



Lehigh and Northampton Transportation Authority

**LANTA Board Meeting
Agenda
March 11, 2025**

1. Call to Order
 2. Roll Call
 3. Public Comment
 4. Approval of the Minutes – February 11, 2025 Board Meeting
 5. Report of the Chair
 6. Report of Committees
 - A. Finance – Fred Williams
 - i. Items for consideration of approval:
 - a. Financial Statements January 2025, subject to audit
 - B. Administration & Safety – Sheila Alvarado
 - C. Service Support & Planning – Matt Malozi
 - D. Service Delivery & Accessibility – Iris Linares
 - i. Items for consideration of approval:
 - a. MPO Memorandum of Understanding (MOU)
 7. Other Items
 8. Adjournment
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**Joint LANTA Finance Committee and
Administration & Safety Committee
Agenda
March 4, 2025**

Finance Committee

1. Call to Order
2. Roll Call
3. Public Comment
4. Review and Recommendation – Financial Statements January 2025 subject to audit
5. Adjournment

Administration & Safety Committee

1. Administration & Safety Dashboard
 2. Report on Initiatives
 - a. Safety Report – October – December 2024
 3. Other Items
 - a. Annual Ethics Refresher Training
 - b. Update – FTA Triennial Review Preparation
 4. Adjournment
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LANtaBus January 2025 Unaudited Financial Statements

LANtaBus
January 2025 Unaudited Financial Statements

LANtaBus
Income Statement Summary
For the Period Ending January 31, 2025

	Fiscal Year 2025					YTD Budget Variance	
	PTD		YTD		Annual Budget	Favorable (Unfavorable)	
	Actual	Budget	Actual	Budget		Amount	Percent
Revenue							
Passenger Fares	237,659	195,566	1,859,012	1,464,676	2,396,151	394,336	26.92%
Special Transit Fares	27,490	-	216,767	117,500	235,000	99,267	84.48%
Auxiliary Transportation Revenue	41,667	10,000	291,667	260,000	260,000	31,667	12.18%
Non Transportation Revenue	2,928	-	15,036	-	-	15,036	0.00%
Total Revenue	309,744	205,566	2,382,482	1,842,176	2,891,151	540,305	29.33%

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

Revenues - \$2,382,482

Current revenues total \$2,382,482. This represents a 29.3 percent increase from the current budget projection of \$1,842,176.

Passenger Revenue - \$1,859,012

Current passenger fare revenue is above budget projections by \$394,336, representative of a 26.9% budget variance. The fare revenue collected through January 31st is \$3,996 above the GFI stated revenue collected; a 0.41% variance. 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%
AUGUST	142,925.88	143,011.94	86.06	0.06%
SEPTEMBER	158,009.72	158,036.30	26.58	0.02%
OCTOBER	152,209.32	152,870.13	660.81	0.43%
NOVEMBER	136,593.92	135,971.02	(622.90)	-0.46%
DECEMBER	125,184.38	129,794.75	4,610.37	3.68%
JANUARY	117,110.79	117,245.77	134.98	0.12%
TOTALS	981,221.30	985,217.33	3,996.03	0.41%

LANtaBus January 2025 Unaudited Financial Statements

Special Transit Fares - \$216,767

This category includes revenues paid by Amazon, Fedex, and various local colleges who pay a special, reduced fare for a reason other than quantity discounts. This line item also includes the revenue service agreement (RSA) between Allentown School District and LANTA. Currently, revenues are outpacing the current year budget projection of \$117,500 by \$99,267, an 84.5% budget variance.

Auxiliary Transportation Revenues - \$291,667

This category includes vehicle and shelter advertising revenues. Current revenue aligns with current budget projections.

Non-Transportation Revenues - \$15,036

Investment Income - \$10,254

The amount represents the interest income earned from the LANTA's general checking account balance.

Non-Transportation Income - \$4,782

Amount represents the revenue earned from the replacement of reduced fare cards, metal recycling proceeds and administrative fees for managing wage attachments.

LANtaBus January 2025 Unaudited Financial Statements

LANtaBus Income Statement Summary For the Period Ending January 31, 2025

	Fiscal Year 2025					YTD Budget Variance	
	PTD		YTD		Annual Budget	Favorable (Unfavorable)	
	Actual	Budget	Actual	Budget		Amount	Percent
Expenses							
Labor	2,307,446	2,207,614	12,433,464	11,802,815	19,356,608	(630,649)	-5.34%
Fringe Benefits	3,715,084	3,665,988	9,944,431	10,581,567	16,441,686	637,136	6.02%
Total Labor and Fringes	6,022,530	5,873,602	22,377,895	22,384,382	35,798,294	6,487	0.03%
Services	250,450	245,329	1,501,787	1,512,192	2,738,842	10,405	0.69%
Fuel	130,915	189,974	908,671	1,142,121	2,091,988	233,450	20.44%
Tires & Tubes	10,951	11,394	85,699	81,683	137,035	(4,016)	-4.92%
Materials & Supplies	216,838	274,583	1,567,511	1,592,312	2,964,957	24,802	1.56%
Utilities	88,210	80,727	501,184	538,550	942,456	37,366	6.94%
Casualty & Liability	187,691	117,175	620,504	651,030	1,406,089	30,526	4.69%
Taxes	1,023	342	12,229	2,590	4,296	(9,639)	-372.15%
Purchase of Transportation	285,950	234,200	1,732,335	1,513,945	2,684,946	(218,390)	-14.43%
Miscellaneous	19,820	25,173	161,437	146,025	271,891	(15,412)	-10.55%
Interest	63	100	5,574	681	1,200	(4,892)	-717.92%
Leases & Rentals	9,014	2,037	63,828	16,722	28,709	(47,106)	-281.70%
Total Expenses	7,223,455	7,054,636	29,538,653	29,582,234	49,070,703	43,581	0.15%

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

Expenditures - \$29,538,653

Collectively, operating expenditures are below current budget projections by \$43,581, representative of a 0.15 percent budget variance.

Labor - \$12,433,464

Collectively, current labor costs, after Carbon Transit and LANtaVan allocations, are approximately \$631K above current budget projections, representative of a 5.3% increase.

Operator Wages - \$8,365,779

Current operator wages are based on a total of 199 operators, 240,497 payroll hours, of which 21,575 hours are attributable to overtime premiums: an average of 108.42 overtime hours per operator. The continued payment of overtime is attributed to the following:

- Total of 4,363 absences through January 31st
 - Average of 20.7 absences per day
- 4,363 absences are comprised of the following
 - 1,793 Vacation days
 - 1,686 Sick

LANtaBus January 2025 Unaudited Financial Statements

- 467 FMLA
- 76 Union Business
- 205 Excused
- 76 Unexcused
- 19 Missed
- 13 Leave of Absences
- 28 Other

Salaries and Wages General Administration - \$2,368,623

Current G & A salaries and wages are based on a total of 92 employees, 92,910 payroll hours, of which 2,429 hours are attributable to overtime.

Non-Vehicle Maintenance - \$176,970

Current non-vehicle maintenance wages are based on a total of 8 janitors and 7,460.5 payroll hours, of which 49.5 hours are attributable to overtime.

Vehicle Maintenance - \$1,522,093

Current vehicle maintenance wages are based on a total of 38 mechanics, specialists and road and service employees, 40,395.5 payroll hours of which 1,254 hours are attributable to overtime.

Fringe Benefits - \$9,944,431

Collectively, fringe benefits, after Carbon Transit and LANtaVan allocations, are approximately \$637K below the current budget projections of \$10,581,567, representative of a 6.0% decrease.

FICA - \$1,094,117

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 - \$30,692

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

LANtaBus January 2025 Unaudited Financial Statements

Union Pension - \$1,057,753

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 - \$172,334

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 - \$19,066

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.

Medical Insurance - \$4,206,347

The Authority offers its employees the Capital Blue Cross PPO Plus medical insurance plan. Dental and vision coverage are provided by Capital Blue Cross as well. The Authority's plan is self-insured, and there is a stop-loss insurance policy in place. Current costs are below current budget projections by approximately \$209K, a 4.7 percent budget variance.

LANtaBus Health Insurance January 31, 2025

Claims billed through December 28, 2024	\$	4,324,946
Administration Costs billed through December 2024		185,113
LVBCH		60
CANARX		2,355
Total Admin Fees and Claims	\$	4,512,474

Reimbursements		
EE Contributions	\$	257,338
Pensioner Contributions		424
Stop Loss		48,366

Total Program Reimbursements	\$	306,127
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Net Healthcare Costs	\$	4,206,347
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Cost per covered EE - 326 employees as of 1/31	\$	12,903
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Life Insurance - \$68,874

Current costs align with budget projections.

LANtaBus January 2025 Unaudited Financial Statements

Short-Term Disability Insurance - \$267,162

Current costs align with budget projections.

Long-Term Disability Insurance - \$6,233

Current costs align with budget projections.

Workers' Compensation Insurance - \$603,158

Current costs align with budget projections.

Sick Leave, Holiday, Vacation and Other Paid Absences - \$2,727,184

Annual costs are representative of the paid time off categories taken by all employees. Current costs are above current budget projections due to the 2025 sick and vacation accruals for all employees.

Tool and Uniform Allowance - \$87,046

Annual costs represent the uniform costs for non-union and union employees. Current costs are above the current year budget projection by 2.1%.

Fringe Benefits – Other - \$16,385

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

Fringe Benefit Distribution – (\$411,919)

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

Outside Services - \$1,501,787

Current costs reflect a decrease of 0.7 percent below the current budget projection of \$1,512,192. The net decrease can be attributed to FY2025 budget allocation and costs aligning with budget assumptions.

LANtaBus January 2025 Unaudited Financial Statements

Fuel - \$908,671

Current costs are below budget projections by 20.4 percent and is attributable to the budget assumption of a higher than actual diesel fuel usage for the first quarter and decrease in actual CNG usage.

Tires and Tubes - \$85,699

Current costs reflect actual costs through December 31st and an estimated accrual for January. Costs are above current budget projections by 4.9 percent.

Materials and Supplies - \$1,567,511

Current costs represent the cost of materials to keep the revenue vehicle fleet in a state of good repair as well as office and computer supplies. Current costs are below budget projections by approximately \$25K, a 1.6% budget variance.

Utilities - \$501,184

Current costs are inclusive of routine utility costs for items such as Refuse Removal, Water & Sewer, Electric, Gas Heat, transit center utilities and Internet fees. Annual costs are below the current year budget projections by approximately \$37K, a 6.9% budget variance.

Casual & Liability Insurance - \$620,504

Annual costs include the property damage and liability insurance purchased through the SAFTI program. Costs are currently below budget projections by approximately \$31K, a 4.7% budget variance.

Taxes - \$12,229

This category includes expense line items for vehicle license & registration fees and fuel recovery fees as well as real estate taxes. Costs are currently above budget projections due to a conservative approach to budget projections for real estate taxes.

Purchased Transportation - \$1,732,335

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

LANtaBus January 2025 Unaudited Financial Statements

transportation services. Collectively, this expense category is above current budget projections by \$218,390, a 14.4% budget variance.

Miscellaneous - \$161,437

The "Miscellaneous" line item is used to properly classify related expenditures which, under NTD reporting, cannot be included in any other expense line item. Collectively, current costs are above budget projections by approximately \$15K.

