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**Joint LANTA Finance Committee and  
Administration & Safety Committee**

**Agenda**

**September 3, 2024**

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**Finance Committee**

1. Call to Order
2. Roll Call
3. Public Comment
4. Review and Recommendation – Financial Statements July 2024 subject to audit
5. Adjournment

**Administration & Safety Committee**

1. Administration & Safety Dashboard
  2. Procurements  
None
  3. Actions
    - a. Review and Recommendation – PTASP Annual Updates
  4. Other Items
    - a. Joint Labor Management Safety Committee Overview
    - b. EEO Data Update
  5. Adjournment
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# July 2024 Financial Statements - Unaudited

LANTA Finance Committee Meeting  
September 3, 2024



**LANtaBus**  
**Income Statement Summary**  
For the Period Ending July 31, 2024

	Fiscal Year 2025		YTD Budget Variance	
	Actual	Budget	Amount	Percent
Total Revenue	306,963	241,346	65,617	27.19%
Total Expenses	3,550,593	3,286,814	(263,779)	-8.03%
Total Subsidy	3,243,630	3,045,468	(198,162)	-6.51%
Surplus (Deficit)	-	-	-	0.00%



**LANtaBus**  
**Income Statement Summary**  
For the Period Ending July 31, 2024

	Fiscal Year 2025		YTD Budget Variance	
	YTD		Favorable (Unfavorable)	
	Actual	Budget	Amount	Percent
<b>Revenue</b>				
Passenger Fares	264,885	199,679	65,206	32.66%
Special Transit Fares	-	-	-	0.00%
Auxiliary Transportation Reven	41,667	41,667	(0)	0.00%
NonTransportation Revenue	411	-	411	100.00%
<b>Total Revenue</b>	<b>306,963</b>	<b>241,346</b>	<b>65,617</b>	<b>27.19%</b>





## Revenue Highlights - LANtaBus

### FY 2025 Actual

- Passenger Revenue +32.7% above budget projections
  - Full ticket pricing
  - Fare revenue collection is \$900 below GFI stated amounts
  - \$107,512 in online fare media sales
    - Token Transit - \$101,304
    - Square Online - \$6,208
- Auxiliary revenue aligns with budget projections



**LANtaBus**  
**Income Statement Summary**  
For the Period Ending July 31, 2024

Expenses	Fiscal Year 2025		YTD Budget Variance	
	YTD		Favorable (Unfavorable)	
	Actual	Budget	Amount	Percent
Labor	1,471,872	1,478,322	6,450	0.44%
Fringe Benefits	1,151,255	1,013,646	(137,608)	-13.58%
<b>Total Labor and Fringes</b>	<b>2,623,127</b>	<b>2,491,969</b>	<b>(131,158)</b>	<b>-5.26%</b>
Services	213,893	133,121	(80,771)	-60.67%
Fuel	128,689	152,096	23,407	15.39%
Tires & Tubes	11,289	10,347	(942)	-9.10%
Materials & Supplies	162,174	214,357	52,183	24.34%
Utilities	72,366	60,911	(11,455)	-18.81%
Casualty & Liability	41,011	34,108	(6,903)	-20.24%
Taxes	1,844	417	(1,427)	-342.21%
Purchase of Transportation Ser	259,939	185,694	(74,245)	-39.98%
Miscellaneous	24,575	1,248	(23,328)	-1869.63%
Interest	234	161	(73)	-45.06%
Leases & Rentals	11,452	2,385	(9,067)	-380.17%
<b>Total Expenses</b>	<b>3,550,593</b>	<b>3,286,814</b>	<b>(263,779)</b>	<b>-8.03%</b>



# Expense Highlights - LANtaBus

## FY 2025 Actual

Collectively, operating expenditures are above current budget projections by \$263,779, an 8.0 percent budget variance.

- Wages - After Carbon Transit and LANtaVan allocations, are approximately \$6K below current budget projections.
  - Operator wages include continued payment of overtime
    - Average of 16.5 absences per day; 511 total absences for the month of July
    - Average of 24.4 hours of overtime per operator
    - 34,342 payroll hours inclusive of 4,407 hours of overtime premiums
  - General & Administrative wages include payment of overtime
    - Total of 83 employees, 12,831 payroll hours of which 355 hours are for overtime





## Expense Highlights Actuals Cont'd- LANtaBus

- Fringe Benefits - After Carbon Transit and LANtaVan allocations, are approximately \$138K above the current budget projections of \$1,013,646, representative of a 13.6% increase.
  - Health Insurance - Current costs are above current budget projections by approximately \$89K, an 18.6 percent budget variance.
- Services - Current costs reflect an increase of 60.6 percent over the current budget projection of \$133,121. The net increase can be attributed to FY2025 budget allocation and an increase in third party services such as building maintenance and repairs and temporary help services.
- Purchased Transportation - Current costs reflect the four components that affect the Purchased Transportation line item for LANtaBus. Those components consist of the Carbon Transit Fixed Route, ADA Operating Expenses for both Carbon and LANtaVan, Flex Services and Certification transportation services. Collectively, this expense category is above current budget projections by \$74,246, a 39.9% budget variance.





**LANtaBus**  
**Income Statement Summary**  
For the Period Ending July 31, 2024

Subsidy	Fiscal Year 2025		YTD Budget Variance	
	YTD		Favorable (Unfavorable)	
	Actual	Budget	Amount	Percent
Local Subsidy	112,269	92,354	(19,915)	-21.56%
State Subsidy	2,409,701	2,187,997	(221,704)	-10.13%
Federal Subsidy - ADA	101,081	98,756	(2,325)	-2.35%
Federal Subsidy - Safety & Secu	-	69,181	69,181	100.00%
Federal Subsidy - VOH	8,192	6,784	(1,408)	-20.75%
Federal Subsidy - Preventative	612,386	582,118	(30,268)	-5.20%
Federal Subsidy - Tire Lease	-	8,278	8,278	100.00%
<b>Total Subsidy</b>	<b>3,243,630</b>	<b>3,045,468</b>	<b>(198,162)</b>	<b>-6.51%</b>
<b>Surplus (Deficit)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.00%</b>



## Subsidy Highlights - LANtaBus

### FY 2025 Subsidy

The year-to-date funded deficit recorded on LANtaBus totals \$3,243,630. This represents a 6.5 percent increase from the current budget projection of \$3,045,468. Current total subsidies equal the amount of the deficit.

- Federal Subsidy - Total federal subsidies are below current budget projections by \$43,458, a 5.7% budget variance. The variance is attributed to no actual costs being incurred for the Safety and Security and Tire Lease programs, however, the budget allocation assumed costs for each program for the month of July. Current costs reported were based on estimated accruals. Funding subsidy is only recorded when actual costs have been incurred.





**LANtaVan**  
**Income Statement Summary**  
**For the Period Ending July 31, 2024**

	Fiscal Year 2025		YTD Budget Variance	
	Actual	Budget	Amount	Percent
Total Revenue	832,143	810,147	21,996	2.72%
Total Expenses	1,100,326	1,136,199	35,873	3.16%
Surplus (Deficit)	(268,183)	(326,052)	(57,869)	17.75%



**LANtaVan**  
**Income Statement Summary**  
**For the Period Ending July 31, 2024**

	Fiscal Year 2025		YTD Budget Variance	
	YTD		Favorable (Unfavorable)	
	Actual	Budget	Amount	Percent
<b>Revenue</b>				
Passenger Fares	43,802	34,825	8,977	25.78%
Non-Transportation Revenues	-	-	-	0.00%
Local Special Fare Assistance	225,256	151,294	73,962	48.89%
State Reimbursements	252,197	204,599	47,599	23.26%
State Special Fare Assistance	310,888	419,429	(108,542)	-25.88%
<b>Total Revenue</b>	<b>832,143</b>	<b>810,147</b>	<b>21,996</b>	<b>2.72%</b>





## Revenue Highlights - LANtaVan

### FY 2025 Actual

- Current revenues total \$832,143; + 2.7 percent above current budget projections
  - Revenue ridership has increased approximately 16.0% from the prior year period.
  - GPF Copays are representative of 16,682 trips
- Local Fare Assistance revenues total \$225,256; +48.9 percent above current budget projections
- State Reimbursement revenues total \$252,197; +23.3 percent above current budget projections
- State Fare Assistance (MATP) revenues total \$194,064; -25.8 percent below current budget projections, collectively



**LANtaVan**  
**Income Statement Summary**  
For the Period Ending July 31, 2024

Expenses	Fiscal Year 2025		YTD Budget Variance	
	YTD		Favorable (UnFavorable)	
	Actual	Budget	Amount	Percent
Labor	65,592	57,291	(8,301)	-14.49%
Fringe Benefits	52,474	57,199	4,725	8.26%
<b>Total Labor and Fringe Benefits</b>	<b>118,066</b>	<b>114,491</b>	<b>(3,575)</b>	<b>-3.12%</b>
Services	32,450	12,680	(19,771)	-155.92%
Fuel	107,405	90,304	(17,101)	-18.94%
Tires & Tubes	-	-	-	0.00%
Materials & Supplies	3,380	3,123	(257)	-8.22%
Utilities	13,454	15,194	1,740	11.45%
Casualty & Liability	1,083	1,083	0	0.03%
Taxes	3,069	8,169	5,100	62.43%
Purchase of Transportation Service	749,134	818,359	69,225	8.46%
Miscellaneous	1,351	375	(976)	-260.14%
Interest	-	-	-	0%
Rent	70,934	72,421	1,487	2.05%
<b>Total Expenses</b>	<b>1,100,326</b>	<b>1,136,199</b>	<b>35,873</b>	<b>3.16%</b>
<b>Gross Surplus (Deficit)</b>	<b>(268,183)</b>	<b>(326,052)</b>	<b>57,869</b>	<b>-17.75%</b>





## Expense Highlights

### FY 2025 Actual

Collectively, operating expenditures are below current budget projections by \$35,873, a 3.2 percent budget variance.

