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**LANTA Board Meeting**

**Agenda**

**June 10, 2025**

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1. Call to Order
  2. Roll Call
  3. Public Comment
  4. Approval of the Minutes – May 13, 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 April 2025, subject to audit
        - b. Exercise of Optional Contract Extension Year – Financial Auditing Services
        - c. FY 2026 LANTaBus, LANTaVan, Carbon Transit Divisions Operating Budget – Final Approval
        - d. FFY 2026 LANTA Capital Budget and Program of Projects – Final Approval
    - B. Administration & Safety – Sheila Alvarado
      - i. Items for consideration of approval:
        - a. Purchase Order Award – Ticket Vending Machines
        - b. Federal Transit Administration FFY 2025 Grant Certifications & Assurances
        - c. Contracts/Grants Authorization Resolution
        - d. Local Match Resolution
    - C. Service Support & Planning – Matt Malozi
    - D. Service Delivery & Accessibility – Iris Linares
  7. Other Items
    - A. Public Meetings Update
  8. Adjournment
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Transportation News

**'Without transit, that stops': Gov. Shapiro, in Lower Nazareth, rallies to support mass transit investment**

**LehighValleyNews.com | By [Brian Myszkowski](#)**

Published June 5, 2025 at 5:24 PM EDT



*Brian Myszkowski*

*LehighValleyNews.com*

Governor Josh Shapiro speaks in support of his latest budget which would allocate a substantial amount of funding to support mass transit at Lehigh Valley Hospital-Hecktown Oaks on Thursday, June 5, 2025.

LOWER NAZARETH TWP., Pa. — Standing in front of a LANTA bus and shuttle Thursday morning, Gov. Josh Shapiro urged support for a massive investment in public transit he said was important for future success.

Shapiro stopped at Lehigh Valley Hospital-Hecktown Oaks to tout his budget, which would allot \$292.5 million to mass transit across the commonwealth in 2025-26, growing to more than \$330 million in 2029-30.

Shapiro and a slew of state and local officials stressed how such an investment would be a driving factor for economic growth that lets employees safely commute to and from work and other locations.

*“Funding for public transit is vital here and throughout eastern Pennsylvania as it fuels our colleagues’ ability to get to work, and reduces barriers for individuals and families who obtain care — lifesaving care.”*

Jefferson Health Chief Executive Officer Dr. Joseph G. Cacchione

“Funding for public transit is vital here and throughout eastern Pennsylvania as it fuels our colleagues’ ability to get to work, and reduces barriers for individuals and families who obtain care — lifesaving care,” Jefferson Health Chief Executive Officer Dr. Joseph G. Cacchione said.

“When you stand outside the doors of one of our hospitals, you’re likely to see someone step out of LANTA bus: a clinician who’s coming here who prefers not to drive their vehicle, a cancer patient too weak to drive, a community member who can’t afford a ride share to get to a specialist appointment.”

Shapiro highlighted his three previous attempts to launch a funding stream that would go directly to mass transit, none of which came to fruition.

### **'Without transit that stops'**

Thanks to a cash injection into the matter, mass transit agencies are able to continue on to June 30, Shapiro said, “but there’s no more quick fixes.”

“It’s time for the legislature, in particular, the Senate of Pennsylvania, to act and to fund our mass transit,” he said.

“To fund it for those moms that need to get home for their kids, to fund it for our businesses that rely on mass transit.

*“We can tell you firsthand that transit service is just as important, if not more important, in the rural areas of our region than it is in the urban ones.”*

Lehigh and Northampton Transportation Authority Executive Director Owen O’Neil

“Mass transit has a \$5.4 billion — that’s a ‘B,’ billion — dollar economic impact here in the Valley and all across Pennsylvania. It is a good business decision to invest in mass transit.

"It's a good business decision to make sure folks have the buses they need to get where they need to go. My proposal is still on the table. The House is prepared to pass it again. It's time for the Senate to pass it as well."

Failure to make that happen could result in a 20% cut in LANTA services, Shapiro said, which would be devastating for those relying on public transit.

Lehigh and Northampton Transportation Authority Executive Director Owen O'Neil said the Lehigh Valley has seen substantial growth since 2010, with 50,000 more residents, 65,000 more jobs, 70% GDP growth, and 48 million square feet of warehouse and industrial space.

The challenge is providing consistent and convenient transit across that environment, O'Neil said — especially without effective transit funding.

"Seventy-five percent of LANTA riders said they use our transit system to get back and forth to work," he said. "Another 21% said they use it to get back and forth to school.

"And without transit, that stops.

"While much of LANTA's service area is characterized by urban centers and densifying suburbs, we also serve rural areas in northern Northampton and Lehigh counties.

"And many people don't know this, LANTA also runs the transit service in Carbon County. We can tell you firsthand that transit service is just as important, if not more important, in the rural areas of our region than it is in the urban ones."

### **'Applaud this amazing effort'**

State Transportation Secretary Mike Carroll said the issue is not limited to the Lehigh Valley. Every county has at least a sizable portion of the population that needs public transit, Carroll said.

"So this investment offered by the governor would help stabilize and advance service, because otherwise the choices are to raise fares or cut services or both," Carroll said.

*"There are many people that need and want opportunity. They want to employ families. They want to lift families up. And governor, this commitment is going to allow opportunity to meet need, where people can find their jobs, get to their jobs, and create legacies for their families."*

Greater Lehigh Valley Chamber of Commerce Chief Executive Officer Tony Iannelli

He said Shared-Ride Public Transit Services support "our seniors' quality of life, empowers our economy. Fixed routes often get people to work at school. It provides opportunities across the board, no matter where you live."



Greater Lehigh Valley Chamber of Commerce Chief Executive Officer Tony Iannelli spoke on the importance of public transit not just for those seeking jobs, but business owners, as well.

"There are many people that need and want opportunity," Iannelli said. "They want to employ families. They want to lift families up.