Interest - \$5,574

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

Leases - \$63,828

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 January 2025 Unaudited Financial Statements

LANtaBus Income Statement Summary For the Period Ending January 31, 2025

Subsidy	Fiscal Year 2025					YTD Budget Variance	
	PTD		YTD		Annual Budget	Favorable (Unfavorable)	
	Actual	Budget	Actual	Budget		Amount	Percent
Local Subsidy	111,403	121,887	784,280	737,789	1,347,227	(46,491)	-6.30%
State Subsidy	5,723,552	5,944,934	20,761,546	21,955,717	35,879,442	1,194,171	5.44%
Federal Subsidy - ADA	131,427	74,391	698,216	589,044	960,999	(109,172)	-18.53%
Federal Subsidy - Safety & Sec	45,611	48,672	254,518	389,116	632,474	134,598	34.59%
Federal Subsidy - VOH	-	98,552	249,142	299,898	792,658	50,756	16.92%
Federal Subsidy - PM	892,773	551,519	4,349,298	3,703,148	6,457,124	(646,150)	-17.45%
Federal Subsidy - Tire Lease	8,945	9,115	59,170	65,346	109,628	6,176	9.45%
Total Subsidy	6,913,711	6,849,070	27,156,171	27,740,058	46,179,552	583,886	2.10%
Surplus (Deficit)	-	0	(0)	0	-	(0)	0.00%

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

Subsidy - \$27,156,171

The year-to-date funded deficit recorded on LANtaBus totals \$27,156,171. This represents a 2.1 percent decrease from the current budget projection of \$27,740,058. Current total subsidies equal the amount of the deficit.

Local Subsidy - \$784,280

This category includes the general operating assistance revenues received from the Counties of Lehigh and Northampton. Year-to-date local subsidy is above current year budget projections by 6.3%.

State Subsidy - \$20,761,546

This category includes the operating assistance funds from PennDOT to assist in paying the cost of operating transit services. The current state subsidy is representative of 7/12th of the FY2025 allocation amount plus \$5,473,380 of Act 44 prior year reserves to subsidize the remaining operating deficit LANtaBus. Year-to-date state subsidy is below current year budget projections by approximately \$1.2M, representative of a 5.4% budget variance.

Federal Subsidy - \$5,610,345

This category covers funds obtained from the Federal Government to assist in paying the costs of operating transit services. Formula funding for FY 2025 has been used to fund preventative maintenance activities, tire lease, safety and security and ADA total operating expenses. The balance of federal subsidy was provided from the Vehicle Overhaul Program (VOH). Total federal subsidies are above current budget projections collectively by \$563,793, an 11.2% budget variance. The variance is attributed to an increase in actual

LANtaBus January 2025 Unaudited Financial Statements

costs for the Preventative Maintenance program, Safety and Security and maintenance payroll than anticipated.

LANtaBus January 2025 Unaudited Financial Statements

LANtaBus Revenue and Expense Department Detail

LANtaBus
January 31, 2025

	Operations	Maintenance	General Administration	Total
Salaries & Wages	9,531,191.06	2,169,336.65	732,936.48	\$ 12,433,464.19
Fringe Benefits	7,033,533.32	1,407,998.58	1,502,899.10	9,944,431.00
Services	638,668.60	234,029.59	649,559.60	1,522,257.79
Materials & Supplies	19,069.28	1,301,470.07	246,965.54	1,567,504.89
Fuel	908,670.93	-	-	908,670.93
Tires and Tubes	85,698.72	-	-	85,698.72
Utilities	-	69,214.11	411,500.10	480,714.21
Insurances	-	-	620,504.07	620,504.07
Taxes	-	-	12,228.58	12,228.58
Purchased Transportation	1,732,335.21	-	-	1,732,335.21
Miscellaneous Expense	-	-	161,442.06	161,442.06
Interest Expense	-	-	5,573.55	5,573.55
Leases	-	-	63,827.83	63,827.83
Total Expenditures	19,949,167.12	5,182,049.00	4,407,436.91	\$ 29,538,653.03
Revenue				
Passenger Fares	1,859,011.97	-	-	1,859,011.97
Special Route Guarantees	216,766.61	-	-	216,766.61
Advertising Commissions	291,666.65	-	-	291,666.65
Rental Income	-	-	-	-
Investment Income	10,254.35	-	-	10,254.35
Non-transportation Income	4,781.94	-	-	4,781.94
Total Revenue	2,382,481.52	-	-	\$ 2,382,481.52
Gross Surplus/(Deficit)	(17,566,685.60)	(5,182,049.00)	(4,407,436.91)	\$ (27,156,171.51)
Subsidy				
Tire Lease - Federal/State/Local	73,962.72	-	-	\$ 73,962.72
ADA - Federal/State/Local	872,770.10	-	-	872,770.10
Safety & Security - Federal/State	509,036.34	-	-	509,036.34
Preventative Maint - Federal/State/Local	581,846.74	3,767,451.73	-	4,349,298.47
VOH - Federal/State/Local	-	372,792.73	-	372,792.73
Local Operating Assistance	520,485.34	108,758.13	147,600.32	776,843.79
State Operating Assistance	15,008,584.36	933,046.41	4,259,836.59	20,201,467.36
Total Subsidy by Expense Class	17,566,685.60	5,182,049.00	4,407,436.91	\$ 27,156,171.51
Surplus/(Deficit)	-	-	-	-

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

LANtaBus
Income Statement Summary
For the Period Ending January 31, 2025

	Fiscal Year 2025				YTD Budget Variance		
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Revenue							
Passenger Fares	237,659	195,566	1,859,012	1,464,676	2,396,151	394,336	26.92%
Special Transit Fares	27,490	-	216,767	117,500	235,000	99,267	84.48%
Auxiliary Transportation Revenue	41,667	10,000	291,667	260,000	260,000	31,667	12.18%
NonTransportation Revenue	2,928	-	15,036	-	-	15,036	0.00%
Total Revenue	309,744	205,566	2,382,482	1,842,176	2,891,151	540,305	29.33%
Expenses							
Labor	2,307,446	2,207,614	12,433,464	11,802,815	19,356,608	(630,649)	-5.34%
Fringe Benefits	3,715,084	3,665,988	9,944,431	10,581,567	16,441,686	637,136	6.02%
Total Labor and Fringes	6,022,530	5,873,602	22,377,895	22,384,382	35,798,294	6,487	0.03%
Services	250,450	245,329	1,501,787	1,512,192	2,738,842	10,405	0.69%
Fuel	130,915	189,974	908,671	1,142,121	2,091,988	233,450	20.44%
Tires & Tubes	10,951	11,394	85,699	81,683	137,035	(4,016)	-4.92%
Materials & Supplies	216,838	274,583	1,567,511	1,592,312	2,964,957	24,802	1.56%
Utilities	88,210	80,727	501,184	620,504	942,456	37,366	6.94%
Casualty & Liability	187,691	117,175	12,229	2,590	1,406,089	30,526	4.69%
Taxes	1,023	342	1,732,335	1,513,945	2,684,946	(218,390)	-14.43%
Purchase of Transportation	285,950	234,200	161,437	146,025	271,891	(15,412)	-10.55%
Miscellaneous	19,820	25,173	5,574	681	1,200	(4,892)	-717.92%
Interest	63	100	63,828	16,722	28,709	(47,106)	-281.70%
Leases & Rentals	9,014	2,037	29,538,653	29,582,234	49,070,703	43,581	0.15%
Total Expenses	7,223,455	7,054,636	(27,156,172)	(27,740,058)	(46,179,552)	583,886	2.10%
Gross Surplus (Deficit)	(6,913,711)	(6,849,070)					
Subsidy							
Local Subsidy	111,403	121,887	784,280	737,789	1,347,227	(46,491)	-6.30%
State Subsidy	5,723,552	5,944,934	20,761,546	21,955,717	35,879,442	1,194,171	5.44%
Federal Subsidy - ADA	131,427	74,391	698,216	589,044	960,999	(109,172)	-18.53%
Federal Subsidy - Safety & Sec	45,611	48,672	254,518	389,116	632,474	134,598	34.59%
Federal Subsidy - VOH	-	98,552	249,142	299,898	792,658	50,756	16.92%
Federal Subsidy - PM	892,773	551,519	4,349,298	3,703,148	6,457,124	(646,150)	-17.45%
Federal Subsidy - Tire Lease	8,945	9,115	59,170	65,346	109,628	6,176	9.45%
Total Subsidy	6,913,711	6,849,070	27,156,171	27,740,058	46,179,552	583,886	2.10%
Surplus (Deficit)	0	0	(0)	0	0	(0)	0.00%

LANtaVan January 2025 Unaudited Financial Statements

LANtaVan
January 2025 Unaudited Financial Statements

LANtaVan
 Income Statement Summary
 For the Period Ending January 31, 2025

	Fiscal Year 2025					YTD Budget Variance	
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Revenue							
Passenger Fares	40,571	20,699	303,200	236,591	443,396	66,610	28.15%
Non-Transportation Revenues	-	-	-	-	-	-	0.00%
Local Special Fare Assistance	287,096	174,903	1,453,786	1,319,407	2,204,822	134,379	10.18%
State Reimbursements	221,002	216,438	1,707,871	1,532,645	2,752,584	175,226	11.43%
State Special Fare Assistance	389,209	336,298	2,178,418	2,668,289	4,260,937	(489,871)	-18.36%
Total Revenue	937,879	748,337	5,643,275	5,756,932	9,661,739	(113,656)	-1.97%

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

Revenues - \$5,643,275

Current revenues total \$5,643,275. This represents a 1.0 percent decrease from the current budget projection of \$5,756,932. Revenue ridership has increased approximately 7.6% from the prior year period.

Passenger Revenues - \$303,200

General Public Fares (GPF) Copays - \$303,200

Current GPF Copays are 28.2 percent above the current budget projection of \$236,591. Total completed fare paying revenue trips, which includes trips performed under ADA, ARC, GMCO, GPB, HH, Lottery, NUR and PWD programs, total 83,530 trips.

Local Special Fare Assistance - \$1,453,786

Collectively, Local Special Fare Assistance is \$134,379 above the current budget projection of \$1,319,407, resulting in a 10.2 percent budget variance.

Lehigh County Area Agency on Aging (LCAAA) - \$29,595

Currently this line item represents revenue earned on ridership for Lehigh County AAA (LCAAA) sponsored clients. For those sponsored clients under 65 years of age, LCAAA pays

LANtaVan January 2025 Unaudited Financial Statements

the full fare of the trip and for those clients over 65 years of age, LCAAA pays the 15% copay while the remaining 85% is paid for by the Senior Shared Ride Lottery Program. LCAAA revenue represents a total of 6,307 completed revenue trips.

Northampton County Area Agency on Aging (NCAAA) - \$38,413

Currently this line item represents revenue earned on ridership for Northampton County AAA (NCAAA) sponsored clients. For those sponsored clients under 65 years of age, NCAAA pays the full fare of the trip and for those clients over 65 years of age, NCAAA pays the 15% copay while the remaining 85% is paid for by the Senior Shared Ride Lottery Program. NCAAA revenue represents a total of 8,089 completed revenue trips.

American with Disabilities Act (ADA) - \$1,364,856

This line item represents the total operating costs of the ADA program less ADA client copays. Current revenue consists of total revenue ridership of 20,478 trips, for total operating costs of \$1,463,562 less \$98,705 in ADA client copays. ADA ridership has decreased 2.2 percent when compared to the previous fiscal year period.