- Current Salaries and Wages are 14.5 percent above the current budget projection of \$57,291. The increase is attributable to the increase in wages and staff who participate in LANtaVan operations.
- Outside Services reflect an increase of 155.9% percent over the current budget projection of \$12,680. The net increase can be attributed to the approximate \$15K in unanticipated van repairs.
- Collectively, Purchased Transportation costs are below the current budget projection of \$818,359, representative of an 8.5% budget variance.



**Carbon Transit**  
**Income Statement Summary**  
For the Period Ending July 31, 2024

	Fiscal Year 2025		YTD Budget Variance	
	YTD		Favorable (Unfavorable)	
	Actual	Budget	Amount	Percent
Total Revenue	120,842	181,200	(60,358)	-33.31%
Total Expenses	197,713	263,073	65,360	24.84%
Total Subsidy	20,340	39,896	19,556	49.02%
Surplus (Deficit)	(56,531)	(41,977)	(14,554)	34.67%





**Carbon Transit**  
**Income Statement Summary**  
For the Period Ending July 31, 2024

	Fiscal Year 2025		YTD Budget Variance	
	YTD		Favorable (Unfavorable)	
	Actual	Budget	Amount	Percent
<b>Revenue</b>				
Passenger Fares	2,863	3,027	(164)	-5.40%
Non-Transportation Revenues	-	-	-	0.00%
Local Special Fare Assistance	16,571	16,131	440	2.73%
State Reimbursements	25,307	26,184	(877)	-3.35%
State Special Fare Assistance	76,101	135,859	(59,758)	-43.99%
<b>Total Revenue</b>	<b>120,842</b>	<b>181,200</b>	<b>(60,358)</b>	<b>-33.31%</b>



## Revenue Highlights - Carbon Transit

### FY 2025 Actual

- Current revenues total \$121,221; -33.3 % below current budget projections
  - Revenue ridership has decreased approximately 1.0% from the prior year period.
  - GPF Copays are representative of 1,153 trips
- Local Fare Assistance revenues total \$16,571; -15.8 % below current budget projections
- State Reimbursement revenues total \$25,307; -3.4 % below current budget projections.
- State Fare Assistance (MATP) revenues total \$76,101; -43.9% below the current budget projection.





**Carbon Transit**  
**Income Statement Summary**  
For the Period Ending July 31, 2024

Expenses	Fiscal Year 2025		YTD Budget Variance	
	YTD		Favorable (Unfavorable)	
	Actual	Budget	Amount	Percent
Labor	24,078	22,441	(1,637)	-7.29%
Fringe Benefits	19,262	17,953	(1,309)	-7.29%
<b>Total Labor and Fringe Benefits</b>	<b>43,340</b>	<b>40,394</b>	<b>(2,946)</b>	<b>-7.29%</b>
Services	2,533	2,187	(346)	-15.83%
Fuel	771	22,722	21,951	96.61%
Tires & Tubes	-	-	-	0.00%
Materials & Supplies	709	785	76	9.66%
Utilities	1,923	3,435	1,512	44.02%
Casualty & Liability	-	-	-	0.00%
Taxes	-	-	-	0.00%
Purchase of Transportation Service	144,255	189,077	44,823	23.71%
Miscellaneous	22	19	(3)	0.00%
Interest	-	-	-	0.00%
Leases & Rentals	4,160	4,454	294	0.00%
<b>Total Expenses</b>	<b>197,713</b>	<b>263,073</b>	<b>65,360</b>	<b>24.84%</b>
<b>Gross Surplus (Deficit)</b>	<b>(76,871)</b>	<b>(81,873)</b>	<b>5,002</b>	<b>6.11%</b>



## Expense Highlights - Carbon Transit

### FY 2025 Actual

Collectively, operating expenditures are below current budget projections by \$65,360, a 24.8 percent budget variance.

- Current Salaries and Fringes are 7.3 percent below the current budget projection of \$40,394.
- Outside Services reflect an increase of 15.8% percent over the current budget projection of \$2,187. The net increase can be attributed to the increase in audit and banking fees.
- Collectively, Purchased Transportation costs are below the current budget projection of \$189,077, representative of a 31.1% budget variance.





**Carbon Transit**  
**Income Statement Summary**  
For the Period Ending July 31, 2024

	Fiscal Year 2025		YTD Budget Variance	
	YTD		Favorable (UnFavorable)	
	Actual	Budget	Amount	Percent
<b>Subsidy</b>				
Local Subsidy	4,238	4,238	-	0.00%
State Subsidy	16,102	35,658	19,556	54.84%
<b>Total Subsidy</b>	<b>20,340</b>	<b>39,896</b>	<b>19,556</b>	<b>49.02%</b>
<b>Surplus (Deficit)</b>	<b>(56,531)</b>	<b>(41,977)</b>	<b>(14,554)</b>	<b>34.67%</b>



## Subsidy Highlights - Carbon Transit

### FY 2025 Subsidy

The year-to-date deficit recorded on Carbon Transit totals \$76,493. This represents a 6.1 percent decrease from the current year's budget projection of \$81,873. Current total subsidies equal the amount of the deficit for the Fixed Route and the ADA program.

- Local Subsidy – Represents 1/12<sup>th</sup> of the annual general operating assistance revenues received from Carbon County.
- State Subsidy - Represents the amount of state operating assistance needed to fund the operating deficit for fixed route operations.



**LANtaBus**  
**July 2024 Unaudited Financial Statements**

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**Current Items of Interest:**

- LANTA's portion of the Line of Credit Balance as of September 3rd, 2024 stands at \$0 of an available \$6,000,000. The balance in the combined LANTA general checking account stands at \$457K. State ACT 89 funds due to LANTA for FY2025 total \$6,120,966. The balance in the ACT 44 checking account stands at \$4,577,145.
- The balance in the Carbon's general checking account stands at approximately \$397K.
- Fulton Financial ACT 72 Letter for period ended 7/31/2024 has been received and all bank accounts are in compliance.
- LANTA's FY2024 audit is in the preliminary stages. Final June 30, 2024, trial balances for Carbon Transit and LANtaVan have been submitted to RKL as of 8/28/2024. LANtaBus submission is scheduled for Thursday, September 5, 2024.



LANtaBus July 2024 Unaudited Financial Statements

**LANtaBus**  
**July 2024 Unaudited Financial Statements**

LANtaBus Income Statement Summary For the Period Ending July 31, 2024								
Revenue	Fiscal Year 2025					YTD Budget Variance		
	PTD		YTD		Annual Budget	Favorable (Unfavorable)		
	Actual	Budget	Actual	Budget		Amount	Percent	
Passenger Fares	264,885	199,679	264,885	199,679	2,396,151	65,206	32.66%	
Special Transit Fares	-	-	-	-	235,000	-	0.00%	
Auxiliary Transportation Revenue	41,667	41,667	41,667	41,667	512,500	(0)	0.00%	
NonTransportation Revenue	411	-	411	-	-	411	0.00%	
<b>Total Revenue</b>	<b>306,963</b>	<b>241,346</b>	<b>306,963</b>	<b>241,346</b>	<b>3,143,651</b>	<b>65,617</b>	<b>27.19%</b>	

Note: Totals and percentage may not be precise due to independent rounding

**Revenues - \$306,963**

Current revenues total \$306,963. This represents a 27.2 percent increase from the current budget projection of \$241,346.

**Passenger Revenue - \$264,885**

Current passenger fare revenue is above budget projections by \$65,206, representative of a 32.7% budget variance. The current fare revenue collected is \$900 below the GFI stated fares. GFI industry standards state an anticipated variance of +/- 0.5 percent is reasonable.

DAILY REVENUE ANALYSIS				
DATE	GFI AMOUNT	FISCAL YEAR 2025		
		ACTUALLY COUNTED	DIFFERENCE	%
JULY	\$ 149,187.29	\$ 148,287.42	(899.87)	-0.60%
<b>TOTALS</b>	<b>149,187.29</b>	<b>148,287.42</b>	<b>(899.87)</b>	<b>-0.60%</b>

## LANtaBus July 2024 Unaudited Financial Statements

### LANtaBus Income Statement Summary For the Period Ending July 31, 2024

Expenses	Fiscal Year 2025					YTD Budget Variance	
	PTD		YTD		Annual Budget	Favorable (Unfavorable)	
	Actual	Budget	Actual	Budget		Amount	Percent
Labor	1,471,872	1,478,322	1,471,872	1,478,322	19,356,608	6,450	0.44%
Fringe Benefits	1,151,255	1,013,646	1,151,255	1,013,646	16,441,686	(137,608)	-13.58%
<b>Total Labor and Fringe Benefits</b>	<b>2,623,127</b>	<b>2,491,969</b>	<b>2,623,127</b>	<b>2,491,969</b>	<b>35,798,294</b>	<b>(131,158)</b>	<b>-5.26%</b>
Services	213,893	133,121	213,893	133,121	2,738,842	(80,771)	-60.67%
Fuel	128,689	152,096	128,689	152,096	2,091,988	23,407	15.39%
Tires & Tubes	11,289	10,347	11,289	10,347	137,035	(942)	-9.10%
Materials & Supplies	162,174	214,357	162,174	214,357	2,964,957	52,183	24.34%
Utilities	72,366	60,911	72,366	60,911	942,456	(11,455)	-18.81%
Casualty & Liability	41,011	34,108	41,011	34,108	1,406,089	(6,903)	-20.24%
Taxes	1,844	417	1,844	417	4,296	(1,427)	-342.21%
Purchase of Transportation Service	259,939	185,694	259,939	185,694	2,684,946	(74,245)	-39.98%
Miscellaneous	24,575	1,248	24,575	1,248	271,891	(23,328)	-1869.63%
Interest	234	161	234	161	1,200	(73)	-45.06%
Leases & Rentals	11,452	2,385	11,452	2,385	28,709	(9,067)	-380.17%
<b>Total Expenses</b>	<b>3,550,593</b>	<b>3,286,814</b>	<b>3,550,593</b>	<b>3,286,814</b>	<b>49,070,703</b>	<b>(263,779)</b>	<b>-8.03%</b>
<b>Gross Surplus (Deficit)</b>	<b>(3,243,630)</b>	<b>(3,045,468)</b>	<b>(3,243,630)</b>	<b>(3,045,468)</b>	<b>(45,927,052)</b>	<b>(198,162)</b>	<b>-6.51%</b>

Note: Totals and percentage may not be precise due to independent rounding

### **Expenditures - \$3,550,593**

Collectively, operating expenditures are above current budget projections by \$263,779, an 8.0 percent budget variance.

