19	-41.06	
Revenue/Revenue Hour (\$)	3.71	19.56	-81.0	

	Current Quarter			Previous Quarter		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Avg daily call volume (LANTA Call Center)	226	77	50	230	89	43
Avg wait time (LANTA Call Center)	2:16	0:42	1:11	2:24	1:13	1:32
	Current Quarter		Previous Quarter		Past Quarter	
Purpose of Call Breakdown	Calls	% of Total	Calls	% of Total	Calls	% of Total
Call Type						
Complaints	180	0.39%	165	0.40%	464	1.40%
Bus Times	6137	13.44%	4811	11.63%	1751	5.28%
Where is the Bus	88	0.19%	100	0.24%	79	0.24%
Why is the Bus Late	2	0.00%	6	0.01%	6	0.02%
What Bus to Take	382	0.84%	441	1.07%	289	0.87%
Hang Up/ Dead Air	1151	2.52%	802	1.94%	886	2.67%
Applications	249	0.55%	228	0.55%	150	0.45%
LANtaVan/ECC	34224	74.94%	31863	77.05%	26934	81.21%
Fares/Tickets	201	0.44%	263	0.64%	170	0.51%
Directions	372	0.81%	428	1.03%	871	2.63%
Transfers to Other Dept	2037	4.46%	1624	3.93%	1145	3.45%
Mailed Schedules	6	0.01%	10	0.02%	13	0.04%
Other(lost & found, detours, etc.)	641	1.40%	615	1.49%	409	1.23%
Total Calls	45,670	100.0%	41,356	100.0%	33,167	100.0%
Passenger Trips per Complaint	5,104					

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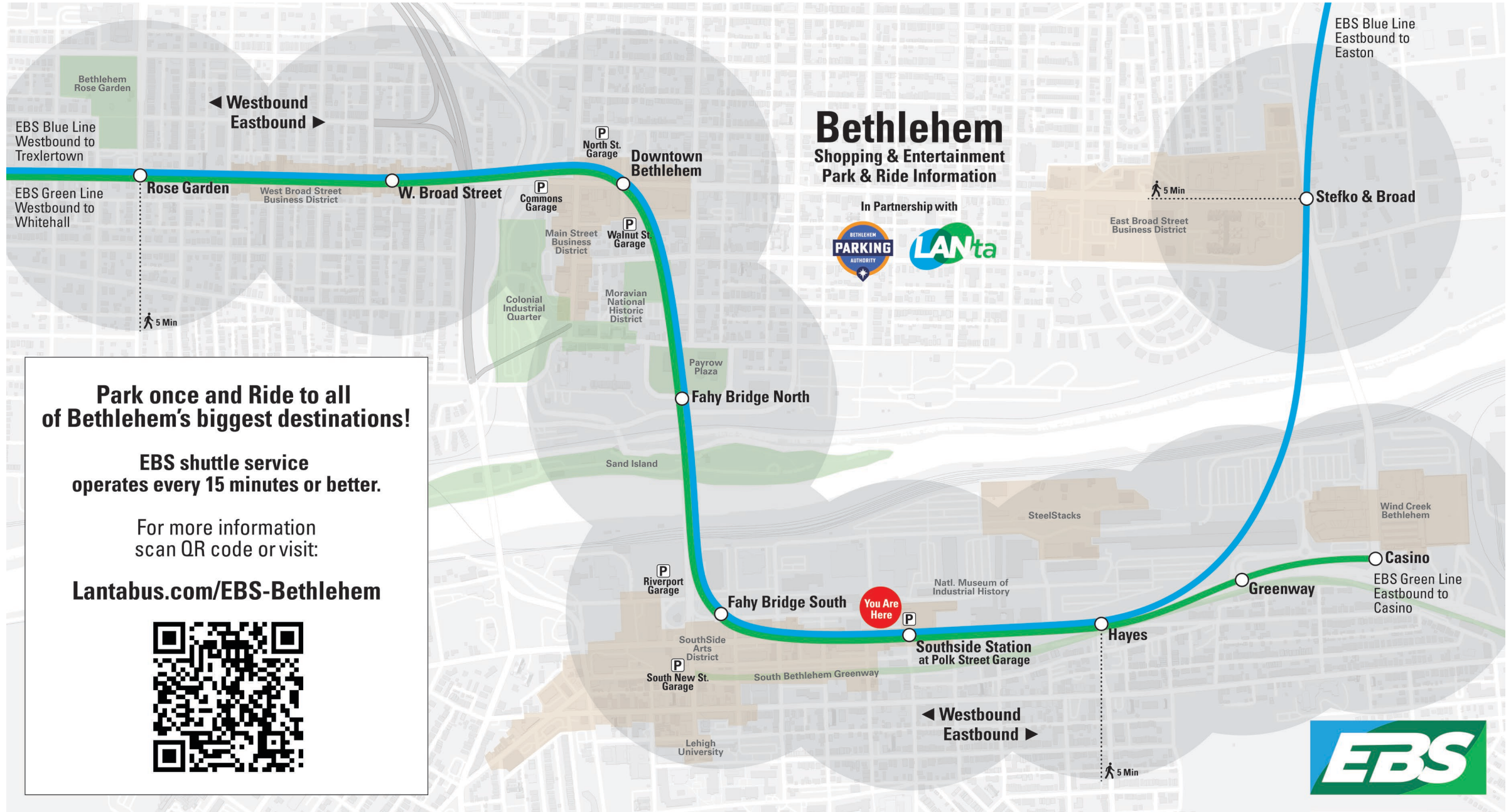
Metrics