Certification Services (CER) - \$20,921

This line item represents the cost of the LANTA sponsored transportation for potential paratransit consumers to/from their evaluations. Current revenue reflects a total of 555 trips performed, a decrease of 8.4 percent from the previous fiscal year period.

State Reimbursements - \$1,707,871

Collectively, current State Reimbursements are \$175,226 above current budget projections, resulting in an 11.4 percent budget variance.

Senior Shared Ride Lottery - \$1,582,626

Shared Ride revenue is representative of 55,999 completed revenue trips and full 85% reimbursement from the Senior Shared Ride (SSR) Lottery Program. SSR Lottery ridership has increased 11.3 percent when compared to the previous fiscal year period.

Persons with Disabilities (PWD) - \$125,246

PWD revenue is representative of 3,756 completed revenue trips and full 85% reimbursement from the Senior PWD ridership has increased 29.6 percent when compared to the previous fiscal year period.

LANtaVan January 2025 Unaudited Financial Statements

State Special Fare Assistance - \$2,178,418

Collectively, current State Special Fare Assistance revenues are \$489,871 below current budget projections, resulting in an 18.4 percent budget variance.

Lehigh County MATP - \$1,358,556

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 26,922 trips. Lehigh County revenue ridership has decreased 2.7 percent when compared to the previous fiscal year. Lehigh County MATP revenue ridership is comprised of the following MATP trip types:

- MATP Under 65 – 18,610
- MATP Out of County – 220
- MATP Mileage Reimbursement – 7,906
- MATP Fixed Route Reimbursement – 186
- MATP Pass-Through – 0

Northampton County MATP - \$819,861

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 16,075 trips. Northampton County revenue ridership has decreased 8.5 percent when compared to the previous fiscal year. Northampton County MATP revenue ridership is comprised of the following MATP trip types:

- MATP Under 65 – 9,681
- MATP Out of County – 189
- MATP Mileage Reimbursement – 5,483
- MATP Fixed Route Reimbursement – 722
- MATP Pass-Through – 0

LANtaVan January 2025 Unaudited Financial Statements

LANtaVan Income Statement Summary For the Period Ending January 31, 2025

Expenses	Fiscal Year 2025					YTD Budget Variance	
	PTD		YTD		Annual Budget	Favorable (Unfavorable)	
	Actual	Budget	Actual	Budget		Amount	Percent
Labor	61,507	94,005	431,048	534,316	1,005,266	103,269	19.33%
Fringe Benefits	49,206	73,854	345,220	482,099	804,213	136,880	28.39%
Total Labor and Fringe Benefits	110,713	167,859	776,267	1,016,415	1,809,479	240,148	23.63%
Services	20,840	15,769	136,121	102,045	193,159	(34,077)	-33.39%
Fuel	65,648	77,380	544,702	576,419	1,005,861	31,718	5.50%
Tires & Tubes	-	-	-	-	-	-	0.00%
Materials & Supplies	5,120	5,422	28,343	26,385	45,000	(1,957)	-7.42%
Utilities	14,440	15,698	108,655	103,514	185,673	(5,142)	-4.97%
Casualty & Liability	1,083	1,083	7,583	7,583	13,000	-	0.00%
Taxes	6,733	5,493	65,545	54,508	97,000	(11,037)	-20.25%
Purchase of Transportation Service	934,955	743,226	5,159,429	5,195,855	8,713,643	36,426	0.70%
Miscellaneous	1,181	2,057	7,262	10,259	22,700	2,997	29.21%
Interest	-	-	-	-	-	-	0%
Leases	70,934	72,605	496,007	507,315	871,356	11,308	2.23%
Total Expenses	1,231,647	1,106,593	7,329,915	7,600,299	12,956,871	270,384	3.56%

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

Operating Expenditures - \$7,329,915

Collectively, operating expenditures are below current budget projections by \$270,384, a 3.6 percent budget variance.

Salaries and Wages - \$431,048

Salaries and wages are 19.3% below the current budget projection of \$534,316. The decrease is attributable to the budget allocation.

Salaries for the Authority's Accessibility Service Specialists, Paratransit Schedulers, Executive Director, Director of Paratransit Service, Sr. Director of Finance, Controller, Finance Specialists, Sr. Director of Service Accessibility, Manager Rider Resources, Treasury Clerks, the Rider Resource Representatives are accounted for within this line item.

The Rider Resources call center staff and Rider Resources Manager salaries are allocated by call volume percentages. The percentages used for FY 2025 are as follows:

- 6.7% Carbon Transit

LANtaVan January 2025 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.

Fringe Benefits - \$345,220

Collectively, fringe benefits are 28.4% below the current budget projection of \$482,099. The decrease is attributable to the reduction in the wages being allocated to the LANtaVan.

FICA - \$32,975

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

Uniform - \$382

Current costs are representative of uniforms for employees of LANta's Paratransit division.

Fringe Benefits- \$311,863

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.

Outside Services - \$136,121

Current costs reflect an increase of 33.4 percent over the current budget projection of \$102,045. The net increase can be attributed to the approximate \$15K in unanticipated van repairs and an increase in computer services.

Materials and Supplies - \$28,343

Current costs reflect an increase of 7.4 percent over the current budget projection of \$26,385.

Office Supplies - \$20,181

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

LANtaVan January 2025 Unaudited Financial Statements

Freight - \$6,963

Current costs are representative of the postage expense of LANtaVan specific items less the postage received on each online ticket purchase. Each online ticket purchase offsets the postage costs at a rate of \$1.50 per transaction. As of January 31st, LANtaVan received \$181 in prepaid postage costs from online transactions.

Janitorial Supplies - \$1,198

Current costs are representative of routine purchases of janitorial supplies.

Fuel - \$544,702

LANTA provides Transdev with WEX fuel cards, to be used at any public gas station for fueling the vans. Current costs represent those transactions and are below the current budget projection of \$576,419, by approximately \$32K, representing a 5.5 percent budget variance. Year-to-date costs are representative of 189,540 gallons of fuel, with an average cost per gallon of \$2.76.

Utilities - \$108,655

Collectively, utility costs reflect an overall increase of 4.9%, an amount of approximately \$5K above current budget projections of \$103,514. Costs are representative of electric, heating, water and sewer costs for the Paratransit facility as well as telephone, IVR system calls for Ecolane, modem lines for the paratransit scheduling software system and cellular data usage fees for the tablets accessing Ecolane. The net increase can be attributed to the following:

- IVR – Budget projections anticipated a higher number of automated calls due to an anticipated greater number of clients moving to EcoPay.
- Telephone – The costs for internet and landline services were split during the previous fiscal year.
- Electric – Utility rates were capped during the previous fiscal year.
- Water and Sewer – Costs are below budget projections due to an aggressive approach to budget forecasting.
- Heating – Costs have outpaced current budget projections due to a conservative approach to utilization.
- Internet fees/services - The costs for internet and landline services were split during the previous fiscal year.
- Radio/Tower Infrastructure – Costs align with budget projections.

LANtaVan January 2025 Unaudited Financial Statements

Purchased Transportation (P/T) - \$5,159,429

Collectively, P/T costs are below the current budget projection of \$5,195,855, by approximately \$36K, representative of a 0.7% budget variance. The expense reflects the various components of the Purchased Transportation contract, the per trip charge, per revenue hour charge, pass-through entities, mass transit, and mileage reimbursements.

Shared Ride - \$5,035,814

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.

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 - \$123

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. Lehigh County MATP fixed route reimbursement trips total 186.

Lehigh County Mileage Reimbursements - \$20,325

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 7,906.

Northampton County Fixed Route Reimbursements - \$477

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 722.

Northampton County Mileage Reimbursements - \$14,669

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 January 2025 Unaudited Financial Statements

of \$.25 per mile, while parking and tolls are based on the actual costs. Northampton County MATP mileage reimbursement trips total 5,483.

Northampton County Mass Transit Reimbursements - \$420

This line item represents the mass transit reimbursements for the Northampton County MATP program. Mass Transit reimbursements represent the cost of the tickets given to eligible clients and the costs of the taxi services needed to accommodate transportation when the fixed route service is not available during their time of need for transportation services.

MA Out of County (MA OOC) Lehigh and Northampton - \$87,601

This line item represents expenditures for the MATP premium transportation. MATP premium transportation represents medical transportation outside of Lehigh and Northampton counties. Total MA OOC completed revenue trips of 409 have decreased 68.1% when compared to the prior fiscal year period.

Miscellaneous - \$7,262

The "Miscellaneous" line item is used to properly classify paratransit related expenditures which, under NTD reporting, cannot be included in any other expense line item. Current costs are below budget projections by 29.2 percent.

Dues and Subscriptions - \$6,576

Current costs are representative of prepaid subscription fees for Ecolane as well as the parking dues for parking at the Bethlehem garage for applicable LV staff.

Training and Travel - \$686

Current costs are representative of lodging and travel fees for applicable LV staff for mandated in person trainings.

Leases - \$496,007

Per the terms of the Purchased Transportation contract, LANTA is to provide a facility to be used by TransDev. LANTA is responsible for the lease payment of the paratransit facility. Current costs are below budget projections by approximately \$11K, representing a 2.2% budget variance.

LANtaVan January 2025 Unaudited Financial Statements

LANtaVan Income Statement Summary For the Period Ending January 31, 2025

	Fiscal Year 2025				YTD Budget Variance	
	PTD		YTD		Favorable (Unfavorable)	
	Actual	Budget	Actual	Budget	Amount	Percent
Subsidy						
State Subsidy	-	-	-	-	76,638	0.00%
Federal 5310	-	-	229,556	-	-	(229,556) 0.00%
Total Subsidy	-	-	229,556	-	76,638	(229,556) -
Surplus (Deficit)	(293,768)	(358,256)	(1,457,083)	(1,843,367)	(3,218,494)	(386,284) 20.96%

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

Subsidy - \$229,556

LANTA recognized a total of \$229,556 in Federal 5310 dollars to be utilized for our demand response services. The Federal 5310 dollars were sourced from the following federal grants:

ARPA - \$114,779
CRRSAA - \$114,777

The year-to-date unfunded deficit recorded on LANtaVan totals \$1,457,083. This represents a 21.0 percent decrease from the current budget projection of \$1,843,367.