### **Labor - \$1,471,872**

Collectively, current labor costs, after Carbon Transit and LANtaVan allocations, are approximately \$6K below current budget projections, representative of a 0.4% decrease.

### **Operator Wages - \$1,023,001**

Current operator wages are based on a total of 181 operators, 34,342 payroll hours, of which 4,407 hours are attributable to overtime premiums: an average of 24.4 overtime hours per operator. The continued payment of overtime is attributed to the following:

- Total of 511 absences for the month of July
  - Average of 16.5 absences per day
- 511 absences are comprised of the following
  - 262 Vacation days
  - 142 Sick

LANtaBus July 2024 Unaudited Financial Statements

FICA - \$1,480,381

Costs are based on the calculation of 7.65% of current salaries and wages. Current salaries and wages for the purposes of the FICA calculation include wages paid under holiday, sick, vacation and other absences.

Unemployment Expense - \$3,014

Costs are representative of the monthly allocation of the 2024 Solvency Fee and unemployment claims deemed reimbursable by PA-UC.

Union Pension - \$161,525

Costs are representative of the monthly Municipal Minimum Obligation Employer contribution payment to the LANTA Union Pension Plan and the union portion of the 2024 Fiduciary Liability insurance. Current costs align with budget projections.

Non-Union Pension - \$26,566

Costs are representative of the monthly Municipal Minimum Obligation Employer contribution payment to the LANTA Non-Union Pension Plan and the non-union portion of the 2024 Fiduciary Liability insurance. Current costs align with budget projections.

Non-Union 457 ER Match - \$2,713

This amount represents the total employer contribution to employees' IRC 457(b) plans who are covered by the Non-Union Pension Plan Alternative B. Current contributions align with the budget projections.



## LANtaBus July 2024 Unaudited Financial Statements

### Workers' Compensation Insurance - \$64,754

Current costs align with budget projections.

### Sick Leave, Holiday, Vacation and Other Paid Absences - \$215,122

Annual costs are representative of the paid time off categories taken by all employees. Current costs are below current budget projections by 2.6%. The decrease in costs can be attributed to the adjustment of accruals to actual values.

### Tool and Uniform Allowance - \$4,220

Annual costs represent the uniform costs for non-union and union employees. Current costs are above the current year budget projection by 4.2%.

### Fringe Benefits – Other - \$2,030

This line item represents employee reimbursement of employment required expenses, such as CDL reimbursements and DOT physicals.

### Fringe Benefit Distribution – (\$64,876)

This category includes all benefits allocated to Carbon Transit and LANtaVan.

### **Outside Services - \$213,893**

Current costs reflect an increase of 60.6 percent over the current budget projection of \$133,121. The net increase can be attributed to FY2025 budget allocation and an increase in third party services such as building maintenance and repairs and temporary help services.

### **Fuel - \$128,689**

Current costs are below budget projections by 15.4 percent and is attributable to the budget assumption of a higher than actual diesel fuel usage for the month of July.

### **Tires and Tubes - \$11,289**

Current costs are estimated and are above budget projections by 9 percent.

LANtaBus July 2024 Unaudited Financial Statements

**Interest - \$8,557**

The annual amount represents the costs of operating on the line of credit due to fund sweeps.

**Leases - \$11,452**

Costs include the rental costs for the Lehigh Valley Mall Transit Center, LANtaBus's allocation of the Rider Resources Center rent and various office equipment.

## LANtaBus July 2024 Unaudited Financial Statements

subsidies are below current budget projections by \$43,458, a 5.7% budget variance. The variance is attributed to no actual costs being incurred for the Safety and Security and Tire Lease programs, however, the budget allocation assumed costs for each program for the month of July. Current costs reported were based on estimated accruals. Funding subsidy is only recorded when actual costs have been incurred.



**LANTA**  
**LANtaBus**  
**Income Statement Summary**  
For the Period Ending July 31, 2024

	Fiscal Year 2025				YTD Budget Variance	
	PTD		YTD		Favorable (Unfavorable)	
	Actual	Budget	Actual	Budget	Amount	Percent
<b>Revenue</b>						
Passenger Fares	264,885	199,679	264,885	199,679	65,206	32.66%
Special Transit Fares	-	-	-	-	-	0.00%
Auxiliary Transportation Revenue	41,667	41,667	41,667	41,667	(0)	0.00%
NonTransportation Revenue	411	-	411	-	411	0.00%
<b>Total Revenue</b>	<b>306,963</b>	<b>241,346</b>	<b>306,963</b>	<b>241,346</b>	<b>65,617</b>	<b>27.19%</b>
<b>Expenses</b>						
Labor	1,471,872	1,478,322	1,471,872	1,478,322	6,450	0.44%
Fringe Benefits	1,151,255	1,013,646	1,151,255	1,013,646	(137,608)	-13.58%
<b>Total Labor and Fringe Benefits</b>	<b>2,623,127</b>	<b>2,491,969</b>	<b>2,623,127</b>	<b>2,491,969</b>	<b>(131,158)</b>	<b>-5.26%</b>
Services	213,893	133,121	213,893	133,121	(80,771)	-60.67%
Fuel	128,689	152,096	128,689	152,096	23,407	15.39%
Tires & Tubes	11,289	10,347	11,289	10,347	(942)	-9.10%
Materials & Supplies	162,174	214,357	162,174	214,357	52,183	24.34%
Utilities	72,366	60,911	72,366	60,911	(11,455)	-18.81%
Casualty & Liability	41,011	34,108	41,011	34,108	(6,903)	-20.24%
Taxes	1,844	417	1,844	417	(1,427)	-342.21%
Purchase of Transportation Service	259,939	185,694	259,939	185,694	(74,245)	-39.98%
Miscellaneous	24,575	1,248	24,575	1,248	(23,328)	-1869.63%
Interest	234	161	234	161	(73)	-45.06%
Leases & Rentals	11,452	2,385	11,452	2,385	(9,067)	-380.17%
<b>Total Expenses</b>	<b>3,550,593</b>	<b>3,286,814</b>	<b>3,550,593</b>	<b>3,286,814</b>	<b>(263,779)</b>	<b>-8.03%</b>
<b>Gross Surplus (Deficit)</b>	<b>(3,243,630)</b>	<b>(3,045,468)</b>	<b>(3,243,630)</b>	<b>(3,045,468)</b>	<b>(198,162)</b>	<b>-6.51%</b>
<b>Subsidy</b>						
Local Subsidy	112,269	92,354	112,269	92,354	(19,915)	-21.56%
State Subsidy	2,409,701	2,187,997	2,409,701	2,187,997	(221,704)	-10.13%
Federal Subsidy - ADA	101,081	98,756	101,081	98,756	(2,325)	-2.35%
Federal Subsidy - Safety & Security	-	69,181	-	69,181	69,181	100.00%
Federal Subsidy - VOH	8,192	6,784	8,192	6,784	(1,408)	-20.75%
Federal Subsidy - Preventative Maint	612,386	582,118	612,386	582,118	(30,268)	-5.20%
Federal Subsidy - Tire Lease	-	8,278	-	8,278	8,278	100.00%
<b>Total Subsidy</b>	<b>3,243,630</b>	<b>3,045,468</b>	<b>3,243,630</b>	<b>3,045,468</b>	<b>(198,162)</b>	<b>-6.51%</b>
<b>Surplus (Deficit)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.00%</b>

LANtaVan July 2024 Unaudited Financial Statements

**LANtaVan**  
**July 2024 Unaudited Financial Statements**

LANtaVan  
 Income Statement Summary  
 For the Period Ending July 31, 2024

	Fiscal Year 2025					YTD Budget Variance	
	PTD		YTD		Annual Budget	Favorable (Unfavorable)	
	Actual	Budget	Actual	Budget		Amount	Percent
<b>Revenue</b>							
Passenger Fares	43,802	34,825	43,802	34,825	443,396	8,977	25.78%
Non-Transportation Revenues	-	-	-	-	-	-	0.00%
Local Special Fare Assistance	225,256	151,294	225,256	151,294	2,204,822	73,962	48.89%
State Reimbursements	252,197	204,599	252,197	204,599	2,752,584	47,599	23.26%
State Special Fare Assistance	310,888	419,429	310,888	419,429	4,260,937	(108,542)	-25.88%
<b>Total Revenue</b>	<b>832,143</b>	<b>810,147</b>	<b>832,143</b>	<b>810,147</b>	<b>9,661,739</b>	<b>21,996</b>	<b>2.72%</b>

Note: Totals and percentage may not be precise due to independent rounding

**Revenues - \$832,143**

Current revenues total \$832,143. This represents a 2.7 percent increase from the current budget projection of \$810,147. Revenue ridership has increased approximately 16.0% from the prior year period.