"And governor, this commitment is going to allow opportunity to meet need, where people can find their jobs, get to their jobs, and create legacies for their families.

"So we applaud this amazing effort."

State Sen. Lisa Boscola again touched upon the growth of the Lehigh Valley as a whole, saying that supporting public transit is a key element to make it continue.

Boscola said she proposed a bill that said that "when we look at transit funding, we really have to look at our growing areas like the Lehigh Valley and try to support them a little bit more with the funding formula that makes sense for the whole state," Boscola said.

### **'Stepping up to support mass transit'**

Workforce Board Lehigh Valley Executive Director Nancy Dischinat talked about a veteran who was only able to take a job thanks to public transit, and a student who relied upon it to complete their HVAC training after their car broke down.

"We can't expect business to grow when their employees can't get to work," Dischinat said. "We can't close the labor gap if talent is stranded.

"And we can't build a thriving economy if our transportation infrastructure leaves large portions behind.

"Public transit is a workforce infrastructure, it's a business infrastructure, it's a community infrastructure. Let's treat it like it matters, because it does."

*"It is time if we truly care about getting people to work, about keeping people gainfully employed and off of the taxpayer dole, that we actually ensure that they can get from point A to point B."*

State Rep. Michael Schlossberg

State Rep. Bob Freeman urged the state Senate to act on House Bill 1364 to ensure public transit would have sustained funding.

"House Bill 1364, of which I am a co-sponsor, would provide \$292 million without raising taxes by using existing amounts of sales tax revenue," Freeman said.

The bill, though, would increase the current 4.4% to 6.15%.

"And that means that it would be a total of \$1.5 billion in funding over a five-year period," Freeman said. "That's a difference that matters."

State Rep. Michael Schlossberg emphasized the role public transit plays in improving communities such as the Lehigh Valley.

"It is time if we truly care about getting people to work, about keeping people gainfully employed and off of the taxpayer dole, that we actually ensure that they can get from point A to point B," Schlossberg said.

"We must pass this transportation package and ensure that Pennsylvania's economy and the Lehigh Valley's economy can continue growing."

Shapiro thanked Cacchione and his team for their support.

"You do a great job saving lives, and you are great civic leaders, as well," the governor said.

"You understand your responsibility to a community, and I'm grateful that you're here today, stepping up to support mass transit."



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

**Agenda  
June 3, 2025**

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**Finance Committee**

1. Call to Order
2. Roll Call
3. Public Comment
4. Review and Recommendation – Financial Statements April 2025 subject to audit
5. Procurements
  - A. Review and Recommendation – Financial Auditing Services – Exercise of Optional Contract Extension Year
6. Actions
  - A. Recommendation for Final Approval - FY 2026 LANtaBus, LANtaVan, Carbon Transit Divisions Operating Budget
  - B. Recommendation for Final Approval - FFY 2026 LANTA Capital Budget/Program of Projects
7. Adjournment

**Administration & Safety Committee**

1. Administration & Safety Dashboard
  2. Procurements
    - A. Review and Recommendation – Purchase Order Award – Ticket Vending Machines
  3. Actions
    - A. Review and Recommendation – Federal Transit Administration FFY 2025 Grant Certifications & Assurances
    - B. Review and Recommendation – Contracts/Grants Authorization Resolution
    - C. Review and Recommendation – Local Match Resolution
  4. Other Items
  5. Adjournment
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# LANtaBus April 2025 Unaudited Financial Statements

## LANtaBus

### April 2025 Unaudited Financial Statements

#### LANtaBus Income Statement Summary For the Period Ending April 30, 2025

	Fiscal Year 2025					YTD Budget Variance	
	PTD		YTD		Annual Budget	Favorable (Unfavorable)	
	Actual	Budget	Actual	Budget		Amount	Percent
<b>Revenue</b>							
Passenger Fares	236,300	177,727	2,574,271	2,041,506	2,396,151	532,765	26.10%
Special Transit Fares	74,947	-	356,694	176,250	235,000	180,444	102.38%
Auxiliary Transportation Revenue	10,000	10,000	311,667	290,002	310,002	21,665	7.47%
NonTransportation Revenue	214	-	33,385	-	-	33,385	0.00%
<b>Total Revenue</b>	<b>321,461</b>	<b>187,727</b>	<b>3,276,016</b>	<b>2,507,758</b>	<b>2,941,153</b>	<b>768,258</b>	<b>30.64%</b>

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

## Revenues - \$3,276,016

Current revenues total \$3,276,016. This represents a 30.6 percent increase from the current budget projection of \$2,507,758.

## Passenger Revenue - \$2,574,271

Current passenger fare revenue is above budget projections by \$532,765 and is representative of a 26.1 percent budget variance. The fare revenue collected through April 30th, is \$5,577 above the GFI stated revenue collected; a 0.42 percent variance. GFI industry standards state an anticipated variance of +/- 0.5 percent is reasonable.

#### DAILY REVENUE ANALYSIS

FISCAL YEAR 2025				
DATE	GFI AMOUNT	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%
FEBRUARY	103,820.72	102,079.47	(1,741.25)	-1.68%
MARCH	122,878.40	128,126.67	5,248.27	4.27%
APRIL	129,723.91	127,798.08	(1,925.83)	-1.48%
TOTALS	1,337,644.33	1,343,221.55	5,577.22	0.42%

## LANTA Bus April 2025 Unaudited Financial Statements

### **Special Transit Fares - \$356,694**

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 \$176,250 by \$180,444, a 102.4 percent budget variance.

### **Auxiliary Transportation Revenues - \$311,667**

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

### **Non-Transportation Revenues - \$33,385**

#### **Investment Income - \$11,420**

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

#### **Non-Transportation Income - \$5,795**

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

#### **Gain on Disposal of Fixed Assets - \$16,169**

The amount represents the proceeds earned from the sale of paratransit vans.