LANtaVan January 2025 Unaudited Financial Statements

Revenue and Expense Detail – By Program

LANtaVan
January 31, 2025

	ADA	SRR/PWD	MATP	Total
Salaries & Wages	\$ 80,196.53	\$ 206,253.75	\$ 144,597.23	\$ 431,047.51
Other Paid Absences	6,415.72	16,500.30	11,567.78	34,483.80
Fringe Benefits	57,812.48	148,685.24	104,237.98	310,735.70
Services	26,042.92	66,978.59	43,099.82	136,121.33
Materials & Supplies	5,273.13	13,561.73	9,507.65	28,342.51
Fuel	101,341.92	260,636.60	182,723.12	544,701.64
Utilities	20,215.36	51,990.96	36,449.03	108,655.35
Insurances	1,410.88	3,627.57	2,543.86	7,582.31
Taxes	12,194.76	31,363.13	21,987.58	65,545.47
Purchased Transportation	1,058,342.40	2,721,903.04	1,373,991.40	5,154,236.84
MA Reimbursements			36,013.65	36,013.65
Miscellaneous Expense	2,033.17	5,229.00	-	7,262.17
Leases	92,282.74	237,336.43	166,388.20	496,007.37
Total Expenditures	1,463,562.01	3,764,066.34	2,133,107.30	\$ 7,360,735.65
Passenger Fares	98,705.20	204,495.15	-	\$ 303,200.35
Program Reimbursements				
Lottery - Shared Ride		1,582,625.85		1,582,625.85
Lottery - PWD		125,245.50		125,245.50
Area Agency on Aging		68,008.25		68,008.25
MATP - Lehigh County		44,916.80	1,332,937.71	1,377,854.51
MATP - Northampton County		31,214.40	800,169.74	831,384.14
Total Program Reimbursements	-	1,852,010.80	2,133,107.30	\$ 3,985,118.25
Gross Surplus/(Deficit)	(1,364,856.81)	(1,707,560.39)	-	\$ (3,072,417.20)
Subsidy				
State Operating Assistance - CER		20,921.25		\$ 20,921.25
ADA - Federal/State/Local	798,597.65			798,597.65
ADA - PM	566,259.16			566,259.16
Federal 5310		229,556.00		229,556.00
State Operating Assistance - Reserves				-
Total Subsidy by Program	1,364,856.81	250,477.25	-	\$ 1,615,334.06
Surplus/(Deficit)	-	(1,457,083.14)	-	(1,457,083.14)
Total Trips	23,847	61,331	42,997	
Avg Cost per Trip	\$ 61.37	\$ 61.37	\$ 49.61	
Avg Passenger Revenue per Trip	\$ 4.14	\$ 33.53		
Avg Subsidy per Trip	\$ 57.23	\$ 4.08		

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

LANTA Van

Income Statement Summary
For the Period Ending January 31, 2025

	Fiscal Year 2025				YTD Budget Variance	
	PTD		YTD		Favorable (Unfavorable)	
	Actual	Budget	Actual	Budget	Amount	Percent
Revenue						
Passenger Fares	40,571	20,699	303,200	236,591	66,610	28.15%
Non-Transportation Revenues	-	-	-	-	-	0.00%
Local Special Fare Assistance	287,096	174,903	1,453,786	1,319,407	134,379	10.18%
State Reimbursements	221,002	216,438	1,707,871	1,532,645	175,226	11.43%
State Special Fare Assistance	389,209	336,298	2,178,418	2,668,289	(489,871)	-18.36%
Total Revenue	937,879	748,337	5,643,275	5,756,932	(113,656)	-1.97%
Expenses						
Labor	61,507	94,005	431,048	534,316	103,269	19.33%
Fringe Benefits	49,206	73,854	345,220	482,099	136,880	28.39%
Total Labor and Fringe Benefits	110,713	167,859	776,267	1,016,415	240,148	23.63%
Services	20,840	15,769	136,121	102,045	(34,077)	-33.39%
Fuel	65,648	77,380	544,702	576,419	31,718	5.50%
Tires & Tubes	-	-	-	-	-	0.00%
Materials & Supplies	5,120	5,422	28,343	26,385	(1,957)	-7.42%
Utilities	14,440	15,698	108,655	103,514	(5,142)	-4.97%
Casualty & Liability	1,083	1,083	7,583	7,583	-	0.00%
Taxes	6,733	5,493	65,545	54,508	(11,037)	-20.25%
Purchase of Transportation Service	934,955	743,226	5,159,429	5,195,855	36,426	0.70%
Miscellaneous	1,181	2,057	7,262	10,259	2,997	29.21%
Interest	-	-	-	-	-	0%
Leases	70,934	72,605	496,007	507,315	11,308	2.23%
Total Expenses	1,231,647	1,106,593	7,329,915	7,600,299	270,384	3.56%
Gross Surplus (Deficit)	(293,768)	(358,256)	(1,686,639)	(1,843,367)	156,728	-8.50%
Subsidy						
State Subsidy	-	-	-	-	-	0.00%
Federal 5310	-	-	229,556	-	(229,556)	0.00%
Total Subsidy	-	-	229,556	-	(229,556)	-
Surplus (Deficit)	(293,768)	(358,256)	(1,457,083)	(1,843,367)	(386,284)	20.96%

Carbon Transit January 2025 Unaudited Financial Statements

Carbon Transit
January 2025 Unaudited Financial Statements

Carbon Transit
Income Statement Summary
 For the Period Ending January 31, 2025

	Fiscal Year 2025					YTD Budget Variance	
	PTD		YTD		Annual	Favorable (Unfavorable)	
	Actual	Budget	Actual	Budget	Budget	Amount	Percent
Revenue							
Passenger Fares	2,625	2,676	35,166	20,469	39,531	14,697	71.80%
Non-Transportation Revenues	70	-	1,946	-	-	1,946	0.00%
Local Special Fare Assistance	11,645	1,831	100,651	14,451	112,175	86,201	596.52%
State Reimbursements	21,893	23,279	168,200	176,630	298,582	(8,431)	-4.77%
State Special Fare Assistance	76,801	108,954	593,273	836,282	1,385,161	(243,009)	-29.06%
Total Revenue	113,034	136,740	899,236	1,047,833	1,835,449	(148,597)	-14.18%

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

Revenues - \$899,236

Year-to-date revenues total \$899,236. This represents a 14.2 percent decrease from the current budget projection of \$1,047,833.

Passenger Revenues - \$32,542

Collectively, annual passenger revenues, which include fixed route fares and paratransit passenger copays, are above current budget projections by 71.8 percent.

General Public Fares (GPF) Copays - \$17,958

Year-to-date completed fare paying revenue trips, which includes trips performed under ADA, GMCO, GPB, Lottery and PWD programs, total 7,473 trips, a decrease of 10.6% from the previous year.

General Public Fares (GPF) Fixed Route - \$17,075

GPF Fixed Route revenue is representative of the fares collected for the Fixed Route, Flex Services in Carbon and revenue generated from the Fall Foliage Shuttle Service.

Carbon Transit January 2025 Unaudited Financial Statements

Local Special Fare Assistance - \$100,651

Carbon County Area Agency on Aging (AAA) - \$10,891

Carbon County Area Agency on Aging revenue is below current budget projections by 24.6 percent. AAA 65+ ridership has decreased 28.9 percent when compared to the previous fiscal year period. AAA revenue represents a total of 3,258 completed revenue trips.

American with Disabilities Act (ADA) - \$89,761

This line item represents the annual operating costs of the ADA program, less ADA client copays. Current revenue consists of 1,006 completed trips, with total operating costs of \$92,879 less \$3,119 in ADA client copays. ADA ridership has decreased 35.3 percent when compared to the previous year.

State Reimbursements - \$168,200

Collectively, state reimbursement revenue fell short of current budget projections by approximately \$8K, a 4.8 percent budget variance.

Shared Ride Lottery - \$138,681

Shared Ride revenue is representative of 5,404 completed revenue trips and full 85% reimbursement from the Senior Shared Ride (SSR) Lottery Program. SSR Lottery revenue is 15.7% below the current budget projection of \$164,497. SSR ridership has decreased 14.8% when compared to the previous fiscal year period.

Persons with Disabilities (PWD) - \$29,519

PWD revenue is representative of 1,063 revenue trips and full 85% reimbursement from the Senior Shared Ride Lottery Program. PWD revenue is 143.3% above the current budget projection of \$12,134. PWD ridership has increased 133.1% when compared to the previous fiscal year period.

State Special Fare Assistance - \$593,273

Carbon County MATP

MATP revenue is representative of the total operating costs of the program. Currently MATP revenue is 29.1% below the current budget projection of \$836,282. Revenue ridership for

Carbon Transit January 2025 Unaudited Financial Statements

MATP consists of 6,789 trips and ridership has increased 5.8% when compared to the previous fiscal year period. Revenue ridership is comprised of the following MATP trip types:

- MATP Under 65 – 2,982
- MATP Out of County – 2,129
- MATP Mileage Reimbursement – 1,678
- MATP Pass-through - 0

Carbon Transit January 2025 Unaudited Financial Statements

Carbon Transit Income Statement Summary For the Period Ending January 31, 2025

Expenses	Fiscal Year 2025					YTD Budget Variance	
	PTD		YTD		Annual	Favorable (Unfavorable)	
	Actual	Budget	Actual	Budget	Budget	Amount	Percent
Labor	20,175	33,037	138,295	192,946	349,808	54,651	28.32%
Fringe Benefits	16,140	26,429	110,636	154,356	279,846	43,721	28.32%
Total Labor and Fringe Benefits	36,316	59,466	248,931	347,303	629,654	98,372	28.32%
Services	1,953	2,139	15,623	14,844	26,226	(779)	-5.25%
Fuel	13,165	16,320	88,494	141,568	227,872	53,074	37.49%
Tires & Tubes	-	-	-	-	-	-	0.00%
Materials & Supplies	755	1,997	8,338	8,470	19,000	132	1.55%
Utilities	2,499	3,761	14,273	26,739	44,135	12,465	46.62%
Casualty & Liability	-	-	-	-	-	-	0.00%
Taxes	-	-	-	-	-	-	0.00%
Purchase of Transportation Service	145,171	162,326	1,012,621	1,225,022	2,030,380	212,401	17.34%
Miscellaneous	29	19	195	133	225	(62)	0.00%
Interest	-	-	-	-	-	-	0.00%
Leases & Rentals	4,160	4,454	29,120	31,178	53,491	2,058	6.60%
Total Expenses	204,048	250,481	1,417,595	1,795,256	3,030,983	377,661	21.04%

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

Operating Expenditures - \$1,417,595

Collectively, operating expenditures are below current budget projections by \$377,661, a 21.0 percent budget variance.

Salaries and Wages - \$138,295

Salaries and wages are 28.3% below the current budget projection of \$192,946. The decrease is attributable to the budget allocation.

Salaries for the Authority's Accessibility Service Specialists, Paratransit Schedulers, Executive Director, Director of Paratransit Service, Sr. Director of Finance, Controller, Finance Specialists, Sr. Director of Service Accessibility, Manager Rider Resources, Treasury Clerks, the Rider Resource Representatives are accounted for within this line item.

The Rider Resources call center staff and Rider Resources Manager salaries are allocated by call volume percentages. The percentages used for FY 2025 are as follows:

- 6.7% Carbon Transit
- 33.2% LANtaBus
- 60.1% LANtaVan

Carbon Transit January 2025 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.

Fringe Benefits - \$110,636

FICA - \$10,580

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

Fringe Benefits- \$100,056

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 28.3% below current budget projections.

Outside Services - \$15,623

Current costs reflect an increase of 5.3% above the current budget projection of \$14,844. 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.
- 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 due to clients moving to the EcoPay option.
- Building Maintenance – Current costs represent costs for an unanticipated electrical repair. FY2025 budget did not anticipate any building maintenance costs.
- Radio Maintenance – Current costs represent costs for an unanticipated radio repeater repair. FY2025 budget did not anticipate any radio repeater costs.

Carbon Transit January 2025 Unaudited Financial Statements

Fuel - \$88,494

LANTA provides Transdev with WEX fuel cards, to be used at any public gas station for fueling the vans. Current costs represent those transactions and are below current budget projections by a 37.5% budget variance.

Materials and Supplies - \$8,338

Current costs reflect an increase of 1.6% when compared to the current budget projection of \$8,470. The YTD increase is attributable to the printing of bus schedules for fixed route services in Carbon and van maintenance parts and supplies.