**Passenger Revenues - \$43,802**

General Public Fares (GPF) Copays - \$43,802

Current GPF Copays are 25.8 percent above the current budget projection of \$34,825. Total completed fare paying revenue trips, which includes trips performed under ADA, GMCO, GPB, NUR, Lottery, and PWD programs, total 16,682 trips.

Collectively, fare paying revenue ridership has seen an 18.7 percent increase over the previous fiscal year, however, individual funding sources, such as NUR, have seen a decrease in trips when compared to the previous fiscal year period.

- ADA – increase of 7.3 percent
- GPB – increase of 60.0 percent
- Lottery – increase of 24.0 percent
- NUR – decrease of 41.4 percent
- PWD – increase of 27.4 percent

## LANtaVan July 2024 Unaudited Financial Statements

### Persons with Disabilities (PWD) - \$17,943

PWD revenue is representative of 526 revenue trips and full 85% reimbursement from the Senior PWD ridership has increased 27.4 percent when compared to the previous fiscal year period.

### **State Special Fare Assistance - \$252,197**

#### Lehigh County MATP – \$194,064

Lehigh County MATP revenue is representative of the total annual operating costs for the Lehigh County MA Program. Collectively, revenue ridership for Lehigh County MATP totals 3,153 trips. Lehigh County MATP revenue ridership is comprised of the following MATP trip types:

- MATP Under 65 – 2,889
- MATP Out of County – 26
- MATP Mileage Reimbursement – 238
- MATP Fixed Route Reimbursement – 0
- MATP Pass-Through – 0

#### Northampton County MATP - \$116,824

Northampton County MATP revenue is representative of the total annual operating costs for the Northampton County MA Program. Collectively, revenue ridership for Northampton County MATP totals 1,871 trips. Northampton County MATP revenue ridership is comprised of the following MATP trip types:

- MATP Under 65 – 1,448
- MATP Out of County – 32
- MATP Mileage Reimbursement – 283
- MATP Fixed Route Reimbursement – 108
- MATP Pass-Through – 0



## LANtaVan July 2024 Unaudited Financial Statements

- 33.2% LANtaBus
- 60.1% LANtaVan

The remaining staff salaries allocated to LANtaVan are equivalent to the direct time spent performing tasks related to the LANtaVan division. Total labor costs allocated to LANtaVan by department:

- Executive - \$1,740
- Finance - \$18,437
- Paratransit - \$28,675
- Rider Resources - \$16,740

### **Fringe Benefits - \$52,474**

FICA - \$5,018

Current costs are based on the calculation of 7.65% of current salaries and wages.

Fringe Benefits - \$47,456

Costs include the allocation of benefit costs to the LANtaVan Division for staff time to administer the paratransit program. Fringe benefits are allocated at 80% of total wages.

Collectively, fringe benefits are 8.26 percent below current budget projections.

### **Outside Services - \$32,450**

Current costs reflect an increase of 155.9% percent over the current budget projection of \$12,680. The net increase can be attributed to the approximate \$15K in unanticipated van repairs.

### **Materials and Supplies - \$3,380**

Annual costs reflect an increase of 8.2 percent over the current budget projection of \$3,123.

Office Supplies - \$2,175

Current costs are representative of routine purchases of office and computer supplies, reprinting of LANtaVan applications, brochures, and offsite storage fees.

## LANtaVan July 2024 Unaudited Financial Statements

Purchased Transportation contract, the per trip charge, per revenue hour charge, pass-through entities, mass transit, and mileage reimbursements.

### Shared Ride - \$738,014

This line item represents expenditures for the in-county paratransit service currently operated by TransDev, LANTA's subcontractor for paratransit service plus the agreed upon fixed cost portion for FY 2025. This line item includes State Shared Ride, PwD, ADA and MATP transportation. This line item is currently below budget projections by approximately \$55K, representing a 7.4% budget variance.

### Pass-Through Entities - \$0

This line item represents the reimbursements to applicable Pass-Through Entities for the MATP program. Currently, no costs have been incurred.

### Lehigh County Fixed Route Reimbursements - \$0

This line item represents the fixed route reimbursements for the Lehigh County MATP program. Fixed route reimbursements are currently reimbursed at a rate of \$.67 per trip. Currently, no costs have been incurred.

### Lehigh County Mileage Reimbursements - \$631

This line item represents the mileage, parking, and toll reimbursements for the Lehigh County MATP program. Mileage is currently reimbursed at an increased rate of \$.25 per mile, while parking and tolls are based on the actual costs. Lehigh County MATP mileage reimbursement trips total 238; a 61.5% decrease when compared to the prior fiscal year period.

### Northampton County Fixed Route Reimbursements - \$71

This line item represents the fixed route reimbursements for the Northampton County MATP program. Fixed route reimbursements are currently reimbursed at a rate of \$.67 per trip. Northampton County MATP fixed route reimbursement trips total 108; an 80.0% increase when compared to the prior fiscal year period.

### Northampton County Mileage Reimbursements - \$629

This line item represents the mileage, parking, and toll reimbursements for the Northampton County MATP program. Mileage is currently reimbursed at an increased rate

## LANtaVan July 2024 Unaudited Financial Statements

### LANtaVan Income Statement Summary For the Period Ending July 31, 2024

	Fiscal Year 2025					YTD Budget Variance	
	PTD		YTD		Annual Budget	Favorable (Unfavorable)	
	Actual	Budget	Actual	Budget		Amount	Percent
Subsidy							
Local Subsidy		-			-	-	
State Subsidy	-	-	-	-	76,638	-	0.00%
Federal Subsidy					-	-	
Total Subsidy	-	-	-	-	76,638	-	-
Surplus (Deficit)	(268,183)	(326,052)	(268,183)	(326,052)	(3,218,494)	(57,869)	17.75%

*Note: Totals and percentage may not be precise due to independent rounding*

### **Subsidy - \$0**

The year-to-date deficit recorded on LANtaVan totals \$268,183. This represents a 17.8 percent decrease from the current budget projection of \$326,052.



**LANTA Van**  
**Income Statement Summary**  
For the Period Ending July 31, 2024

	Fiscal Year 2025						YTD Budget Variance	
	PTD		YTD		Annual		Favorable (Unfavorable)	
	Actual	Budget	Actual	Budget	Budget	Budget	Amount	Percent
<b>Revenue</b>								
Passenger Fares	43,802	34,825	43,802	34,825	443,396	443,396	8,977	25.78%
Non-Transportation Revenues	-	-	-	-	-	-	-	0.00%
Local Special Fare Assistance	225,256	151,294	225,256	151,294	2,204,822	2,204,822	73,962	48.89%
State Reimbursements	252,197	204,599	252,197	204,599	2,752,584	2,752,584	47,599	23.26%
State Special Fare Assistance	310,888	419,429	310,888	419,429	4,260,937	4,260,937	(108,542)	-25.88%
<b>Total Revenue</b>	<b>832,143</b>	<b>810,147</b>	<b>832,143</b>	<b>810,147</b>	<b>9,661,739</b>	<b>9,661,739</b>	<b>21,996</b>	<b>2.72%</b>
<b>Expenses</b>								
Labor	65,592	57,291	65,592	57,291	1,005,266	1,005,266	(8,301)	-14.49%
Fringe Benefits	52,474	57,199	52,474	57,199	804,213	804,213	4,725	8.26%
<b>Total Labor and Fringe Benefits</b>	<b>118,066</b>	<b>114,491</b>	<b>118,066</b>	<b>114,491</b>	<b>1,809,479</b>	<b>1,809,479</b>	<b>(3,575)</b>	<b>-3.12%</b>
Services	32,450	12,680	32,450	12,680	193,159	193,159	(19,771)	-155.92%
Fuel	107,405	90,304	107,405	90,304	1,005,861	1,005,861	(17,101)	-18.94%
Tires & Tubes	-	-	-	-	-	-	-	0.00%
Materials & Supplies	3,380	3,123	3,380	3,123	45,000	45,000	(257)	-8.22%
Utilities	13,454	15,194	13,454	15,194	185,673	185,673	1,740	11.45%
Casualty & Liability	1,083	1,083	1,083	1,083	13,000	13,000	0	0.03%
Taxes	3,069	8,169	3,069	8,169	97,000	97,000	5,100	62.43%
Purchase of Transportation Service	749,134	818,359	749,134	818,359	8,713,643	8,713,643	69,225	8.46%
Miscellaneous	1,351	375	1,351	375	22,700	22,700	(976)	-260.14%
Interest	-	-	-	-	-	-	-	0%
Rent	70,934	72,421	70,934	72,421	871,356	871,356	1,487	2.05%
<b>Total Expenses</b>	<b>1,100,326</b>	<b>1,136,199</b>	<b>1,100,326</b>	<b>1,136,199</b>	<b>12,956,871</b>	<b>12,956,871</b>	<b>35,873</b>	<b>3.16%</b>
<b>Gross Surplus (Deficit)</b>	<b>(268,183)</b>	<b>(326,052)</b>	<b>(268,183)</b>	<b>(326,052)</b>	<b>(3,295,132)</b>	<b>(3,295,132)</b>	<b>57,869</b>	<b>-17.75%</b>
<b>Subsidy</b>								
Local Subsidy	-	-	-	-	-	-	-	-
State Subsidy	-	-	-	-	76,638	76,638	-	0.00%
Federal Subsidy	-	-	-	-	-	-	-	-
<b>Total Subsidy</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>76,638</b>	<b>76,638</b>	<b>-</b>	<b>-</b>
<b>Surplus (Deficit)</b>	<b>(268,183)</b>	<b>(326,052)</b>	<b>(268,183)</b>	<b>(326,052)</b>	<b>(3,218,494)</b>	<b>(3,218,494)</b>	<b>(57,869)</b>	<b>17.75%</b>