## LANtaBus April 2025 Unaudited Financial Statements

### LANtaBus Income Statement Summary For the Period Ending April 30, 2025

Expenses	Fiscal Year 2025					YTD Budget Variance	
	PTD		YTD		Annual Budget	Favorable (Unfavorable)	
	Actual	Budget	Actual	Budget		Amount	Percent
Labor	1,252,420	1,933,604	16,018,600	15,489,400	19,356,608	(529,200)	-3.42%
Fringe Benefits	1,198,230	1,541,068	13,283,492	13,359,550	16,441,686	76,058	0.57%
<b>Total Labor and Fringes</b>	<b>2,450,650</b>	<b>3,474,672</b>	<b>29,302,092</b>	<b>28,848,950</b>	<b>35,798,294</b>	<b>(453,142)</b>	<b>-1.57%</b>
Services	191,395	234,955	2,023,318	2,244,632	2,738,842	221,314	9.86%
Fuel	143,757	209,473	1,280,977	1,686,541	2,091,988	405,564	24.05%
Tires & Tubes	14,856	11,378	121,890	115,828	137,035	(6,063)	-5.23%
Materials & Supplies	274,236	281,623	2,135,132	2,402,791	2,964,957	267,660	11.14%
Utilities	62,333	80,781	746,147	780,894	942,456	34,747	4.45%
Casualty & Liability	(3,153)	151,012	876,946	1,104,065	1,406,089	227,119	20.57%
Taxes	2,341	324	19,349	3,650	4,296	(15,699)	-430.12%
Purchase of Transportation	265,093	231,951	2,451,256	2,223,312	2,684,946	(227,944)	-10.25%
Miscellaneous	16,745	25,714	234,542	222,083	271,891	(12,459)	-5.61%
Interest	2,472	112	9,591	993	1,200	(8,598)	-865.49%
Leases & Rentals	9,014	2,397	90,869	23,914	28,709	(66,955)	-279.98%
<b>Total Expenses</b>	<b>3,429,738</b>	<b>4,704,392</b>	<b>39,292,109</b>	<b>39,657,654</b>	<b>49,070,703</b>	<b>365,545</b>	<b>0.92%</b>

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

### **Operating Expenditures - \$39,292,109**

Collectively, operating expenditures are below current budget projections by \$365,545, representative of a 0.92 percent budget variance.

### **Labor - \$16,018,600**

Collectively, current labor costs, after Carbon Transit and LANtaVan allocations, are approximately \$529K above current budget projections, representative of a 3.4 percent increase.

### **Operator Wages - \$10,485,628**

Current operator wages are based on a total of 205 operators, 341,353 payroll hours, of which 29,373.6 hours are attributable to overtime premiums: an average of 143.3 overtime hours per operator. The continued payment of overtime is attributed to the following:

- Total of 6,543 absences through April 30th
  - Average of 21.7 absences per day
- 6,543 absences are comprised of the following



## LANtaBus April 2025 Unaudited Financial Statements

- 2,599 Vacation
- 2,645 Sick
- 660 FMLA
- 108 Union Business
- 341 Excused
- 92 Unexcused
- 32 Missed
- 13 Leave of Absences
- 53 Other

### Salaries and Wages General Administration - \$3,282,367

Current G & A salaries and wages are based on a total of 99 employees, 119,469 payroll hours, of which 3,032 hours are attributable to overtime. The previous month's total payroll hours were increased due to an error with the classification of vacation payouts under regular hours for employees who had left the Authority.

### Non-Vehicle Maintenance - \$248,019

Current non-vehicle maintenance wages are based on a total of 8 janitors and 9,138 payroll hours, of which 110 hours are attributable to overtime.

### Vehicle Maintenance - \$2,002,585

Current vehicle maintenance wages are based on a total of 38 mechanics, specialists and road and service employees, 57,646 payroll hours of which 1,769 hours are attributable to overtime.

### **Fringe Benefits - \$13,283,492**

Collectively, fringe benefits, after Carbon Transit and LANtaVan allocations, are approximately \$76K below the current budget projections of \$13,359,550, representative of a 0.57 percent decrease.

### FICA - \$1,451,672

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.

## LANtaBus April 2025 Unaudited Financial Statements

### Unemployment Expense - \$54,693

Costs are representative of the monthly allocation of the 2024 Solvency Fee and unemployment claims deemed reimbursable by PA-UC for 2025.

### Union Pension - \$1,468,588

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 - \$261,738

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 - \$49,624

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 - \$6,054,504

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 \$616K, a 9.2 percent budget variance.



# LANtaBus April 2025 Unaudited Financial Statements

## LANtaBus Health Insurance April 30, 2025

Claims billed through April 26, 2025	\$	6,145,854
Administration Costs billed through March 2025		318,742
LVBCH		60
CANARX		4,161
<b>Total Admin Fees and Claims</b>	<b>\$</b>	<b>6,468,816</b>

<b>Reimbursements</b>		
EE Contributions	\$	365,233
Pensioner Contributions		764
Stop Loss		48,315

<b>Total Program Reimbursements</b>	<b>\$</b>	<b>414,312</b>
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<b>Net Healthcare Costs</b>	<b>\$</b>	<b>6,054,504</b>
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<b>Cost per covered EE - 321 employees as of 4/30</b>	<b>\$</b>	<b>18,861</b>
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### Felonious Assault Insurance - \$904

Current costs align with budget projections.

### Life Insurance - \$97,776

Current costs align with budget projections.

### Short-Term Disability Insurance - \$382,357

Current costs align with budget projections.

### Long-Term Disability Insurance - \$8,962

Current costs align with budget projections.

### Workers' Compensation Insurance - \$839,982

Current costs align with budget projections.

## LANtaBus April 2025 Unaudited Financial Statements

### Sick Leave, Holiday, Vacation and Other Paid Absences - \$3,034,365

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 - \$101,822

Annual costs represent the uniform costs for non-union and union employees. Current costs are above the current year budget projection by 2.7 percent.