Office Supplies - \$4,658

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

Postage - \$770

Current costs are representative of the postage expense of Carbon Transit specific items less the postage received on each online ticket purchase. Each online ticket purchase offsets the postage costs at a rate of \$1.50 per transaction. As of January 31st, Carbon Transit has received \$75 in prepaid postage costs from online transactions.

Bus Schedules - \$1,119

Current costs are representative of the purchase of Carbon Transit bus schedules. FY2025 budget did not anticipate any costs for this line item.

Van Parts and Supplies - \$1,792

Current costs are representative of purchases for van maintenance parts and supplies. FY2025 budget did not anticipate any costs for this line item.

Utilities - \$14,273

Collectively, current utility costs reflect an overall decrease of 46.6%, an amount of \$12,465 below the current budget projection of \$26,739. Costs are representative of electricity and heating costs for the Nesquehoning Office as well as telephone, IVR system calls for Ecolane, modem lines for the paratransit scheduling software system and cellular

Carbon Transit January 2025 Unaudited Financial Statements

data usage fees for the tablets accessing Ecolane. The net decrease can be attributed to the following:

- IVR – Although there was an increase in the number of automated calls, the increase was not significant enough to move the billing above the minimum monthly call threshold.
- Telephone – The costs for internet and landline services were split during the previous fiscal year.
- Electric – Utility rates were capped during the previous fiscal year.
- Water and Sewer – Limited usage, billing represents the mandated minimum charge
- 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) - \$1,012,621

Collectively, P/T costs are below the current budget projection of \$1,225,022, by 17.3%. 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 - \$801,110

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 \$793,959, by 0.9%.

Mileage Reimbursements - \$9,431

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 below the current budget projection of \$15,152, by 37.8%. MATP mileage reimbursement trips total 1,678; a 15.1% decrease when compared to the previous fiscal year period.

Pass-Through Entity - CLIU - \$0

No costs to report currently.

Carbon Transit January 2025 Unaudited Financial Statements

MA Out of County (MA OOC) - \$202,079

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 \$415,911, by 51.4%. Total MA OOC completed revenue trips of 2,129 have increased 35.3% when compared to the prior fiscal year period. Costs for the MATP OOC service have decreased due to the OOC trips being performed by YourWay Taxi Service.

Miscellaneous - \$195

The "Miscellaneous" line item is used to properly classify paratransit related expenditures which, under NTD reporting, cannot be included in any other expense line item.

Dues and Subscriptions - \$195

Current costs have exceeded the current budget projection of \$133, by 46.4%. The increase is attributable to additional subscription services relating to online security monitoring.

Leases - \$29,120

Current costs are below current budget projections by 6.6%. This line item represents the total costs for the Nesquehoning Lease and the allocation of rent to Carbon Transit for the Rider Resources Center.

Carbon Transit January 2025 Unaudited Financial Statements

Carbon Transit Income Statement Summary For the Period Ending January 31, 2025

	Fiscal Year 2025					YTD Budget Variance	
	PTD		YTD		Annual Budget	Favorable (Unfavorable)	
	Actual	Budget	Actual	Budget		Amount	Percent
Subsidy							
Local Subsidy	4,238	4,238	25,428	29,666	50,859	4,238	14.29%
State Subsidy	15,951	35,658	93,880	249,606	339,060	155,726	62.39%
Total Subsidy	20,189	39,896	119,308	279,272	389,919	159,964	57.28%
Surplus (Deficit)	(70,824)	(73,845)	(399,052)	(468,151)	(805,615)	69,100	-14.76%

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

Subsidy - \$119,308

The year-to-date deficit recorded on Carbon Transit totals \$399,052. This represents a 14.8 percent decrease from the current year's budget projection of \$468,151. Current total subsidies equal the amount of the deficit for Fixed Route and the ADA program.

Local Subsidy - \$25,428

The year-to-date amount represents half of the annual general operating assistance revenues received from Carbon County. No local operating assistance was needed for November 2024 as the fixed route division completed the month with a \$9,556 surplus.

State Subsidy - \$93,880

The current amount represents the amount of state operating assistance needed to fund the operating deficit for fixed route operations. No state operating assistance was needed for November 2024 as the fixed route division completed the month with a \$9,556 surplus. Year-to-date state subsidy represents 28% utilization of FY2025 allocation.

Carbon Transit January 2025 Unaudited Financial Statements

Revenue and Expense Detail – By Program

Carbon Transit
January 31, 2025

	Fixed Route	ADA	SRR/PWD	MATP	Total
Salaries & Wages	\$ 4,891.59	\$ 9,409.87	\$ 60,490.70	\$ 63,502.61	\$ 138,294.77
Fringes	3,913.28	7,527.90	48,392.56	50,802.09	110,635.83
Services - General Admin	483.55	1,016.51	6,534.56	6,877.45	14,912.07
Services - Maintenance	1,800.80	94.52	607.64	-	2,502.96
Materials & Supplies	1,163.99	379.69	2,440.78	2,562.31	6,546.77
Fuel	6,704.69	5,769.17	37,086.68	38,933.27	88,493.81
Utilities	44.18	1,003.67	6,452.05	6,773.31	14,273.21
Purchased Transportation	119,034.73	65,630.60	421,901.86	396,622.83	1,003,189.82
Mileage Reimbursement	-	-	-	9,431.15	9,431.15
Miscellaneous Expense	-	13.74	88.31	92.70	194.75
Interest Expense	-	-	-	-	-
Leases	291.13	2,033.48	13,072.08	13,722.96	29,119.65
Total Expenditures	138,327.94	92,879.15	597,067.02	589,320.68	\$ 1,417,594.79
Passenger Fares	17,074.66	3,118.60	14,972.94	-	\$ 35,166.20
Program Reimbursements					
Lottery - Shared Ride			138,680.90		\$ 138,680.90
Lottery - PWD			29,618.80		29,618.80
MATP			3,952.35	589,320.68	593,273.03
Area Agency on Aging			10,890.50		10,890.50
ADA					-
Investment Income	1,945.73				1,945.73
Total Program Reimbursements	1,945.73	-	183,042.55	589,320.68	\$ 774,308.96
Gross Surplus/(Deficit)	(119,307.55)	(89,760.55)	(399,051.53)	-	(608,119.63)
Subsidy					
Local Operating Assistance	25,428.00				\$ 25,428.00
State Operating Assistance - CT	93,879.55				93,879.55
State Operating Assistance - Reserves					-
Federal Operating Assistance - ADA		89,760.54			89,760.54
Total Subsidy by Program	119,307.55	89,760.54	-	-	\$ 209,068.09
Surplus/(Deficit)	-	(0.01)	(399,051.53)	-	(399,051.54)
Total Trips		1,006	6,467	6,789	
Avg Cost per Trip	\$	\$ 92.33	\$ 92.33	\$ 86.81	
Avg Passenger Revenue per Trip	\$	\$ 3.10	\$ 30.62	\$ 86.81	
Avg Subsidy per Trip	\$	\$ 89.23	\$ -	\$ -	

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

Carbon Transit
Income Statement Summary
For the Period Ending January 31, 2025

	Fiscal Year 2025						YTD Budget Variance	
	PTD		YTD		Annual Budget	Favorable (Unfavorable)		
	Actual	Budget	Actual	Budget		Amount	Percent	
Revenue								
Passenger Fares	2,625	2,676	35,166	20,469	39,531	14,697	71.80%	
Non-Transportation Revenues	70	-	1,946	-	-	1,946	0.00%	
Local Special Fare Assistance	11,645	1,831	100,651	14,451	112,175	86,201	596.52%	
State Reimbursements	21,893	23,279	168,200	176,630	298,582	(8,431)	-4.77%	
State Special Fare Assistance	76,801	108,954	593,273	836,282	1,385,161	(243,009)	-29.06%	
Total Revenue	113,034	136,740	899,236	1,047,833	1,835,449	(148,597)	-14.18%	
Expenses								
Labor	20,175	33,037	138,295	192,946	349,808	54,651	28.32%	
Fringe Benefits	16,140	26,429	110,636	154,356	279,846	43,721	28.32%	
Total Labor and Fringe Benefits	36,316	59,466	248,931	347,303	629,654	98,372	28.32%	
Services	1,953	2,139	15,623	14,844	26,226	(779)	-5.25%	
Fuel	13,165	16,320	88,494	141,568	227,872	53,074	37.49%	
Tires & Tubes	-	-	-	-	-	-	0.00%	
Materials & Supplies	755	1,997	8,338	8,470	19,000	132	1.55%	
Utilities	2,499	3,761	14,273	26,739	44,135	12,465	46.62%	
Casualty & Liability	-	-	-	-	-	-	0.00%	
Taxes	-	-	-	-	-	-	0.00%	
Purchase of Transportation Service	145,171	162,326	1,012,621	1,225,022	2,030,380	212,401	17.34%	
Miscellaneous	29	19	195	133	225	(62)	0.00%	
Interest	-	-	-	-	-	-	0.00%	
Leases & Rentals	4,160	4,454	29,120	31,178	53,491	2,058	6.60%	
Total Expenses	204,048	250,481	1,417,595	1,795,256	3,030,983	377,661	21.04%	
Gross Surplus (Deficit)	(91,014)	(113,741)	(518,359)	(747,423)	(1,195,534)	229,064	30.65%	
Subsidy								
Local Subsidy	4,238	4,238	25,428	29,666	50,859	4,238	14.29%	
State Subsidy	15,951	35,658	93,880	249,606	339,060	155,726	62.39%	
Total Subsidy	20,189	39,896	119,308	279,272	389,919	159,964	57.28%	
Surplus (Deficit)	(70,824)	(73,845)	(399,052)	(468,151)	(805,615)	69,100	-14.76%	



Administration & Safety Committee Dashboard

March 4, 2025

LANTA employees count as of 2/24/2025 below.