## Carbon Transit July 2024 Unaudited Financial Statements

### **Carbon Transit** **July 2024 Unaudited Financial Statements**

**Carbon Transit**  
**Income Statement Summary**  
For the Period Ending July 31, 2024

	Fiscal Year 2025					YTD Budget Variance	
	PTD		YTD		Annual Budget	Favorable (Unfavorable)	
	Actual	Budget	Actual	Budget		Amount	Percent
<b>Revenue</b>							
Passenger Fares	2,863	3,027	2,863	3,027	39,531	(164)	-5.40%
Non-Transportation Revenues	379	-	-	-	-	-	0.00%
Local Special Fare Assistance	16,571	16,131	16,571	16,131	112,175	440	2.73%
State Reimbursements	25,307	26,184	25,307	26,184	298,582	(877)	-3.35%
State Special Fare Assistance	76,101	135,859	76,101	135,859	1,385,161	(59,758)	-43.99%
<b>Total Revenue</b>	<b>121,221</b>	<b>181,200</b>	<b>120,842</b>	<b>181,200</b>	<b>1,835,449</b>	<b>(60,358)</b>	<b>-33.31%</b>

*Note: Totals and percentage may not be precise due to independent rounding*

### **Revenues - \$121,221**

Year-to-date revenues total \$121,221. This represents a 33.3 percent decrease from the current budget projection of \$181,200. Collectively, revenue ridership has decreased approximately 1.0% from the prior fiscal year period.

### **Passenger Revenues - \$2,863**

Collectively, annual passenger revenues, which include fixed route fares and paratransit passenger copays, are below current budget projections by 5.4 percent.

### **General Public Fares (GPF) Copays -\$2,529**

Year-to-date completed fare paying revenue trips, which includes trips performed under ADA, GMCO, GPB, Lottery and PWD programs, total 1,153 trips.

Collectively, fare paying revenue ridership has decreased 4.0 percent when compared to the previous fiscal year, however, individual funding sources, such as PWD, have seen an increase in trips when compared to the previous fiscal year period.

- ADA – decrease of 11.3 percent
- Lottery – decrease of 7.1 percent
- PWD – increase of 61.3 percent

Carbon Transit July 2024 Unaudited Financial Statements

**State Special Fare Assistance - \$76,101**

Carbon County MATP

MATP revenue is representative of the total operating costs of the program. Currently MATP revenue is 43.9% below the current budget projection of \$135,859. Revenue ridership for MATP consists of 723 trips and ridership has increased 4.5% when compared to the previous fiscal year period. Revenue ridership is comprised of the following MATP trip types:

- MATP Under 65 – 432
- MATP Out of County – 281
- MATP Mileage Reimbursement – 10
- MATP Pass-through - 0



## Carbon Transit July 2024 Unaudited Financial Statements

The remaining staff salaries allocated to Carbon Transit are equivalent to the direct time spent performing tasks related to the Carbon Transit Division. Total labor costs allocated to Carbon Transit by department:

- Executive - \$580
- Finance - \$7,371
- Marketing - \$10
- Paratransit - \$11,076
- Planning - \$1,144
- Rider Resources - \$3,907

### **Fringe Benefits - \$19,262**

FICA - \$1,842

Costs are based on the calculation of 7.65% of current salaries and wages.

Fringe Benefits- \$17,420

Costs include the allocation of benefit costs to the Carbon Transit Division for staff time to administer both the fixed route and paratransit programs. Fringe benefits are allocated at 80% of total wages.

Collectively, fringe benefits are 7.3% above annual budget projections due to the increase in salaries and personnel time allocated to the Carbon Transit division.

### **Outside Services - \$2,533**

Current costs reflect an increase of 15.8% over the current budget projection of \$2,187. The net increase can be attributed to the following:

- Auditing Fees – Current costs are representative of Carbon’s allocation of FY2025 auditing services which have increased 3% from the previous fiscal year.
- Banking – Current costs include the fees associated with banking transactions relating to Carbon Transit operations and have increased due to a consistent, and increased cash balance.
- Online Sales - This line item includes the fees associated with online sales transactions for ticket purchases and EcoPay balance replenishments via the current online platform, Square Inc. Costs have exceeded the current budget projection due to clients moving to the EcoPay option.

## Carbon Transit July 2024 Unaudited Financial Statements

- Electric – Utility rates were capped during the previous fiscal year.
- Water and Sewer – Current costs are representative of water service; no accrual was made for sewer fees due to a possible credit owed.
- Heating – Costs are below budget projections due to mild weather.
- Internet fees - The costs for internet and landline services were split during the previous fiscal year.

### **Purchased Transportation (P/T) - \$144,255**

Collectively, P/T costs are below the current budget projection of \$189,077, by 31.1%. The net decrease is attributed to a decrease in revenue ridership, along with the collaboration between LANTA, specifically the Paratransit Department and the Department of Human Services to ensure that clients are receiving the proper services.

### **Shared Ride - \$114,738**

This line item represents expenditures for the in-county paratransit service currently operated by TransDev, LANTA's subcontractor for Carbon Transit service plus the agreed upon fixed cost portion for FY 2025. This line item includes State Shared Ride, PwD, ADA and MATP transportation. Current costs are above the current budget projection of \$114,259, by 0.41%.

### **Mileage Reimbursements - \$75**

This line item represents the mileage, parking, and toll reimbursements for the MATP program. Mileage is currently reimbursed at an increased rate of \$.25 per mile, while parking and tolls are based on the actual costs. Current actual costs are well below the current budget projection of \$1,842, by 95.9%. MATP mileage reimbursement trips total 10; a 68.8% decrease when compared to the previous fiscal year period.

### **Pass-Through Entity - CLIU - \$0**

No costs to report currently.

### **MA Out of County (MA OOC) - \$29,442**

This line item represents expenditures for the MATP premium transportation. MATP premium transportation represents medical transportation outside of Carbon County. Costs are below the current budget projection of \$72,976, by 59.7%. Total MA OOC

## Carbon Transit July 2024 Unaudited Financial Statements

### Carbon Transit Income Statement Summary For the Period Ending July 31, 2024

	Fiscal Year 2025					YTD Budget Variance	
	PTD		YTD		Annual	Favorable (Unfavorable)	
	Actual	Budget	Actual	Budget	Budget	Amount	Percent
<b>Subsidy</b>							
Local Subsidy	4,238	4,238	4,238	4,238	50,859	-	0.00%
State Subsidy	16,102	35,658	16,102	35,658	339,060	19,556	54.84%
<b>Total Subsidy</b>	<b>20,340</b>	<b>39,896</b>	<b>20,340</b>	<b>39,896</b>	<b>389,919</b>	<b>19,556</b>	<b>49.02%</b>
<b>Surplus (Deficit)</b>	<b>(56,152)</b>	<b>(41,977)</b>	<b>(56,531)</b>	<b>(41,977)</b>	<b>(805,615)</b>	<b>(14,554)</b>	<b>34.67%</b>

*Note: Totals and percentage may not be precise due to independent rounding*

### **Subsidy - \$20,340**

The year-to-date deficit recorded on Carbon Transit totals \$76,493. This represents a 6.1 percent decrease from the current year's budget projection of \$81,873. Current total subsidies equal the amount of the deficit for the Fixed Route and the ADA program.

#### Local Subsidy - \$4,238

Current amount represents 1/12<sup>th</sup> of the annual general operating assistance revenues received from Carbon County.

#### State Subsidy - \$16,102

Th current amount represents the amount of state operating assistance needed to fund the operating deficit for fixed route operations.