LANtaBus OPERATIONS FIGURES				
Service Reliability	On-Time	Early	Late	Benchmark
LANtaBus On Time %	63%	19%	18%	80%
Missed Scheduled LANtaBus Trips	7			
		Psngtr Trips Per Complaint Type		
Rider Comfort/Experience	Type	Current Q	Previous Q	Prior Q
Complaints regarding driver courtesy	83	11,069	7,728	9,858
Rider complaints about OTP/route adherence	166	5,535	5,123	4,244
HVAC related customer complaints	0	918,756	911,852	640,792
Transit App Usage	Current Q	Previous Q		
Transit App Users	10,966	9,337		
Downloads to Mobile Device	1,253	1,335		
Service Alert Subscribers	2,028	1,676		
Passes Purchased	2,308	2,500		

Safety Performance Report	Total Property Damage			
	Under \$2,500	\$2,500-\$15,000	Over \$15,000	Total
Chargeable Vehicle Collisions	31	3	0	34
Non-Chargeable Vehicle Collisions	9	2	0	11
Total	40	5	0	45
	Current Q	Benchmark	Previous Q	
Rev Miles between Collisions	20,086	15,500	21,093	
Rev Miles between Chargeable Collisions	26,584	31,000	34,073	

	Lost Time				
	None	Less than 7 days	7-21 Days	More than 21 Days	Total
Workers' Compensation Reports	4	1	1	2	8
Employee Work Hours for Period	127,114				
	31,779	127,114	127,114	63,557	

EBS Cross Promotion



**Park once and Ride to all
of Bethlehem's biggest destinations!**

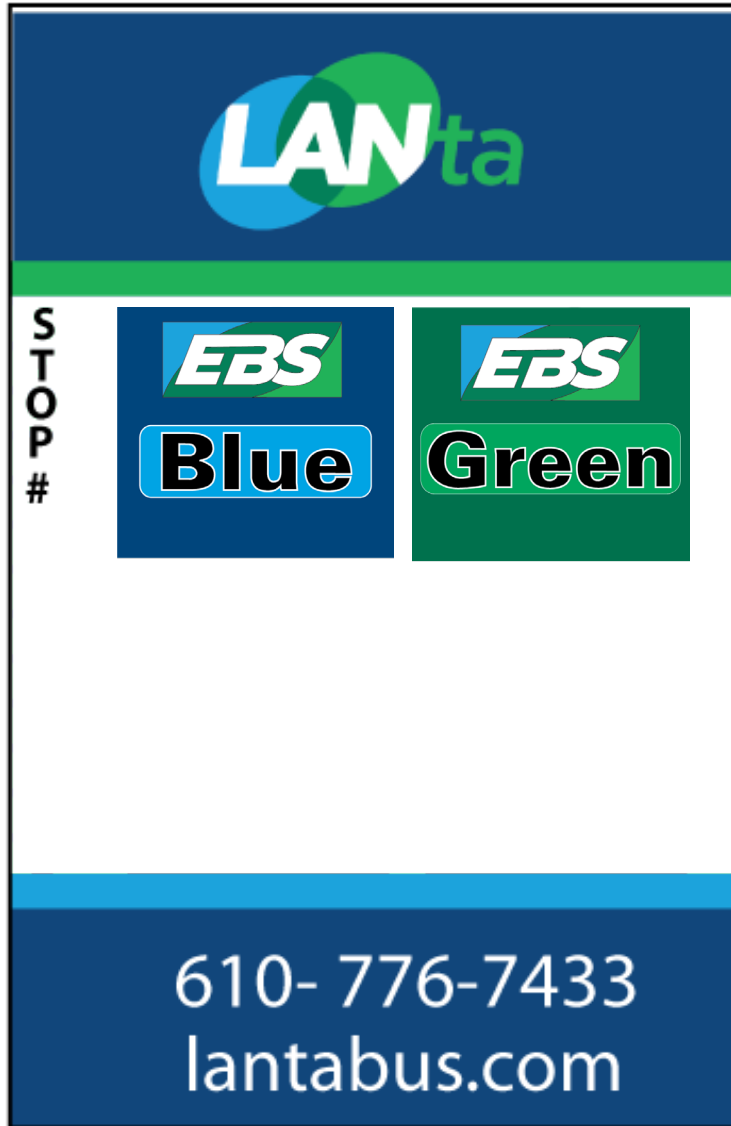
**EBS shuttle service
operates every 15 minutes or better.**