Union Employees	Count	Percentage
Male	159	69.13%
Female	71	30.87%
Total	230	100%
Non-Union Employees		
Male	38	48.10%
Female	41	51.90%
Total	79	100%
All LANTA Employees		
Male	197	63.75%
Female	112	36.25%
Total	309	100%

Open Positions: Currently LANTA has the following open positions:

- Bus Operator – Hiring 6 new drivers starting on 3/10/2025
- Maintenance Supervisor

Internal Training Update: List of internal trainings that were completed in January 2025:

- New employee training Operations and Maintenance – 0
- Recertifications – 26
- Retraining – 3
- Ride-Alongs – 46
- Endorsement Trainings – 0
- Safety Meetings - 0

SAFETY REPORT

October-December 2024

Collision/Incident Performance Report	Total Property Damage			Injuries	
	Major	Non-Major	Total	# Resulting in Minor Personal Injuries	# Resulting in More than Minor Personal Injuries
Chargeable Vehicle Collisions	3	21	24	0	0
Non-Chargeable Vehicle Collisions	6	21	27	1	2
Total	9	42	51	1	2
Chargeable Non-Collision Incidents	1	0	1	1	0
Non-Chargeable Non-Collision Incidents	2	2	4	2	0
Total	3	2	5	3	0
	Current Q	Benchmark	Previous Per		
Vehicle Miles	1,089,840				
Veh Miles between Collisions	21,369	15,500	23,666		
Veh Miles between Chargeable Collisions	45,410	31,000	53,786		

Workplace Injury Reports	Lost Time				Total
	None	Less than 7 days	7-21 Days	More than 21 Days	
Workers' Compensation Reports	9	3	1	1	14
Employee Work Hours for Period	173,064				
Work Hours per Occurrence	19,229	57,688	173,064	173,064	12,362
Previous Quarter (October - December 2023)	24,433	73,299	146,597	48,866	12,216

Type of injury	Count	Percentage
Twisting, bending, pushing, pulling or fall	2	14.3%
Cut/puncture	2	14.3%
Machinery/Tool Handling	1	7.1%
Bus accident	4	28.6%
Miscellaneous (Eye, assault, malfunction)	5	35.7%
Total	14	100.0%



**Service Delivery & Accessibility Committee
Agenda
March 11, 2025**

1. Call to Order
 2. Roll Call
 3. Courtesy of the Floor
 - A. Public Comment
 - B. Update on comments received at December Committee meeting
 4. Dashboard Reports
 - A. LANtaBus Service Delivery Dashboard Report
 - B. LANtaVan Service Delivery Dashboard Report
 - C. Carbon Transit Service Delivery Dashboard Report
 5. Actions
 - A. For Review and Recommendation of Approval – LVTS MOU
 6. Report on Initiatives
 - A. Operations Control Center
 - B. LANtaVan, CT Shared Ride Transition to Account Based Fares
 - C. Transdev Update
 7. Other Business
 8. Adjournment
-



**Response to Comments Received During Courtesy of the Floor
at the previous Service Delivery & Accessibility Committee Meeting**

No comments were received during the December 10 meeting of the Committee.



LANtaBus Rider Experience Dashboard - October - December 2024-Q2

Tuesday, 3/11/2025

Metric	Q2 FY 25	Q2 FY 24	% Change	YTD FY 25	YTD FY 24	% Change
Ridership LANtaBus	1,046,226	1,026,886	1.88	2,351,454	2,057,773	14.27
Senior Ridership	129,957	120,282	8.04	307,386	246,102	24.90
Ridership LANtaFlex	4,568	4,509	1.31	9,129	8,470	7.78
Senior Ridership LANtaFlex	819	892	-8.18	1,401	1,785	-21.51
Total Ridership	1,050,794	1,031,395	1.88	2,360,583	2,066,243	14.25
Total Senior Ridership	130,776	121,174	7.92	308,787	247,887	24.57
Passenger Revenue (\$)	787,252	597,898	31.67	1,622,561	1,210,153	34.08
	Q2 FY 25	Benchmark	% Diff	YTD FY 25	Benchmark	% Diff
Riders per revenue hour	12.0	18.4	-34.63	11.7	18.4	-36.43
Revenue/Revenue Hour (\$)	9.05	9.72	-6.9	9.40	9.72	-3.3
	Current Quarter			Previous Quarter		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Avg daily call volume (LANTA Call Center)	172	82	56	168	78	52
Avg wait time (LANTA Call Center)	1:31	1:30	1:06	1:23	1:20	1:27
	Current Quarter		Previous Quarter		Past Quarter	
Purpose of Call Breakdown	Calls	% of Total	Calls	% of Total	Calls	% of Total
Call Type						
Complaints	416	0.89%	480	1%	451	0.99%
Bus Times	5185	11.09%	6233	13.15%	5960	13.07%
Where is the Bus	61	0.13%	82	0.17%	8	0.02%
Why is the Bus Late	1	0.00%	3	0.01%	0	0.00%
What Bus to Take	125	0.27%	138	0.29%	201	0.44%
Hang Up/ Dead Air	1202	2.57%	1281	2.70%	1189	2.61%
Applications	507	1.08%	616	1.30%	510	1.12%
LANtaVan/ECC	36256	77.58%	36049	76.03%	34449	75.53%
Fares/Tickets	342	0.73%	231	0.49%	231	0.51%
Directions	119	0.25%	142	0.30%	291	0.64%
Transfers to Other Dept	1932	4.13%	1632	3.44%	1780	3.90%
Mailed Schedules	2	0.00%	6	0.01%	11	0.02%
Other(lost & found, detours, etc.)	585	1.25%	521	1.10%	530	1.16%
Total Calls	46,733	100.0%	47,414	100.0%	45,611	100.0%
Passenger Trips per Complaint	2,515					

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

Metrics

LANtaBus OPERATIONS FIGURES				
Service Reliability	On-Time	Early	Late	Benchmark
LANtaBus On Time %	55%	23%	21%	80%
Missed Scheduled LANtaBus Trips	32			
		Psngr Trips Per Complaint Type		
Rider Comfort/Experience	Type	Current Q	Previous Q	Prior Q
Complaints regarding driver courtesy	101	10,359	7,738	9,689
Rider complaints about OTP/route adherence	194	5,393	4,299	5,400
HVAC related customer complaints	1	1,046,226	1,005,989	988,283
Transit App Usage	Current Q	Previous Q		
Transit App Users	23,924	24,132		
Downloads to Mobile Device	2,105	2,883		
Service Alert Subscribers	6,387	5,699		
Passes Purchased	22,180	20,726		

LANtaBus ADA Related Complaints October - December 2024			
Month	Issue	Details and Response	Determination
October	Ramp/Kneeling	Rider reported driver did not deploy ramp for another rider. Review of video substantiated report. Driver was coached on policy.	Valid
	Ramp/Kneeling	Rider reported that driver did not kneel bus. Video showed rider did not request kneeling.	Invalid
	Ramp/Kneeling	Rider reported driver did not deploy ramp when requested. Review of video substantiated report. Driver was coached on policy.	Valid
	Disability Fare	Rider reported driver did not allow use of Medicare Card for discounted fare. Review of video showed rider not using the correct card.	Invalid
November	Ramp/Kneeling	Rider reported driver did not deploy ramp. Driver thought rider was asking for kneeler. Review of video showed request from rider was not clear and substantiated report by driver.	Invalid
	Ramp/Kneeling	Rider reported driver did not deploy ramp when requested. Review of video substantiated report. Driver was coached on policy.	Valid
December	Ramp/Kneeling	Rider reported driver did not deploy ramp when requested. Review of video substantiated report. Driver was coached on policy.	Valid

Total Complaints for Quarter	7
Total Valid	4
Total Valid or Inconclusive	3
Complaints per LANtaBus Trip	150,113
Valid Complaints per LANtaBus Trip	262,699



LANtaVan Dashboard Report

Tuesday, March 12, 2024

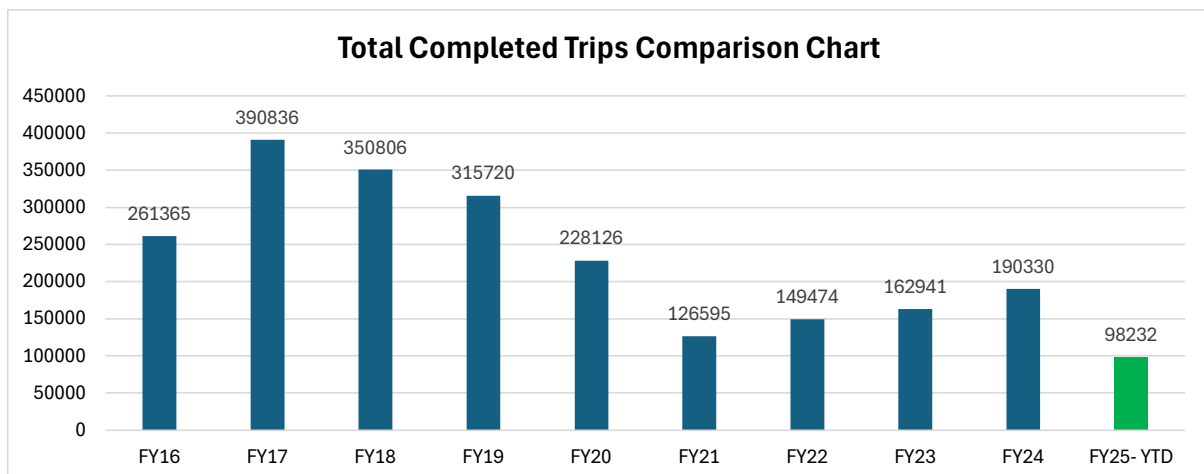
Reporting Period: FY25 Q2 October 2024 - December 2024

Total Completed Trips by Funding Source Q2 Comparison

Program	Q2 FY2025		Q2 FY2024		% Change	Sponsor	Funding Source
	Total	% of Total	Total	% of Total	Total		
ADA	10,206	21%	10,687	23%	-5%	LANTA	LANtaBus Op/Cap
Lottery	24,294	50%	21,826	47%	11%	PennDOT	PA Lottery Funds
MATP	11,850	24%	12,409	26%	-5%	PA DHS	CMS/State MA Funding
PwD	1,568	3%	1,264	3%	24%	PennDOT	Proj of Stwde Signif
Other	592	1%	746	2%	-21%	Various	Various
Total	48,510	100%	46,932	100%	3%		

Total Completed Trips by Funding Source YTD Comparison

Program	YTD FY2025		YTD FY2024		% Change	Sponsor	Funding Source
	Total	% of Total	Total	% of Total	Total		
ADA	20,478	21%	21,100	23%	-3%	LANTA	LANtaBus Op/Cap
Lottery	48,831	50%	43,150	46%	13%	PennDOT	PA Lottery Funds
MATP	24,346	25%	24,510	26%	-1%	PA DHS	CMS/State MA Funding
PwD	3,212	3%	2,531	3%	27%	PennDOT	Proj of Stwde Signif
Other	1,365	1%	1,509	2%	-10%	Various	Various
Total	98,232	100%	92,800	100%	6%		



MATP Out of Service Area Trip Statistics

Q2 FY2025		
Program	Completed Trips	Revenue Miles
MA OOC LC	116	3340.00
MA OOC NC	54	975.00
Total	170	4315.00

Service Productivity - All

Q2 FY2025				
Service Hours	Revenue Hours	Passenger Trips	PT/Rev Hours	Scheduled Eff
31,717.15	25,079.14	58,689	2.34	3.19

Scheduled Trip Summary - All

Q2 FY2025			
Scheduled Trips	IVR Cancels	Day of Service Cancel	No Shows
79,994	3,006	3,193	213

Riders by Fare Zone - All

Q2 FY2025				
Zone	Full Fare	Copay	Trips	% of Total Trips
Base	\$ 29.35	\$4.40	22,363	
2	\$ 35.35	\$5.30	15,536	
3	\$ 41.35	\$6.20	6,978	
Total			44,877	93%

Trip Pattern Statistics - All Passengers

Quarter Comparison

	Q2 FY2025			Q2 FY2024			% Change		
	Average Length			Average Length			Average Length		
	Miles	Minutes	Serv Speed	Miles	Minutes	Serv Speed	Miles	Minutes	Serv Speed
Total	9.4	39.22	14.38	9.98	38.5	15.55	-6%	2%	-8%
	LANtaBus Figure		13.1	LANtaBus Figure		13.7			

Duration of Trips

Q2 FY2025					
Minutes	<30	31-60	61-90	>90	>120
Trip Total	27,736	10,585	6,681	2617	891
Trip Total As Percentage	57.2%	21.8%	13.8%	5.4%	1.8%

Percent Trips 30 mins or less	57%
Percent Trips 90 mins or less	93%
% ADA Trips within FRE	49%
% ADA within 15 mins. of FRE	85%