**Carbon Transit**  
**Income Statement Summary**  
For the Period Ending July 31, 2024

	Fiscal Year 2025						YTD Budget Variance	
	PTD		YTD		Annual		Favorable (Unfavorable)	
	Actual	Budget	Actual	Budget	Actual	Budget	Amount	Percent
<b>Revenue</b>								
Passenger Fares	2,863	3,027	2,863	3,027	39,531	(164)	-5.40%	
Non-Transportation Revenues	379	-	-	-	-	-	0.00%	
Local Special Fare Assistance	16,571	16,131	16,571	16,131	112,175	440	2.73%	
State Reimbursements	25,307	26,184	25,307	26,184	298,582	(877)	-3.35%	
State Special Fare Assistance	76,101	135,859	76,101	135,859	1,385,161	(59,758)	-43.99%	
<b>Total Revenue</b>	<b>121,221</b>	<b>181,200</b>	<b>120,842</b>	<b>181,200</b>	<b>1,835,449</b>	<b>(60,358)</b>	<b>-33.31%</b>	
<b>Expenses</b>								
Labor	24,078	22,441	24,078	22,441	349,808	(1,637)	-7.29%	
Fringe Benefits	19,262	17,953	19,262	17,953	279,846	(1,309)	-7.29%	
<b>Total Labor and Fringe Benefits</b>	<b>43,340</b>	<b>40,394</b>	<b>43,340</b>	<b>40,394</b>	<b>629,654</b>	<b>(2,946)</b>	<b>-7.29%</b>	
Services	2,533	2,187	2,533	2,187	26,226	(346)	-15.83%	
Fuel	771	22,722	771	22,722	227,872	21,951	96.61%	
Tires & Tubes	-	-	-	-	-	-	0.00%	
Materials & Supplies	709	785	709	785	19,000	76	9.66%	
Utilities	1,923	3,435	1,923	3,435	44,135	1,512	44.02%	
Casualty & Liability	-	-	-	-	-	-	0.00%	
Taxes	-	-	-	-	-	-	0.00%	
Purchase of Transportation Service	144,255	189,077	144,255	189,077	2,030,380	44,823	23.71%	
Miscellaneous	22	19	22	19	225	(3)	0.00%	
Interest	-	-	-	-	-	-	0.00%	
Leases & Rentals	4,160	4,454	4,160	4,454	53,491	294	0.00%	
<b>Total Expenses</b>	<b>197,713</b>	<b>263,073</b>	<b>197,713</b>	<b>263,073</b>	<b>3,030,983</b>	<b>65,360</b>	<b>24.84%</b>	
<b>Gross Surplus (Deficit)</b>	<b>(76,493)</b>	<b>(81,873)</b>	<b>(76,871)</b>	<b>(81,873)</b>	<b>(1,195,534)</b>	<b>5,002</b>	<b>6.11%</b>	
<b>Subsidy</b>								
Local Subsidy	4,238	4,238	4,238	4,238	50,859	-	0.00%	
State Subsidy	16,102	35,658	16,102	35,658	339,060	19,556	54.84%	
<b>Total Subsidy</b>	<b>20,340</b>	<b>39,896</b>	<b>20,340</b>	<b>39,896</b>	<b>389,919</b>	<b>19,556</b>	<b>49.02%</b>	
<b>Surplus (Deficit)</b>	<b>(56,152)</b>	<b>(41,977)</b>	<b>(56,531)</b>	<b>(41,977)</b>	<b>(805,615)</b>	<b>(14,554)</b>	<b>34.67%</b>	

**Administration & Safety Committee Dashboard**

**September 3, 2024**

LANTA employees count as of 8/29/2024 below.

<b>Union Employees</b>	<b>Count</b>	<b>Percentage</b>
Male	156	68.12%
Female	73	31.88%
<b>Total</b>	<b>229</b>	<b>100%</b>
<b>Non-Union Employees</b>		
Male	41	50.61%
Female	40	49.39%
<b>Total</b>	<b>81</b>	<b>100%</b>
<b>All LANTA Employees</b>		
Male	197	63.54%
Female	113	36.46%
<b>Total</b>	<b>310</b>	<b>100%</b>

Open Positions:

Currently LANTA has the following open positions:

- Rider Resources Rep (2)
- Rider Resources Team Lead (1) - Internal
- Treasury Clerk (2)
- Finance Specialist – Payroll (1)
- Finance Specialist – Revenue (1)
- Safety Trainer (1) - Internal
- Bus Operator TBD

Internal Training Update:

List of internal trainings that were completed in July 2024:

- New employee training Operations and Maintenance – 8 new employees
- Recertifications – 23
- Retraining – 2
- Ride-Alongs - 22



## Changes to LANTA's Public Transportation Agency Safety Plan for 2024

FTA published updates to the National Public Transportation Safety Plan (National Safety Plan), which is FTA's primary guidance document to improve transit safety performance for systems that receive FTA funding.

Following this update we were advised to update our Safety Plan as follows:

### **Make changes to the definitions according to the FTA guidelines**

#### **Assure the definition of Accountable Executive includes “control over Human and Capital Resources”**

*Accountable Executive - The single, identifiable person who has ultimate responsibility for carrying out the Public Transportation Agency Safety Plan of a transit agency; responsibility for carrying out the transit agency's Transit Asset Management Plan; and control or direction over the human and capital resources needed to develop and maintain both the transit agency's Public Transportation Agency Safety Plan, in accordance with 49 U.S.C. 5329(d), and the transit agency's Transit Asset Management Plan in accordance with 49 U.S.C. 5326.*

#### **Update the definition of Assault on a transit worker**

*Assault on a transit worker - a circumstance in which an individual knowingly, without lawful authority or permission, and with intent to endanger the safety of any individual, or with a reckless disregard for the safety of human life, interferes with, disables, or incapacitates a transit worker while the transit worker is performing the duties of the transit worker*

#### **Update the definition of injury**

Injury - means any harm to persons as a result of an event that requires immediate medical attention away from the scene.

#### **Define Near Miss**

*Near Miss - means a narrowly avoided safety event.*

#### **Define transit worker**

*Transit Worker - means any employee, contractor, or volunteer working on behalf of the transit agency.*

#### **Include the seven measurements now required by the National Transit Database reporting.**

Those measurements are now listed in subsection 7.1 Safety Performance Monitoring and Measurement Page 22

*LANTA will monitor Safety Measurements reported to the National Transit Database including Collision Rate, Pedestrian Collision Rate, Vehicular Collision Rate, Transit Worker Fatality Rate, Transit Worker Injury Rate, Assaults on Transit Workers and rate of assaults on transit workers.*

Vehicle Revenue Miles	Fatalities (Total)	Fatalities (Per 10 thousand VRM)	Goal Fatalities remain zero	Injuries	Injuries (Per 100 thousand VRM)	Goal Decrease Injuries by 10%	Safety Events (Total)	Safety Events (Per 100 thousand VRM)	Goal Decrease Safety Events by 10%	System Reliability Number of Failures	System Reliability Miles between Failures	Goal Increase Reliability by 10%
2021	0	0	0	23	0.72	0.072	12	0.37	0.037	228	14,047	1,405
LANTA Bus												
<b>3,202,736</b>												
2022	0	0	0	14	0.42	0.042	12	0.36	0.036	322	10,257	1,026
LANTA Bus												
<b>3,302,893</b>												
2023	0	0	0	9	0.25	0.025	14	0.36	0.036	803	4,498	450
LANTA Bus												
<b>3,611,630</b>												
Total	0	0	0	15	0.46	0.046	13	0.39	0.039	451	9,601	10,561
3 Yr. Avg												
<b>3,372,420</b>												

Previous	0	0	0	14	0.39	0.039	10	0.31	0.031	281	11,660	12,826
3 Year Average												
<b>3,211,102</b>												
<b>Target</b>				13	0.40		9	0.28			12,570	
<b>Variance</b>				-2	-0.06		-4	-0.11			-2,969	

Vehicle Revenue Miles	Fatalities (Total)	Fatalities (Per 10 thousand VRM)	Goal Fatalities remain zero	Injuries	Injuries (Per 100 thousand VRM)	Goal Decrease Injuries by 10%	Safety Events (Total)	Safety Events (Per 100 thousand VRM)	Goal Decrease Safety Events by 10%	System Reliability Number of Failures	System Reliability Miles between Failures	Goal Increase Reliability by 10%
<b>LANTA Van</b>												
2021	0	0	0	0	0	0	3	0	0	53	21,147	23,262
<b>1,236,553</b>												
2022	0	0	0	0	0	0	2	0.24	0.24	35	23,331	25,664
<b>1,377,252</b>												
2023	0	0	0	6	0.14	0	1	0.24	0.24	35	23,331	25,664
<b>2,244,246</b>												
Total												
3 Yr. Avg	0	0	0	2	0.05	0	2	0.16	0.16	41	22,603	24,863
<b>4,858,051</b>												

LANTA Van


Previous												
3 Yr. Avg	0	0	0	0.67	0.04		1.3	0.09		58	25,717	
<b>1,491,580</b>												
Target				0.6	0.04		1.2	0.08			28289	
Variance				-1.4	-0.05		-2	-0.16			-5,686	



# EEO and Diversity Analysis

LANTA Human Resources - September 2024





# Equal Employment Opportunity (EEO) and Diversity Overview, Distribution and Analysis

# Equal Employment Opportunity (EEO)

1. LANTA is an Equal Employment Opportunity employer.
2. LANTA affirms its commitment to treat all applicants for employment and all employees equally without regard to;
  - ▶ Race, color, religion, national origin, sex (including gender identity, sexual orientation, and pregnancy), age, genetic information, disability, veteran status, ancestry, medical condition, marital status, citizenship status, or other class protected by local, state, or federal law.
3. This policy extends to all areas of employment including recruitment, selection and placement, compensation, promotion and advancement, transfer, discipline, demotion, lay-off, termination, training, daily working conditions, benefits, and all other terms and conditions of employment.