For more information
scan QR code or visit:

Lantabus.com/EBS-Bethlehem



EBS Temporary Station Improvements



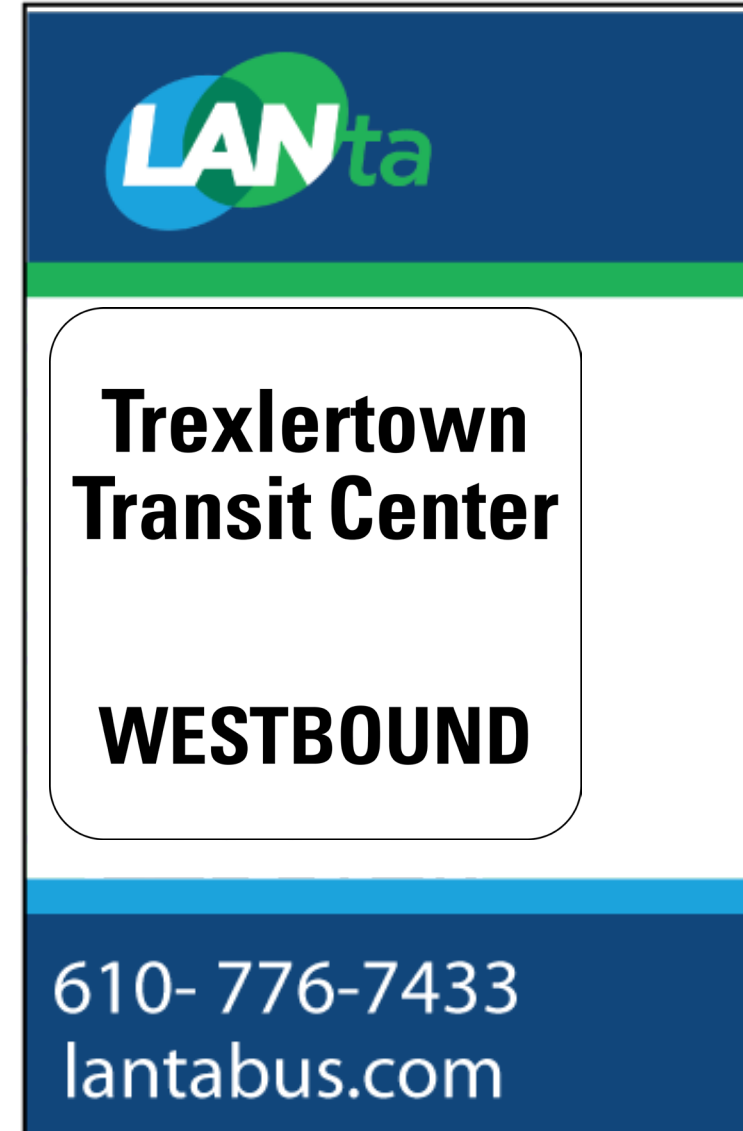
The diagram shows a temporary bus stop sign. At the top is a dark blue header with the LANTa logo (LAN in white, ta in green). Below this is a green horizontal bar. The main body is white. On the left side, the text "STOP #" is written vertically. To the right of this text are two rectangular signs: one for "EBS Blue" (white text on a blue background) and one for "EBS Green" (white text on a green background). At the bottom is a dark blue footer with the phone number "610- 776-7433" and the website "lantabus.com" in white text.

STOP #

EBS
Blue

EBS
Green

610- 776-7433
lantabus.com



The diagram shows a temporary bus stop sign. At the top is a dark blue header with the LANTa logo (LAN in white, ta in green). Below this is a green horizontal bar. The main body is white. In the center, there is a rounded rectangular box containing the text "Trexlertown Transit Center" and "WESTBOUND" in bold black font. At the bottom is a dark blue footer with the phone number "610- 776-7433" and the website "lantabus.com" in white text.

**Trexlertown
Transit Center**

WESTBOUND

610- 776-7433
lantabus.com

Transfer Connection Protection

- The Requesting Bus requests a transfer to a specific Route/Direction
- The Server determines the next time and transfer location.
Will determine if Transfer is in jeopardy.
- If the transfer is not in jeopardy:
 - Requesting bus receives “Transfer is OK”
 - Receiving bus receives pop-up Waitlist.
 - At any time before departing the stop, the driver can review the Transfer Waitlist by hitting the XFER button.
- If the transfer is in jeopardy:
 - Requesting bus receives “transfer is NOT OK”
 - No Transfer Waitlist message is sent to the Receiving bus.



June Service Changes

Route 213 – Cancelled

Breinigsville Area

EBS Blue Line (Former 101)

Route 218

Route 322

Route 508 (Flex)

Route 613

Transfer at TTC

Broadway/Cetronia/Cedar Crest

EBS Blue Line (Former 101)

Route 209

Route 218

Route 503 (Flex)

Call Rider Resources

Use Apps/Website

Planning will be at ATC on Day 1