On Time Performance - Client Pick Up Trips

Q2 FY2025			
Time vs Window	Before Pick Up Window	In Pick Up Window	Late
Trip Total	11929	29778	6803
Trip Total As Percentage	24.6%	61.4%	14.0%

Total % On Time & Early	86%
LANtaBus On Time	57%

**LANTA Call Center Report
Comparison**

	Q2 FY2025 (Current)			Q1 FY2025 (Previous)		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Average Daily Call Volume	491	123	76	321	115	77
Average Call Wait Time	2:01	1:27	1:07	1:53	2:03	1:49

Complaints Received

Subject of Complaint	Q2 FY2025 (Current)		Q1 FY2024 (Previous)	
	Number	% of Total	Number	% of Total
Late	27	24%	15	11%
Early	1	1%	6	5%
Driver Attitude	12	11%	13	10%
Care Driving/Comfort	12	11%	26	20%
Van did not show	3	3%	14	11%
Fare Disputes	21	19%	15	11%
Overcrowding	0	0%	0	0%
Trip Length	24	21%	21	16%
Other	12	11%	22	17%
Total	112	100%	132	100%
Trips per Complaint				
	433			
Complaints Deemed Valid				
	45			
Trips per Complaints Deemed Valid				
	1,078			



Carbon Transit Dashboard Report

Tuesday, March 11, 2025

Reporting Period:

Q1 - Q2 FY25

July 2024 - December 2024

**Total Completed Trips by Funding Source
Comparison**

Program	July - December 2024		July - December 2023		% Change	Sponsor	Funding Source
	Total	% of Total	Total	% of Total	Total		
ADA	895	10%	1,359	14%	-34%	LANTA	CT Bus Op/Cap
Lottery	4,723	52%	5,576	57%	-15%	PennDOT	PA Lottery Funds
MATP	2,587	28%	2,480	25%	4%	PA DHS	CMS/State MA Funding
PwD	902	10%	365	4%	147%	PennDOT	Proj of Stwde Signif
Other	-	0%	-	0%	0%	Various	Various
Total	9,107	100%	9,780	100%	-7%		

MATP Out of Service Area Trip Statistics

July - December 2024		
Program	Completed Trips	Revenue Miles
MA OOC CC	1,776.00	25,655.80
Total	1,776.00	25,655.80

Service Productivity - All

January - June 2024				
Service Hours	Revenue Hours	Passenger Trips	PT/Rev Hours	Scheduled Eff
7,931.92	5,930.22	10,363	1.75	2.25

Scheduled Trip Summary - All

January - June 2024			
Scheduled Trips	IVR Cancels	Day of Service Cancel	No Shows
13,353	235	622	468

Riders by Fare Zone - ADA Pwd MATP Lottery

January - June 2024				
Zone	Full Fare	Copay	Trips	% of Trips
Base	\$ 27.00	\$4.05	4,271	47%
2	\$ 31.00	\$4.65	3,099	34%
3	\$ 36.00	\$5.40	1,652	18%
Total			9,022	100%

Riders by Fare Zone - AAA Carbon Sponsorship Trips Only

January - June 2024				
Zone	Full Fare	Copay	Trips	% of Trips
Base	\$ 27.00	\$1.05	1,214	42%
2	\$ 31.00	\$1.25	994	35%
3	\$ 36.00	\$1.50	660	23%
Total			2,868	100%

Trip Pattern Statistics - All Passengers

Comparison

	January - June 2024			January - June 2023			% Change		
	Average Length			Average Length			Average Length		
	Miles	Minutes	Serv Speed	Miles	Minutes	Serv Speed	Miles	Minutes	Serv Speed
Total	15.52	52.26	17.82	14.53	51.5	16.93	7%	1%	5%

Duration of Trips - 2024

January - June 2024					
Minutes	<30	31-60	61-90	>90	>120
Trip Total	6,086	2,026	832	153	10
Trip Total As Percentage	66.8%	22.2%	9.1%	1.7%	0.1%

Percent Trips 30 mins or less	67%
Percent Trips 90 mins or less	98%

On Time Performance - Client Pick Up Trips

January - June 2024			
Time vs Window	Before Pick Up Window	In Pick Up Window	Late
Trip Total	1820	7170	117
Trip Total As Percentage	20.0%	78.7%	1.3%

Total % On Time & Early	99%
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Carbon Transit Fixed Route Dashboard Report: July 2024 - Decmeber 2024

Metric	Q1			Q2			FY25 Q1	FY25 Q2
	24-Jul	24-Aug	24-Sep	24-Oct	24-Nov	24-Dec		
Passengers	549	471	209	4158	370	286	1229	4814
Senior Passengers	300	217	100	190	168	153	617	511
Veh. Rev. Miles	4773	5574	3487	12191	3770	3770	13834	19731
Veh. Rev. Hours	201	275	174	674	188	188	649	1050

RESOLUTION 2025-XXX

A RESOLUTION APPROVING A TRANSPORTATION PLANNING AGREEMENT BETWEEN THE LEHIGH VALLEY TRANSPORTATION STUDY, PENNSYLVANIA DEPARTMENT OF TRANSPORTATION, AND LEHIGH AND NORTHAMPTON TRANSPORTATION AUTHORITY.

Whereas, the Lehigh Valley Transportation Study (LVTS) Metropolitan Planning Organization (MPO) is responsible for carrying out, in cooperation with the Pennsylvania Department of Transportation (PennDOT) and Lehigh and Northampton Transportation Authority (LANTA), a metropolitan planning process for the Pennsylvania Counties of Lehigh and Northampton, and

Whereas, 23 CFR § 450.314 requires the MPO, PennDOT, and public transportation agencies within the metropolitan planning area to enter into a written agreement to clearly identify the responsibilities of the parties in carrying out the metropolitan planning process; and

Whereas, the Lehigh Valley Transportation Study (LVTS) Coordinating Committee is the policy-making body of the MPO and serves as a central forum for cooperative transportation decision-making in accordance with the provisions of Title 23, Part 450 of the Code of Federal Regulations (CFR)

Whereas, Tennessee Code Annotated (CFA) § 54-18-101 authorizes PennDOT to enter into cooperative planning agreements that provide for a continuing, comprehensive transportation planning process; and

Whereas, the regional transportation authority, LANTA serves as the public transit agency across the metropolitan planning area; and

Whereas, The MPO, PennDOT, and LANTA have drafted and agreed to the language in the attached Transportation Planning Agreement to satisfy federal requirements and to guide the cooperative planning process.

Now, Therefore, Be It Resolved that the Coordinating Committee of the Lehigh Valley Transportation Study approves the attached Transportation Planning Agreement between the MPO, PennDOT, and LANTA.

Adopted this ___ day of ___, 202_ by the Coordinating Committee of the Lehigh Valley Transportation Study.

Mr. Richard Molchany
Coordinating Committee Chair

Attest:

Acting MPO Coordinator

**Transportation Planning Agreement
by and between the
Lehigh Valley Transportation Study Coordinating Committee,
Pennsylvania Department of Transportation, and
the Lehigh and Northampton Transportation Authority**

Part A. Purpose of Agreement

The MPO, in cooperation with the Pennsylvania Department of Transportation (PennDOT) and Lehigh and Northampton Transportation Authority (LANTA), shall undertake a continuing, cooperative, and comprehensive performance-based multimodal transportation planning and programming process for the metropolitan planning area (MPA) in accordance with state and regional goals for metropolitan planning, the provisions of 23 USC 134, 49 USC 5303, and 23 CFR 450, and in accordance with the provisions of this Agreement.

Part B. Responsibilities of Parties

1. The MPO shall be the lead agency in carrying out the regional transportation planning and programming process and shall be responsible for:
 - a. Convening a forum for cooperative transportation planning and decision-making that is informed through a public participation process that ensures reasonable opportunities for early and continuing involvement of individuals, affected public agencies, representatives of public transportation, airport officials, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool and vanpool programs, shuttles, or telework programs), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of persons with disabilities, and other interested parties in the review and evaluation of all transportation plans and programs, to include special outreach efforts to those traditionally underserved by transportation systems.
 - b. Ensuring the voting membership of the MPO coordinating committee consists of:
 - i. Local elected officials;
 - ii. Officials of Lehigh and Northampton Transportation Authority; and
 - iii. Appropriate State officials.
 - iv. Officials of Lehigh - Northampton Airport Authority
 - c. Assembling membership and conducting meetings of a Technical Committee comprised of representatives from county governments, state agencies, public transit agencies, and other relevant organizations to collaborate on the development of recommendations for the MPO Coordinating Committee.
 - d. Assemble and maintain an adequate, competent staff with the knowledge and experience necessary to perform all appropriate MPO activities as required by law.
 - e. Formulating, adopting and periodically reviewing, updating and amending a metropolitan transportation plan (MTP) for the metropolitan planning area (MPA), which shall conform to all applicable federal requirements.

- f. Formulating and approving a short-range Transportation Improvement Program (TIP) for the MPA, which shall cover a period of not less than 4 years and must have 4 years of projects and may include projects outside the planning area for information only. The TIP will provide a notice to the public that the public participation process used for its development meets the public participation requirements for the program of projects prepared by public transit agencies under 49 U.S.C. 5307.
- g. Formulating and approving the Unified Planning Work Program (UPWP), which shall identify all transportation-related planning activities to be funded with federal financial aids and technical assistance.
- h. Incorporating and utilizing a Congestion Management Process (CMP) in coordination with PennDOT and LANTA in the preparation of transportation plans and programs to ensure adequate consideration of alternative strategies to roadway construction and widening.
- i. Working cooperatively with PennDOT and LANTA in the preparation of an annual listing of obligated transportation projects funded under 23 U.S.C. or 49 U.S.C. Chapter 53.
- j. Coordinating with PennDOT and LANTA in the preparation and maintenance of a Coordinated Public Transit – Human Services Transportation Plan including, but not be limited to, an assessment of available services and transportation needs, identification of strategies, actions, and projects to address gaps between services and needs and improve service efficiencies, and identification of priorities for implementation.
- k. Considering and implementing PennDOT guidance on transportation plans and programs, and the transportation planning process in general, to the fullest extent consistent with regional and local goals.
- l. Making data, assumptions, criteria, methodology, and analyses available to PennDOT, LANTA, local governments, and other participants in a timely manner.
- m. Working with PennDOT and LANTA in the preparation of a financial plan for the MTP and TIP, including the cooperative development of estimates of transportation system costs and funding revenues to support implementation of the plan and program.
- n. Developing and maintaining a regional travel demand modeling program in accordance with performance specifications developed by PennDOT in cooperation with MPOs.
- o. Cooperatively establishing all federally required MPO performance targets, sharing performance data, preparing system performance reports in coordination with PennDOT and LANTA (based on FHWA and FTA performance measure final rules publications), and in Accordance with the performance-based planning MOU executed May 8, 2019 and its successors.
- p. Cooperating with PennDOT in the development of the statewide long-range transportation plan pursuant to the provisions of 23 U.S.C. 135.
- q. Providing PennDOT and LANTA with copies of all MPO transportation plans and programs and all resolutions concerning their adoption, endorsement, or amendment.