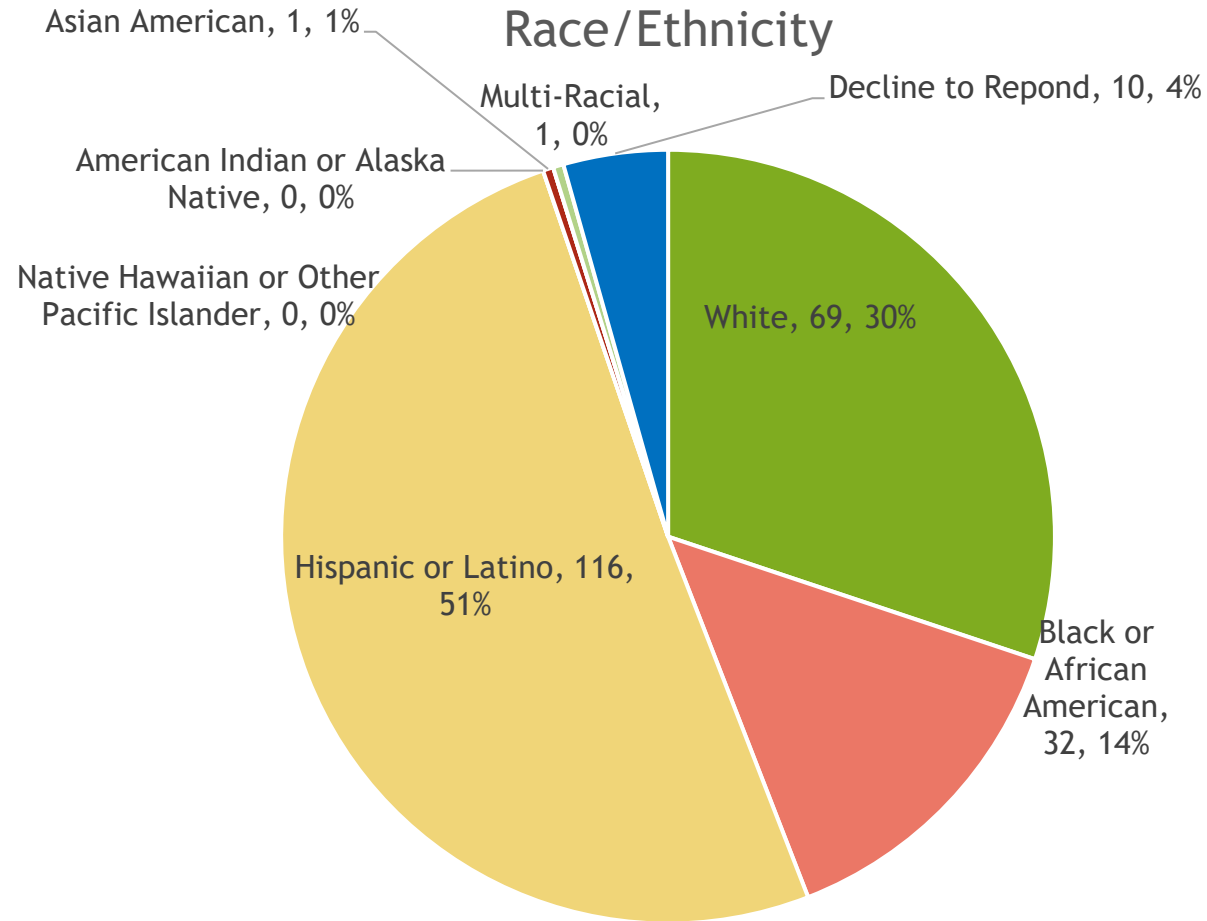




# Equal Employment Opportunity Commission (EEOC) Class Distribution

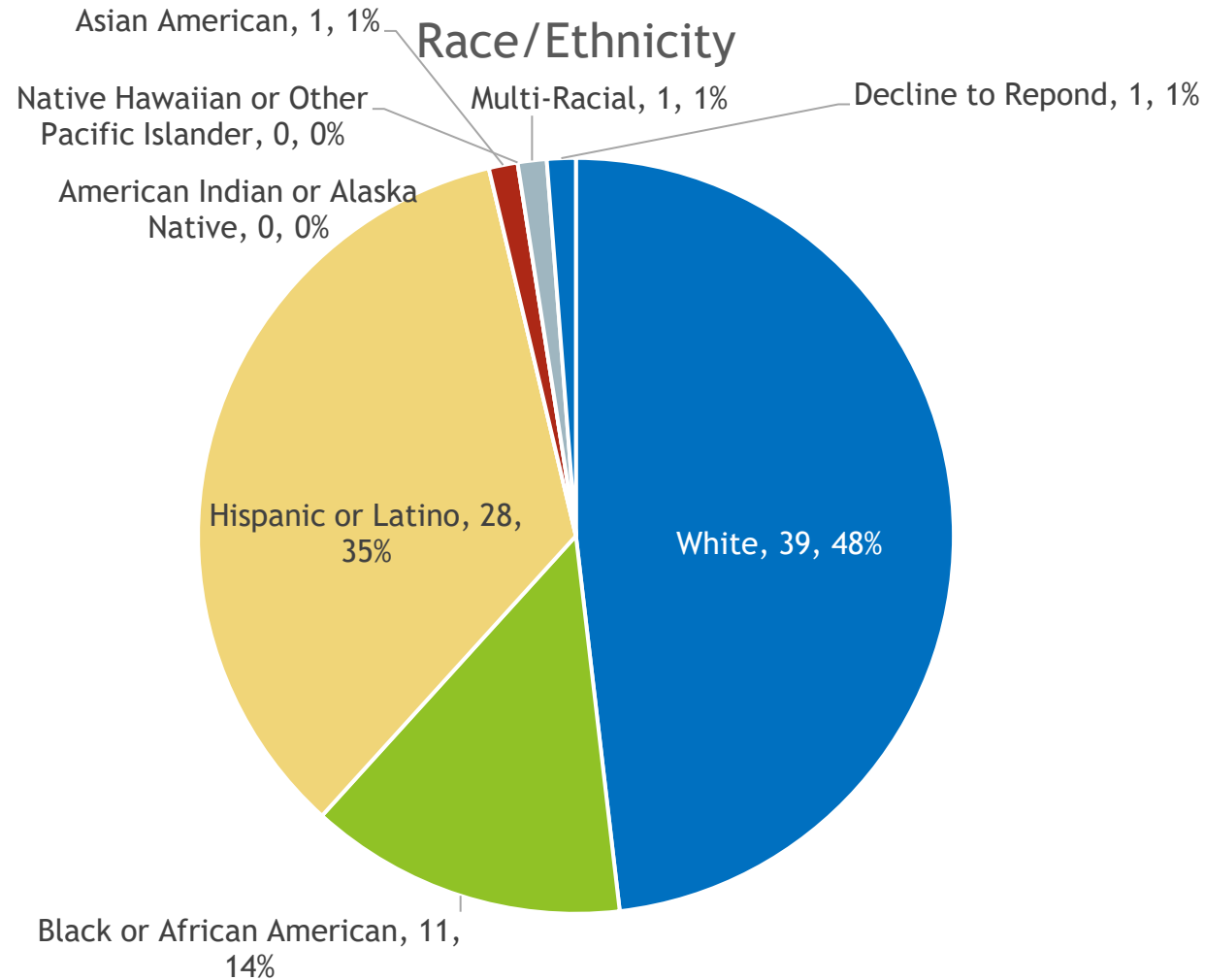
Race / Ethnicity
White
Black or African American
Hispanic or Latino
American Indian or Alaska Native
Asian American
Native Hawaiian or Other Pacific Islander
Multi-Racial

# EEO Class Distribution - Union Employees



- White
- Black or African American
- Hispanic or Latino
- American Indian or Alaska Native
- Asian American
- Native Hawaiian or Other Pacific Islander
- Multi-Racial
- Decline to Repond

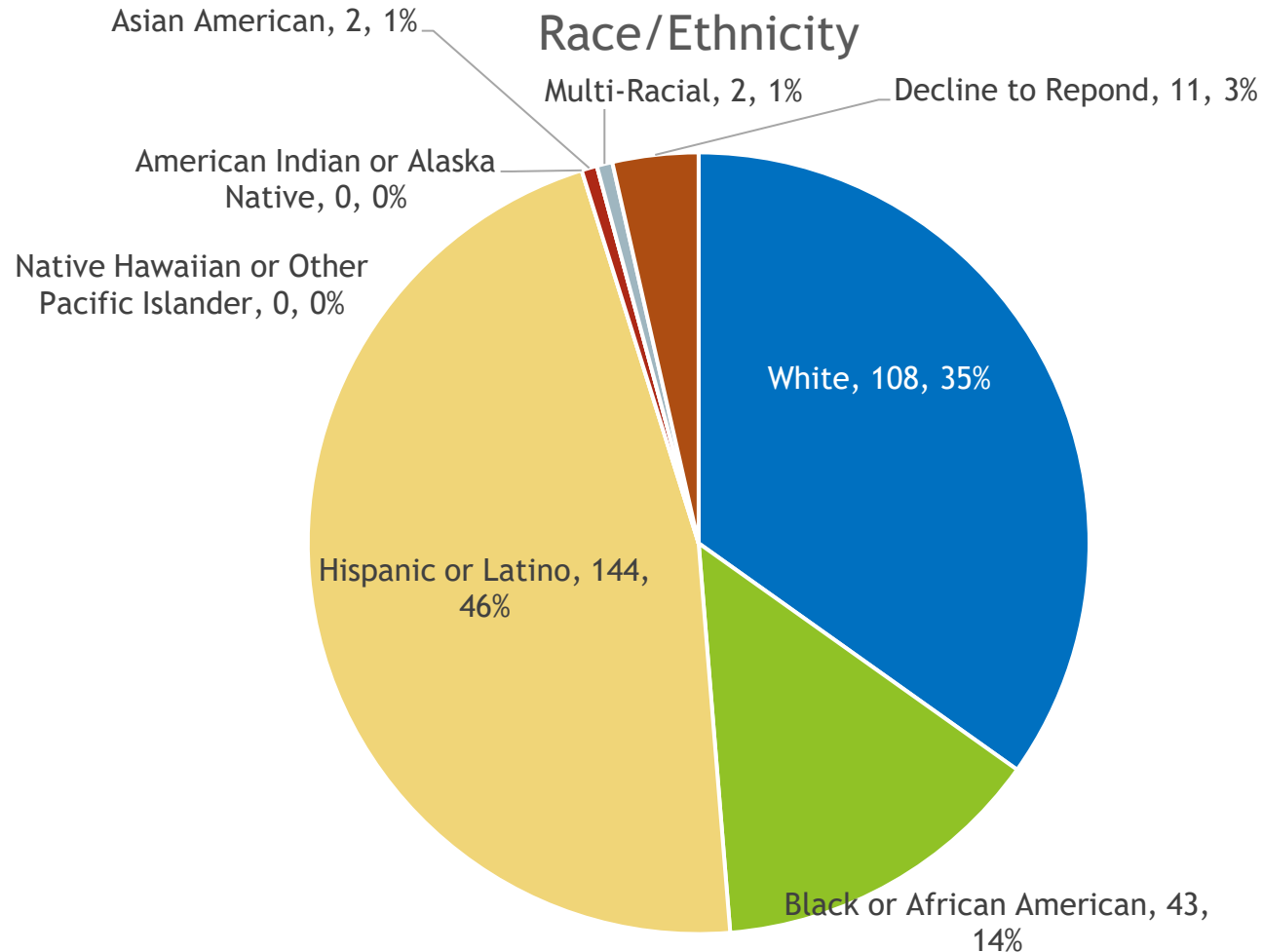
# EEO Class Distribution - Staff Employees