### Fringe Benefits – Other - \$25,179

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

### Fringe Benefit Distribution – (\$545,675)

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

### **Outside Services - \$2,023,318**

Current costs reflect a decrease of 9.9 percent below the current budget projection of \$2,244,632. The net decrease can be attributed to FY2025 budget allocation and actual costs coming in under budget assumptions.

### **Fuel - \$1,280,977**

Current costs are below budget projections by 24.1 percent and are attributable to the budget assumption of higher than actual diesel fuel usage and decrease in actual CNG utilization.

### **Tires and Tubes - \$121,890**

Current costs reflect actual costs through March 2025 and an estimated accrual for April. Current costs are above current budget projections by 5.2 percent.

### **Materials and Supplies - \$2,135,132**

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 \$268K, an 11.1 percent budget variance. The large variance is

## LANtaBus April 2025 Unaudited Financial Statements

attributable to FY2025 year-to-date budget allocation. The year-to-date budget allocations assumed a purchase of passes which did not occur.

### **Utilities - \$746,147**

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 budget projections by approximately \$38K, a 4.5 percent budget variance.

### **Casual & Liability Insurance - \$876,946**

Annual costs include the property damage and liability insurance purchased through the SAFTI program. Costs are currently below budget projections by approximately \$227K, a 20.6 percent budget variance. The variance is attributed to the \$153,033 received in insurance recoveries to date.

### **Taxes - \$19,349**

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 by approximately \$16K, due to a conservative approach to budget projections for real estate taxes.

### **Purchased Transportation - \$2,451,256**

Current costs reflect the four components that affect the Purchased Transportation line item for LANtaBus. Those components consist of the Carbon Transit Fixed Route, ADA Operating Expenses for both Carbon and LANtaVan, Flex Services and Certification transportation services. Collectively, this expense category is above current budget projections by \$228K, a 10.3 percent budget variance.

### **Miscellaneous - \$234,542**

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 \$13K.

### **Interest - \$9,591**

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

## LANtaBus April 2025 Unaudited Financial Statements

### **Leases - \$90,869**

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 April 2025 Unaudited Financial Statements

### LANtaBus Income Statement Summary For the Period Ending April 30, 2025

Subsidy	Fiscal Year 2025					YTD Budget Variance	
	PTD		YTD		Annual	Favorable (Unfavorable)	
	Actual	Budget	Actual	Budget	Budget	Amount	Percent
Local Subsidy	111,897	125,788	1,120,715	1,098,353	1,347,227	(22,362)	-2.04%
State Subsidy	2,179,250	3,506,002	27,122,291	28,604,785	35,829,440	1,482,494	5.18%
Federal Subsidy - ADA	88,509	154,211	960,045	892,577	960,999	(67,468)	-7.56%
Federal Subsidy - Safety & Sec	45,448	48,761	392,654	535,221	632,474	142,567	26.64%
Federal Subsidy - VOH Labor	14,186	22,420	55,004	99,760	150,000	44,756	44.86%
Federal Subsidy - VOH Parts	122,117	98,900	355,602	469,158	642,658	113,556	24.20%
Federal Subsidy - PM	536,132	551,480	5,922,267	5,357,380	6,457,124	(564,887)	-10.54%
Federal Subsidy - Tire Lease	10,739	9,102	87,516	92,662	109,628	5,146	5.55%
<b>Total Subsidy</b>	<b>3,108,277</b>	<b>4,516,664</b>	<b>36,016,093</b>	<b>37,149,896</b>	<b>46,129,550</b>	<b>1,133,803</b>	<b>3.05%</b>
<b>Surplus (Deficit)</b>	<b>(0)</b>	<b>(0)</b>	<b>-</b>	<b>0</b>	<b>-</b>	<b>(0)</b>	<b>0.00%</b>

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

### **Subsidy - \$36,016,093**

The year-to-date funded deficit recorded on LANtaBus totals \$36,016,093. This represents a 3.1 percent decrease from the current budget projection of \$37,149,896. Current total subsidies equal the total amount of the deficit.

### **Local Subsidy - \$1,120,715**

This category includes the general operating assistance revenues received from the Counties of Lehigh and Northampton. Year-to-date local subsidies are above current year budget projections by 2.0 percent.

### **State Subsidy - \$27,122,291**

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 10/12th of the FY2025 allocation amount plus \$5,564,604 of Act 44 prior year reserves to subsidize the remaining operating deficit LANtaBus. Year-to-date state subsidy is below the current year budget projection by approximately \$1.4M, representative of a 5.2 percent budget variance.

### **Federal Subsidy - \$7,773,088**

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

## LANtaBus April 2025 Unaudited Financial Statements

expenses. The balance of federal subsidy was provided from the Vehicle Overhaul Program (VOH). Total federal subsidies are above current budget projections, collectively, by \$326,330, a 4.4 percent budget variance. The variance is attributed to an increase in actual costs for the Preventative Maintenance program, Safety and Security and maintenance payroll than projected.