- r. Providing PennDOT with a periodic self-certification that the MPO's transportation planning process conforms to all applicable federal requirements pursuant to 23 CFR 450.
 - s. Complying with American Disabilities Act of 1990 plan certification procedures as required in 49 CFR 37. 139.
 - t. Complying with Title VI of the Civil Rights Act and maintaining a current Title VI Program as required by Federal Transit Administration's Title VI Circular 4702.1B.
2. PennDOT shall be responsible for the following transportation planning and programming activities:
- a. Actively participating in MPO planning and programming activities to represent the state's interests and ensure awareness and consideration of state transportation plans, programs, projects and policies in MPO decision-making.
 - b. Cooperating in the development and maintenance of the MTP and TIP as a participating jurisdiction, providing information requested by the MPO in a timely manner relative to state-funded or state-managed transportation projects and services to be deployed within the MPO in order to ensure consideration for inclusion in the MTP and TIP. This includes information relative to the availability, or anticipated availability, of federal and state financial aids for metropolitan transportation improvements and services that fall under MPO or local programming jurisdiction.

- c. Developing the statewide long-range transportation plan and the State Transportation Improvement Program (STIP) in cooperation with MPO, pursuant to the provisions of 23 U.S.C. 135.
- d. Incorporating the approved TIP without modification into the STIP, directly or by reference.
- e. Cooperating in the development and maintenance of the UPWP as a participating jurisdiction, providing information requested by the MPO in a timely manner related to state-funded or state-managed planning activities or technical assistance being deployed within the MPA for inclusion in the UPWP. This includes informing the MPO to the availability, or anticipated availability, of federal and state financial aids and technical assistance for metropolitan transportation planning activities; making all metropolitan planning funds authorized by 23 U.S.C. 104(f) and 49 U.S.C. 5305(d) available to the MPOs in accordance with a formula developed by PennDOT, in consultation with the MPOs, and approved by USDOT.
- f. Working cooperatively with the MPO and LANTA in the preparation of an annual listing of obligated transportation projects funded under 23 U.S.C. or 49 U.S.C. Chapter 53 to include supplying information about federal obligations of grant funds administrated through the Federal Highway Administration in a reasonable time following the end of the federal fiscal year.
- g. Coordinating with MPO and public transit agencies in the preparation and maintenance of a Coordinated Public Transit – Human Services Transportation Plan.
- h. Working with the MPO and public transit agencies in the preparation of a financial plan for the MTP and TIP, consistent with 23 CFR 450.324(f), including the cooperative development of estimates of transportation system costs, inflation rates, and funding revenues to support implementation of the plan and program.
- i. Providing technical support and data and information collected or maintained by PennDOT that is pertinent to the transportation planning work to be performed by the MPO under this Agreement.
- j. Establishing performance standards for regional travel demand modeling in coordination with MPOs across the state. The model shall be developed and reviewed in a manner consistent with the guidance outlined in Minimum Travel Demand Model Calibration and Validation Guidelines for the State of Pennsylvania.
- k. Coordinating the development of recommendations to reconcile regional transportation plans and programs with statewide plans and programs as necessary to ensure connectivity within transportation systems.
- l. Upon request and as needed, presenting to the MPO Coordinating Committee an update on statewide transportation initiatives and priorities that either affect regional transportation plans and programs or should be considered in their development.
- m. Cooperatively selecting and establishing performance targets, sharing performance data and analysis, supporting monitoring and reporting of system performance in coordination with the MPO and public transit agencies (based on FHWA and FTA performance measure final rules), and in Accordance with the performance-based planning MOU executed May 8, 2019 and its successors.
- n. Coordinating the development of the schedule and procedures for submittal and interagency review (including but not limited to FHWA and FTA) and approval of the RTP, TIP, and UPWP.

- o. Ensure MPO compliance with federal or state statutes, policies, regulations and guidelines, which bear upon metropolitan transportation planning and programming activities and contractual arrangements.
 - p. Monitoring the MPO's transportation planning process, when such monitoring is required by federal law or regulation, to ensure compatibility with State and USDOT programs and objectives and compliance with applicable Federal requirements.
3. LANTA shall be responsible for the following transportation planning and programming activities:
- a. Actively participating in MPO activities to represent public transit interests and ensure awareness and consideration of public transit plans, programs, projects, and policies in MPO decision-making.
 - b. Cooperating in the development and maintenance of the MTP and TIP as a participating jurisdiction, providing information requested by the MPO in a timely manner relative to public transit projects and services to be deployed within the MPA in order to ensure consideration for inclusion in the MTP and TIP. This includes information relative to the availability, or anticipated availability, of federal and local financial aids for public transit improvements and services within the MPA.
 - c. Cooperating in the development and maintenance of the UPWP as a participating jurisdiction, providing information requested by the MPO in a timely manner related to transit planning activities or technical assistance being deployed within the MPA for inclusion in the UPWP. This includes informing the MPO to the availability, or anticipated availability, of federal and state financial aids and technical assistance for public transit planning activities.
 - d. Working cooperatively with the MPO and PennDOT in the preparation of an annual listing of obligated transportation projects funded under 23 U.S.C. or 49 U.S.C. Chapter 53 to include supplying information about federal obligations of grant funds administrated through the Federal Transit Administration within 90 days following the end of the federal fiscal year.
 - e. Cooperating with PennDOT in the development of the statewide long-range transportation plan pursuant to the provisions of 23 U.S.C. 135.
 - f. Coordinating with MPO and PennDOT in the preparation and maintenance of a Coordinated Public Transit – Human Services Transportation Plan.
 - g. Coordinating with PennDOT and MPO on the conduct of short-range transit plans or operational analyses that affect or inform regional and statewide transportation plans and programs.
 - h. Working with the MPO and PennDOT in the preparation of a financial plan for the MTP and TIP, particularly related to the cooperative development of estimates of transit system costs, inflation rates, and funding revenues to support implementation of the plan and program.
 - i. Providing data and information collected or maintained related to public transit that is pertinent to the transportation planning work to be performed by the MPO under this Agreement.
 - j. Cooperatively selecting and establishing performance targets, informing of performance targets that are established by or determined through prescribed processes set by outside regulatory agencies, sharing performance data and

analysis, supporting monitoring and reporting of system performance in coordination with PennDOT and MPO (based on FHWA and FTA performance measure final rules), and in Accordance with the performance-based planning MOU executed May 8, 2019 and its successors.

- k. Preparing and submitting applications for federal public transportation capital assistance grants and state operating assistance grants and administering approved grants.
- l. Conducting preliminary engineering and final design studies relating to public transportation capital facilities, including, but not limited to, transit stations, shelters, bus stop signs, garages, maintenance buildings, operator buildings, and rolling stock.
- m. Conducting detailed operational planning necessary to establish or modify transit routes, schedules, fares, stop locations, transfer points, vehicle assignments, and other operating procedures.
- n. Conducting transit marketing activities, including, but not limited to, the conduct of market surveys, design of user information materials, and the development of transit promotion programs.
- o. Conducting transit management activities, including but not limited to, activities related to personnel procedures and training programs, maintenance policies, fare collection and handling procedures, and accounting practices.
- p. Collecting data to meet the requirements of 49 U.S.C. 5335 regarding the National Transit Database.
- q. Upon request and as needed, presenting to the MPO an update on local public transit initiatives and priorities that either affect regional transportation plans and programs or should be considered in their development.
- r. Preparing and updating paratransit service plans in conformance with the Americans with Disabilities Act of 1990, FTA Circular 4710.1.

Part C. Scope of Work

1. The cooperative metropolitan transportation planning process shall be carried out in accordance with a UPWP approved by the MPO, PennDOT and USDOT, in consultation with LANTA, including budget and cost allocation. The UPWP will be reviewed and approved at least every two years. The original and all approved subsequent UPWPs during the terms of this agreement shall be made part of this agreement, which shall constitute the scope of work to be performed under this Agreement.
2. The Planning Work Program shall set forth a description of the specific metropolitan transportation planning activities and products to be completed each calendar year, the corresponding staffing and budgetary requirements, and the allocation of the total costs between the participating agencies.
3. The cooperative metropolitan transportation planning process to be conducted under this agreement and governed by the provisions of 23 CFR 450 shall encompass the metropolitan planning area (MPA), as determined by agreement between the Commonwealth and MPO.

Part D. Organization and Administration

1. The MPO shall appoint and maintain such advisory committees as deemed appropriate to effectively carry out the comprehensive transportation planning process under this Agreement. PennDOT and LANTA shall be represented on such advisory committees.
2. MPO may enter into such institutional arrangements, service contracts or agency agreements as it deems necessary to carry out the scope of work under this Agreement with the understanding that the MPO shall remain accountable for completion of planning products in accordance with the UPWP.
3. When consultants are to be employed in accomplishing work under this Agreement, all parties providing funding or technical support for such work shall have the right to review and advise on basic study methods and procedures and to review and approve subcontracts.

Part E. Work Products

1. PennDOT, the MPO and LANTA shall give each other and applicable USDOT agencies reasonable opportunity to review and comment on their respective reports produced under this Agreement prior to publication of the final report.
2. All reports and documents published by all parties under this Agreement shall give credit to all other parties and to participating USDOT agencies and include appropriate disclaimer statements regarding representation of USDOT views or policies.
3. All parties and the USDOT shall each have the royalty-free nonexclusive and irrevocable right to reproduce, publish, distribute, or otherwise use, and to authorize others to use, the work produced under this Agreement for government purposes.

Part F. Effective Period

1. The Agreement shall be reviewed as needed, such as when a new transportation funding bill is passed by the United States Congress, and/or when new federal regulations are published by FHWA/FTA, but shall remain in effect until any party notifies the others in writing that the Agreement is no longer suitable. If or when this occurs, the parties agree to meet as soon as practicable to discuss possible modifications to the Agreement.
2. This Agreement shall become effective upon the signatures of each party.

Part G. Signatures

Lehigh Valley Planning Commission

Executive Committee Chair

Date

Lehigh Valley Transportation Study

Coordinating Committee Chair

Date

PennDOT

Deputy Secretary of Planning

Date

Lehigh and Northampton Transportation Authority

Executive Director

Date



February 21, 2025

Attention LANtaVan Riders:

In a continuous effort to GO GREEN, LANtaVan will be going ticketless effective **April 1st, 2025**. We encourage all riders to activate their EcoPay accounts **today** to make paying fares both convenient and easy! We thank you for your continued patronage of our services and look forward to helping you make your transition to our EcoPay platform.



How do I add funds to my account?

Funds can be added to an account one of two ways:

1. Via credit card by calling 610-432-3200 and speaking to one of our representatives.
2. By visiting our online store at lantabus.com

How do I know the balance available on my account?

1. Balance inquiries can be made by calling 610-432-3200.
2. When booking a trip, the available balance can be provided.
3. Drivers are able to provide a balance update at the time of your trip.
4. Daily low balance calls are made for those accounts that have fallen below \$10.00
5. Daily negative balance calls are made for those accounts that have fallen below \$0.00

What do I do with my current tickets?

- Any clients who still have tickets on hand should return them to the following address to have the value of the tickets added to their EcoPay account.

LANtaVan
1060 Lehigh Street
Allentown, PA 18103

What if my account doesn't have enough funds for my trip?

- Our policy dictates that no passenger is stranded. Clients with a negative balance at the time of an originating trip will not be permitted to board the van. Any client with a negative balance at the time of a return trip will have their trip completed and the amount of the return trip deducted from their EcoPay account.

****All clients will need to have an active EcoPay account to use paratransit services as of April 1, 2025.***





February 21, 2025

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