- White
- Black or African American
- Hispanic or Latino
- American Indian or Alaska Native
- Asian American
- Native Hawaiian or Other Pacific Islander
- Multi-Racial
- Decline to Repond



# EEO Class Distribution - All LANTA Employees

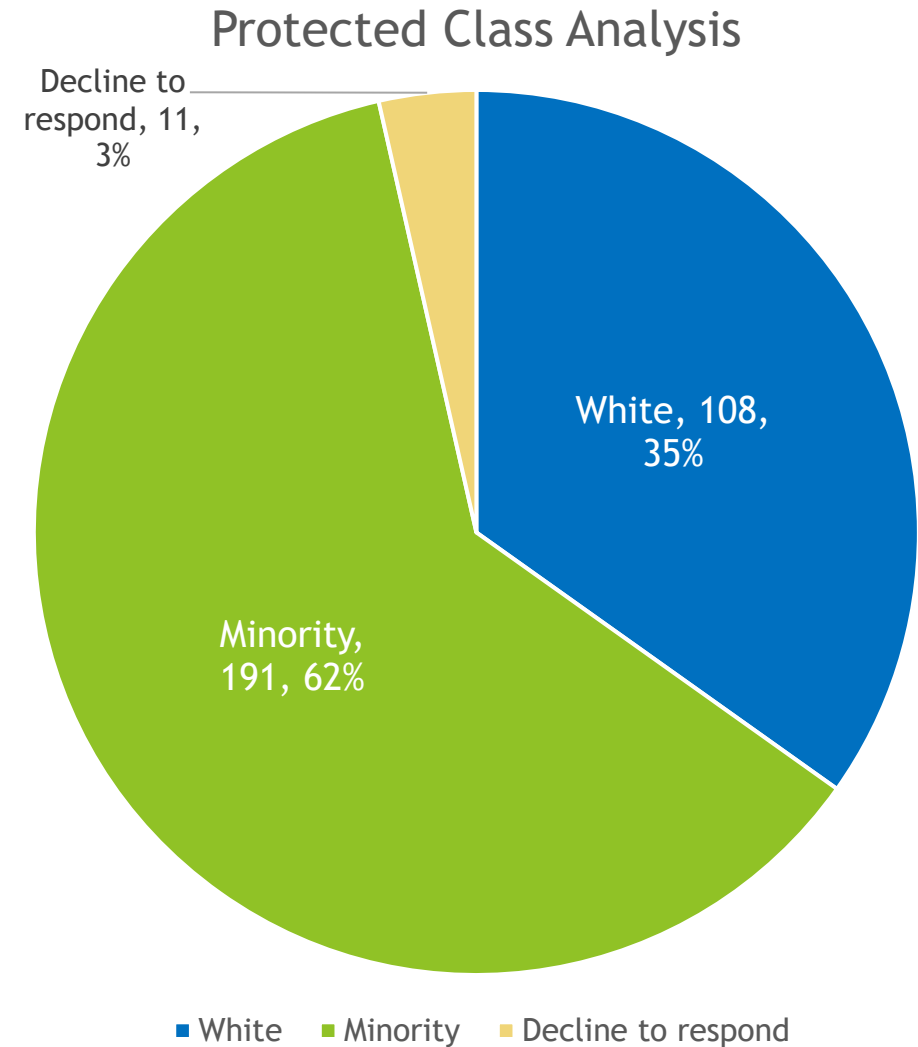


- White
- Black or African American
- Hispanic or Latino
- American Indian or Alaska Native
- Asian American
- Native Hawaiian or Other Pacific Islander
- Multi-Racial
- Decline to Repond

# Protected Class

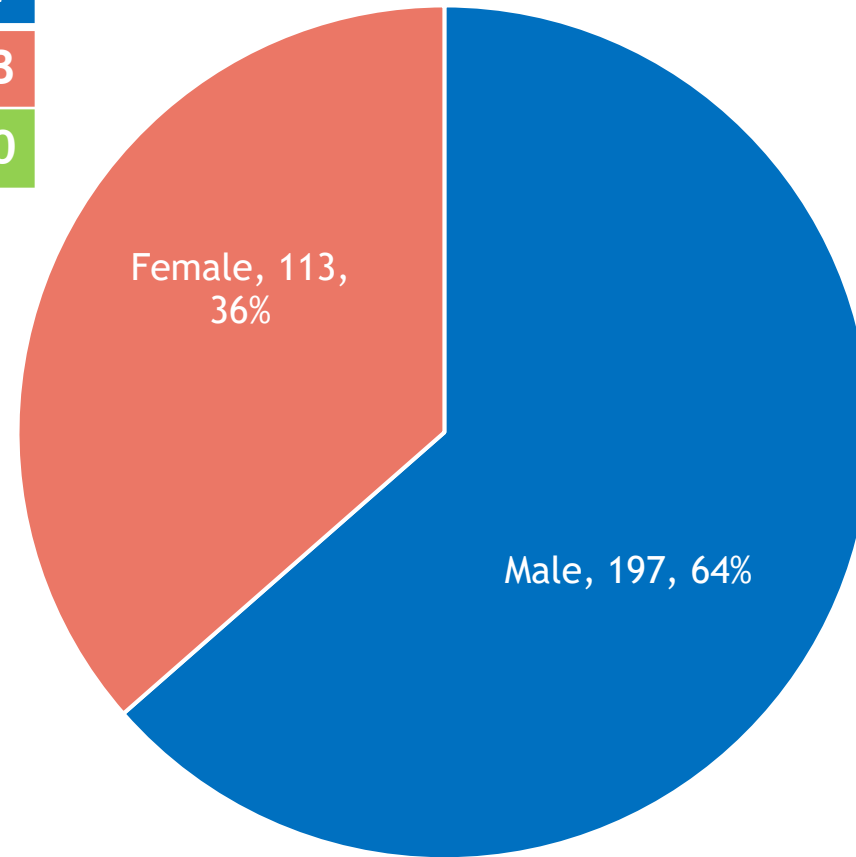
- ▶ Protected class means any category of person or status protected by any Equal Employment Opportunity statute/law or regulation.

White	108
Protected Class (Minority)	191
Decline to respond	11
Total Employees	310



## Gender Allocation

Male	197
Female	113
Total	310



■ Male ■ Female





# EEO/PROGRAM GOALS FISCAL YEAR 2024-25 & STATUS REPORT AS OF SEPTEMBER 3, 2024

EMPLOYMENT CATEGORY	GOALS 2022-23	WORK FORCE 2022 NUMBER	%	WORKFORCE 2024 NUMBER	%	Census Data	GOALS 2026-27
<b>I. ALL EMPLOYEES</b>							
A. MALE	55%	163	65%	197	64%	N/A	55%
B. FEMALE	45%	86	35%	113	36%	N/A	45%
C. MINORITY	46%	133	53%	191	62%	N/A	48%
<b>II. Service-Maintenance Employees</b>							
A. MALE	56%	103	67%	119	62%	N/A	56%
B. FEMALE	44%	51	33%	72	38%	N/A	44%
C. MINORITY	51%	95	62%	134	70%	N/A	52%
<b>III. Skilled Craft Workers</b>							
A. MALE	95%	30	100%	38	97%	N/A	96%
B. FEMALE	5%	0	0%	1	3%	N/A	4%
C. MINORITY	14%	11	37%	27	69%	N/A	15%
<b>IV. Administrative Support</b>							
A. MALE	0%	2	10%	11	30%	N/A	10%
B. FEMALE	100%	19	90%	28	70%	N/A	90%
C. MINORITY	56%	12	57%	22	56%	N/A	56%
<b>V. Professionals</b>							
A. MALE	42%	16	59%	23	70%	N/A	52%
B. FEMALE	58%	11	41%	10	30%	N/A	48%
C. MINORITY	15%	11	41%	18	55%	N/A	20%
<b>VI. Officials &amp; Administrators</b>							
A. MALE	53%	12	71%	6	66%	N/A	62%
B. FEMALE	47%	5	29%	3	34%	N/A	39%
C. MINORITY	20%	8	47%	3	25%	N/A	22%



# Questions, Comments or ▶ Suggestions.

Thank you for your participation.