LANtaBus April 2025 Unaudited Financial Statements

**LANtaBus Revenue and Expense Department Detail**

LANtaBus  
April 30, 2025

	Operations	Maintenance	General Administration	Total
Salaries & Wages	12,508,361.29	2,891,600.52	618,638.53	\$ 16,018,600.34
Other Absences	2,316,526.90	1,159,890.50	179,718.78	\$ 3,656,136.18
Fringe Benefits	6,816,844.31	1,391,051.92	1,419,459.63	9,627,355.86
Services	7,754.19	1,192,542.31	823,021.29	2,023,317.79
Materials & Supplies	17,056.66	1,806,833.63	311,241.28	2,135,131.57
Fuel	1,157,722.72	123,208.51	45.81	1,280,977.04
Tires and Tubes	-	121,890.30	-	121,890.30
Utilities	-	98,640.00	647,506.63	746,146.63
Insurances	-	-	876,946.14	876,946.14
Taxes	-	2,838.22	16,511.06	19,349.28
Purchased Transportation	2,451,255.60	-	-	2,451,255.60
Miscellaneous Expense	13,828.09	48,572.60	172,141.19	234,541.88
Interest Expense	-	-	9,591.44	9,591.44
Leases	22,920.20	-	67,949.00	90,869.20
<b>Total Expenditures</b>	<b>25,312,269.96</b>	<b>8,837,068.51</b>	<b>5,142,770.78</b>	<b>\$ 39,292,109.25</b>
Revenue				
Passenger Fares	2,574,271.07			2,574,271.07
Special Route Guarantees	356,693.80			356,693.80
Advertising Commissions	311,666.65			311,666.65
Rental Income	-			-
Investment Income	11,420.23			11,420.23
Non-transportation Income	21,964.35			21,964.35
<b>Total Revenue</b>	<b>3,276,016.10</b>	<b>-</b>	<b>-</b>	<b>\$ 3,276,016.10</b>
<b>Gross Surplus/(Deficit)</b>	<b>(22,036,253.86)</b>	<b>(8,837,068.51)</b>	<b>(5,142,770.78)</b>	<b>\$ (36,016,093.15)</b>
Federal Subsidy				
Tire Lease		87,516.38		\$ 87,516.38
ADA	960,044.80			960,044.80
Safety & Security	392,653.77			392,653.77
Preventative Maint	651,846.97	5,270,419.60		5,922,266.57
VOH - Labor		55,003.84		55,003.84
VOH - Parts		355,602.36		355,602.36
State Subsidy				-
Tire Lease		18,232.94		18,232.94
ADA	200,013.33			200,013.33
Safety & Security	392,653.77			392,653.77
Preventative Maint	135,804.17	1,098,026.04		1,233,830.21
VOH - Labor		55,003.84		55,003.84
VOH - Parts		90,186.41		90,186.41
State Operating Assistance	18,704,068.40	1,457,412.38	4,970,889.58	25,132,370.36
Local Subsidy				-
Tire Lease		3,646.16		3,646.16
ADA	39,997.86			39,997.86
Preventative Maint	27,157.57	219,578.87		246,736.44
VOH - Parts		11,852.23		11,852.23
Local Operating Assistance	532,013.22	114,587.46	171,881.20	818,481.88
<b>Total Subsidy by Expense Class</b>	<b>22,036,253.86</b>	<b>8,837,068.51</b>	<b>5,142,770.78</b>	<b>\$ 36,016,093.15</b>
<b>Surplus/(Deficit)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

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



**LANtaBus**  
**Income Statement Summary**  
For the Period Ending April 30, 2025

	Fiscal Year 2025				YTD Budget Variance	
	PTD		YTD		Favorable (Unfavorable)	
	Actual	Budget	Actual	Budget	Amount	Percent
<b>Revenue</b>						
Passenger Fares	236,300	177,727	2,574,271	2,041,506	532,765	26.10%
Special Transit Fares	74,947	-	356,694	176,250	180,444	102.38%
Auxiliary Transportation Revenue	10,000	10,000	311,667	290,002	21,665	7.47%
NonTransportation Revenue	214	-	33,385	-	33,385	0.00%
<b>Total Revenue</b>	<b>321,461</b>	<b>187,727</b>	<b>3,276,016</b>	<b>2,507,758</b>	<b>768,258</b>	<b>30.64%</b>
<b>Expenses</b>						
Labor	1,252,420	1,933,604	16,018,600	15,489,400	(529,200)	-3.42%
Fringe Benefits	1,198,230	1,541,068	13,283,492	13,359,550	76,058	0.57%
<b>Total Labor and Fringes</b>	<b>2,450,650</b>	<b>3,474,672</b>	<b>29,302,092</b>	<b>28,848,950</b>	<b>(453,142)</b>	<b>-1.57%</b>
Services	191,395	234,955	2,023,318	2,244,632	221,314	9.86%
Fuel	143,757	209,473	1,280,977	1,686,541	405,564	24.05%
Tires & Tubes	14,856	11,378	121,890	115,828	(6,063)	-5.23%
Materials & Supplies	274,236	281,623	2,135,132	2,402,791	2,964,957	11.14%
Utilities	62,333	80,781	746,147	780,894	942,456	4.45%
Casualty & Liability	(3,153)	151,012	876,946	1,104,065	1,406,089	20.57%
Taxes	2,341	324	19,349	3,650	4,296	-430.12%
Purchase of Transportation	265,093	231,951	2,451,256	2,223,312	2,684,946	-10.25%
Miscellaneous	16,745	25,714	234,542	222,083	271,891	-5.61%
Interest	2,472	112	9,591	993	(8,598)	-865.49%
Leases & Rentals	9,014	2,397	90,869	23,914	(66,955)	-279.98%
<b>Total Expenses</b>	<b>3,429,738</b>	<b>4,704,392</b>	<b>39,292,109</b>	<b>39,657,654</b>	<b>365,545</b>	<b>0.92%</b>
<b>Gross Surplus (Deficit)</b>	<b>(3,108,277)</b>	<b>(4,516,665)</b>	<b>(36,016,093)</b>	<b>(37,149,896)</b>	<b>1,133,803</b>	<b>3.05%</b>
<b>Subsidy</b>						
Local Subsidy	111,897	125,788	1,120,715	1,098,353	(22,362)	-2.04%
State Subsidy	2,179,250	3,506,002	27,122,291	28,604,785	1,482,494	5.18%
Federal Subsidy - ADA	88,509	154,211	960,045	892,577	(67,468)	-7.56%
Federal Subsidy - Safety & Sec	45,448	48,761	392,654	535,221	142,567	26.64%
Federal Subsidy - VOH Labor	14,186	22,420	55,004	99,760	44,756	44.86%
Federal Subsidy - VOH Parts	122,117	98,900	355,602	469,158	113,556	24.20%
Federal Subsidy - PM	536,132	551,480	5,922,267	5,357,380	(564,887)	-10.54%
Federal Subsidy - Tire Lease	10,739	9,102	87,516	92,662	5,146	5.55%
<b>Total Subsidy</b>	<b>3,108,277</b>	<b>4,516,664</b>	<b>36,016,093</b>	<b>37,149,896</b>	<b>1,133,803</b>	<b>3.05%</b>
<b>Surplus (Deficit)</b>	<b>(0)</b>	<b>(0)</b>	<b>-</b>	<b>0</b>	<b>(0)</b>	<b>0.00%</b>



# LANtaVan April 2025 Unaudited Financial Statements

## LANtaVan April 2025 Unaudited Financial Statements

### LANtaVan Income Statement Summary For the Period Ending April 30, 2025

	Fiscal Year 2025					YTD Budget Variance	
	PTD		YTD		Annual Budget	Favorable (UnFavorable)	
	Actual	Budget	Actual	Budget		Amount	Percent
<b>Revenue</b>							
Passenger Fares	45,447	38,909	430,099	364,960	443,396	65,140	17.85%
Non-Transportation Revenues	-	-	-	-	-	-	0.00%
Local Special Fare Assistance	207,114	194,512	2,029,558	1,895,450	2,204,822	134,109	7.08%
State Reimbursements	262,211	255,170	2,429,618	2,254,641	2,752,584	174,977	7.76%
State Special Fare Assistance	320,061	296,237	3,111,915	3,611,637	4,260,937	(499,723)	-13.84%
<b>Total Revenue</b>	<b>834,834</b>	<b>784,827</b>	<b>8,001,190</b>	<b>8,126,688</b>	<b>9,661,739</b>	<b>(125,498)</b>	<b>-1.54%</b>

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

### **Revenues - \$8,001,190**

Current revenues total \$8,001,190 and are 1.54 percent below the current budget projection of \$8,126,688. Revenue ridership has increased approximately 4.5 percent from the prior year period.

### **Passenger Revenues - \$430,099**

#### **General Public Fares (GPF) Copays - \$430,099**

Current GPF Copays are 17.9 percent above the current budget projection of \$364,960. Total completed fare paying revenue trips, which includes trips performed under ADA, ARC, GMCO, GPB, HH, Lottery, NUR and PWD programs, total 120,413 trips.

### **Local Special Fare Assistance - \$2,029,558**

Collectively, Local Special Fare Assistance revenues have surpassed current budget projections by 7.1 percent.

## LANtaVan April 2025 Unaudited Financial Statements

### Lehigh County Area Agency on Aging (LCAAA) - \$42,460

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 the full fare of the trip and for those clients over 65 years of age, LCAAA pays the 15 percent copay while the remaining 85 percent is paid for by the Senior Shared Ride Lottery Program. LCAAA revenue represents a total of 9,088 completed revenue trips. LCAAA Under 65 ridership has decreased 38.2 percent while Over 65 ridership has increased 25.6 percent.

### Northampton County Area Agency on Aging (NCAAA) - \$56,179

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 percent copay while the remaining 85 percent is paid for by the Senior Shared Ride Lottery Program. NCAAA revenue represents a total of 11,710 completed revenue trips. NCAAA Under 65 ridership has decreased 78.4 percent while Over 65 ridership has decreased 3.5 percent.

### American with Disabilities Act (ADA) - \$1,898,580

This line item represents the annual operating costs of the ADA program, funded by Federal Formula Funding, less ADA client copays. Current revenue consists of total revenue ridership of 34,099 trips, for total operating costs of \$1,919,459 less \$148,652 in ADA client co-pays. After the application of federal formula funding a \$20,878 ADA deficit remained. The ADA deficit has been funded by state operating assistance. ADA ridership has decreased 3.4 percent when compared to the previous fiscal year period.

### Certification Services (CER) - \$32,338

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 864 trips performed, an increase of 1.8 percent from the previous fiscal year period.

### **State Reimbursements - \$2,429,618**

Collectively, current State Reimbursements are \$174,977 above current budget projections, resulting in a 7.8 percent budget variance.

### Senior Shared Ride Lottery - \$2,257,745

Shared Ride revenue is representative of 79,828 completed revenue trips and full

## LANtaVan April 2025 Unaudited Financial Statements

85 percent reimbursement from the Senior Shared Ride (SSR) Lottery Program. SSR Lottery ridership has increased 7.5 percent when compared to the previous fiscal year period.

### Persons with Disabilities (PWD) - \$171,873

PWD revenue is representative of 5,196 completed revenue trips and full 85 percent reimbursement from the Senior PWD ridership has increased 24.0 percent when compared to the previous fiscal year period.

### **State Special Fare Assistance - \$3,111,915**

Collectively, current State Special Fare Assistance revenues are \$499,423 below current budget projections, resulting in a 13.8 percent budget variance.

### Lehigh County MATP - \$1,962,080

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 39,557 trips. Lehigh County revenue ridership has decreased 1.2 percent when compared to the previous fiscal year. Lehigh County MATP revenue ridership is comprised of the following MATP trip types:

- MATP Under 65 – 27,278
- MATP Out of County – 309
- MATP Mileage Reimbursement – 11,706
- MATP Fixed Route Reimbursement – 264
- MATP Pass-Through – 0

### Northampton County MATP - \$1,149,834

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 22,993 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 – 14,057
- MATP Out of County – 235
- MATP Mileage Reimbursement – 7,819
- MATP Fixed Route Reimbursement – 882
- MATP Pass-Through – 0



## LANtaVan April 2025 Unaudited Financial Statements

### LANtaVan Income Statement Summary For the Period Ending April 30, 2025

Expenses	Fiscal Year 2025					YTD Budget Variance	
	PTD		YTD		Annual Budget	Favorable (Unfavorable)	
	Actual	Budget	Actual	Budget		Amount	Percent
Labor	52,773	83,777	558,883	797,568	1,005,266	238,685	29.93%
Fringe Benefits	42,218	63,021	447,488	674,055	804,213	226,567	33.61%
<b>Total Labor and Fringe Benefits</b>	<b>94,991</b>	<b>146,798</b>	<b>1,006,371</b>	<b>1,471,624</b>	<b>1,809,479</b>	<b>465,253</b>	<b>31.61%</b>
Services	25,184	27,158	191,290	160,737	193,159	(30,553)	-19.01%
Fuel	74,288	89,054	744,595	824,077	1,005,861	79,481	9.64%
Tires & Tubes	-	-	-	-	-	-	0.00%
Materials & Supplies	5,365	2,298	40,844	38,364	45,000	(2,479)	-6.46%
Utilities	13,357	16,302	162,596	152,391	185,673	(10,205)	-6.70%
Casualty & Liability	21,821	1,083	31,571	10,833	13,000	(20,738)	-191.43%
Taxes	19,010	15,510	98,021	81,005	97,000	(17,016)	-21.01%
Purchase of Transportation Service	774,990	784,076	7,381,242	7,480,546	8,713,643	99,304	1.33%
Miscellaneous	835	2,667	9,974	15,741	22,700	5,767	36.64%
Interest	-	-	-	-	-	-	0%
Leases	70,934	72,605	708,808	725,867	871,356	17,059	2.35%
<b>Total Expenses</b>	<b>1,100,776</b>	<b>1,157,551</b>	<b>10,375,312</b>	<b>10,961,185</b>	<b>12,956,871</b>	<b>585,873</b>	<b>5.34%</b>

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

### **Operating Expenditures - \$10,375,312**

Collectively, operating expenditures are below current budget projections by \$585,873, a 5.3 percent budget variance.

### **Salaries and Wages - \$558,883**

Salaries and wages are 29.9 percent below the current budget projection of \$797,568. 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 April 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 - \$447,488**

Collectively, fringe benefits are 33.6 percent below the current budget projection of \$674,055. The decrease is attributable to the reduction in the wages being allocated to the LANtaVan.

### **FICA - \$42,755**

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

### **Uniform - \$382**

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

### **Fringe Benefits - \$404,352**

Costs include the allocation of benefit costs to the LANtaVan Division for staff time to administer the paratransit program. Fringe benefits are allocated at 80.0 percent of total wages.

### **Outside Services - \$191,290**

Current costs reflect an increase of 19.0 percent over the current budget projection of \$160,737. The net increase can be attributed to the following:

- Auditing Fees – Current costs are representative of LANtaVan's allocation of FY2025 auditing services which have increased 3% from the previous fiscal year. Current costs align with budget projections.
- Computer and Technical Services – Current costs are representative of LANtaVan's allocation of FY2025 annual computer services provided by Syncretic and any additional technical services outside the scope of the monthly contractual rates for Syncretic and technical services support provided by Data Centric Services. Costs have exceeded current budget projections by 7.5 percent.
- 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 by

## LANtaVan April 2025 Unaudited Financial Statements

23.9 percent and can be attributed to more agencies and clients utilizing the online platform for EcoPay replenishments.

- Building Maintenance – Current costs have surpassed budget projections by \$18K, a 431.0 percent variance. Current costs include services for pest extermination, various electrical, HVAC, plumbing and lift repairs. During the month of February electrical costs were incurred for a mechanical lighting project that was not anticipated at the time of FY2025 budget preparations.
- Radio Maintenance – Current costs are representative of the monthly maintenance contracts for the radio and radio towers. Costs have exceeded current budget allocations due to unanticipated radio tower cost increases.
- Office Equipment & Maintenance Repairs – Current costs are representative of the fees associated with the copier costs for the Paratransit division. The FY2025 Budget did not include a projection for these costs.
- Janitorial Services – Current costs have surpassed budget projections by \$255 and can be attributed to a too conservative approach to budget projections.
- Security Services – Current costs are representative of LANtaVan's allocation of the security monitoring services for Rider Resources Center. Costs have now aligned with current budget projections.

### **Materials and Supplies - \$40,844**

Current costs reflect a increase of 6.5 percent over the current budget projection of \$38,364.

#### **Office Supplies - \$27,216**

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

#### **Freight - \$10,594**

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 March 31st, LANtaVan received \$202 in prepaid postage costs from online transactions.

#### **Janitorial Supplies - \$1,593**

Current costs are representative of routine purchases of janitorial supplies.



## LANtaVan April 2025 Unaudited Financial Statements

### **Building Maintenance Parts and Supplies - \$1,441**

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

### **Fuel - \$744,595**

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 \$824,077, by approximately \$79K, representing an 9.6 percent budget variance. Year-to-date costs are representative of 267,035 gallons of fuel, with an average cost per gallon of \$2.74.

### **Utilities - \$162,596**

Collectively, utility costs reflect an overall increase of 6.7 percent, an amount of approximately \$10K above the current budget projections of \$152,391. 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 – Current costs have surpassed current budget projections by 25.4 percent and can be attributed to the increase in calls due to more clients moving to EcoPay.
- Telephone – Current costs are representative of landline services for the Paratransit division. Current costs are below budget projections by 70.3 percent.
- Electric – Current costs represent utility charges for the paratransit facility. Current costs are below budget projections by 12.3 percent.
- Water and Sewer – Current costs represent utility charges for the paratransit facility. Current costs are below budget projections by 48.0 percent.
- Heating – Costs have outpaced current budget projections by 437.8 percent and are due to a conservative approach to utilization.
- Internet fees/services - Current costs are representative of internet services for the Paratransit division. Current costs are below budget projections by 6.9 percent.
- Radio/Tower Infrastructure – Current costs are representative of the monthly maintenance contract on the handheld and vehicle radios for the paratransit division. Costs align with current budget projections.

### **Purchased Transportation (P/T) – 7,381,242**

Collectively, P/T costs are below the current budget projection of \$7,480,546, by approximately \$99K, representative of a 1.3 percent budget variance. The expense reflects

## LANTA Van April 2025 Unaudited Financial Statements

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 - \$7,220,434

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 - \$174

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 264.

### Lehigh County Mileage Reimbursements - \$29,817

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 11,706.

### Northampton County Fixed Route Reimbursements - \$582

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 882.

### Northampton County Mileage Reimbursements - \$20,554

This line item represents the mileage, parking, and toll reimbursements for the Northampton 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. Northampton County MATP mileage reimbursement trips total 7,819.



## LANtaVan April 2025 Unaudited Financial Statements

### Northampton County Mass Transit Reimbursements - \$480

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 - \$109,200

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 544 have decreased 65.8 percent when compared to the prior fiscal year period.

### Miscellaneous - \$9,974

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 36.6 percent.

### Dues and Subscriptions - \$9,282

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 - \$687

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

### Leases - \$708,808

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 \$17K, representing a 2.4 percent budget variance.

## LANtaVan April 2025 Unaudited Financial Statements

### LANtaVan Income Statement Summary For the Period Ending April 30, 2025

	Fiscal Year 2025					YTD Budget Variance	
	PTD		YTD		Annual	Favorable (Unfavorable)	
	Actual	Budget	Actual	Budget	Budget	Amount	Percent
<b>Subsidy</b>							
State Subsidy	20,878	-	20,878	-	76,638	(20,878)	100.00%
Federal 5310	-	-	229,556	-	-	(229,556)	100.00%
<b>Total Subsidy</b>	<b>20,878</b>	<b>-</b>	<b>250,434</b>	<b>-</b>	<b>76,638</b>	<b>(250,434)</b>	<b>100.00%</b>
<b>Surplus (Deficit)</b>	<b>(245,064)</b>	<b>(372,724)</b>	<b>(2,123,687)</b>	<b>(2,834,497)</b>	<b>(3,218,494)</b>	<b>(710,810)</b>	<b>25.08%</b>

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

### **Subsidy - \$250,434**

The year-to-date unfunded deficit recorded on LANtaVan totals \$2,123,687. This represents a 25.1 percent decrease from the current budget projection of \$2,834,497.

#### **Federal 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

#### **State Subsidy - \$20,878**

The current amount represents the amount of state operating assistance needed to fund the operating deficit for the ADA Program. As of April 2025, ADA year-to-date operating costs have exceeded federal formula funding for FY2025. After the application of ADA copay revenue and federal formula funding, there remained a \$20,878 deficit. State operating assistance was used to fund the ADA deficit amount.

LANtaVan April 2025 Unaudited Financial Statements

**Revenue and Expense Detail – By Program**

LANtaVan  
April 30, 2025

	ADA	SRR/PWD	MATP	Total
Salaries & Wages	\$ 103,516.29	\$ 265,480.01	\$ 189,886.62	\$ 558,882.92
Other Paid Absences	8,281.30	21,238.40	15,190.93	44,710.63
Fringe Benefits	74,602.39	191,326.83	136,847.98	402,777.20
Services	36,473.71	93,541.26	61,274.57	191,289.54
Materials & Supplies	7,565.05	19,401.48	13,877.06	40,843.59
Fuel	137,913.97	353,697.01	252,984.51	744,595.49
Utilities	30,116.08	77,236.33	55,243.88	162,596.29
Insurances	5,847.64	14,996.97	10,726.70	31,571.31
Taxes	18,155.48	46,561.91	33,303.76	98,021.15
Purchased Transportation	1,511,554.67	3,876,564.35	1,941,514.93	7,329,633.95
MA Reimbursements			51,607.78	51,607.78
Miscellaneous Expense	2,798.03	7,175.90	-	9,973.93
Leases	131,285.43	336,697.34	240,825.21	708,807.98
<b>Total Expenditures</b>	<b>2,068,110.04</b>	<b>5,303,917.79</b>	<b>3,003,283.93</b>	<b>\$ 10,375,311.76</b>
<b>Passenger Fares</b>	<b>148,651.50</b>	<b>281,447.75</b>	<b>-</b>	<b>\$ 430,099.25</b>
<b>Program Reimbursements</b>				
Lottery - Shared Ride		2,257,744.55		2,257,744.55
Lottery - PWD		171,873.30		171,873.30
Area Agency on Aging		98,639.80		98,639.80
MATP - Lehigh County		65,406.70	1,896,673.71	1,962,080.41
MATP - Northampton County		43,223.90	1,106,610.37	1,149,834.27
<b>Total Program Reimbursements</b>	<b>-</b>	<b>2,636,888.25</b>	<b>3,003,283.93</b>	<b>\$ 5,640,172.33</b>
<b>Gross Surplus/(Deficit)</b>	<b>(1,919,458.54)</b>	<b>(2,385,581.79)</b>	<b>-</b>	<b>\$ (4,305,040.33)</b>
<b>Subsidy</b>				
State Operating Assistance - CER		32,338.40		\$ 32,338.40
ADA - Federal/State/Local	1,130,796.82			1,130,796.82
ADA - PM	767,783.42			767,783.42
Federal 5310		229,556.00		229,556.00
State Operating Assistance - Reserves	20,878.30			20,878.30
<b>Total Subsidy by Program</b>	<b>1,919,458.54</b>	<b>261,894.40</b>	<b>-</b>	<b>\$ 2,181,352.94</b>
<b>Surplus/(Deficit)</b>	<b>-</b>	<b>(2,123,687.39)</b>	<b>-</b>	<b>(2,123,687.39)</b>
<b>Total Trips</b>	<b>34,099</b>	<b>87,451</b>	<b>62,550</b>	
<b>Avg Cost per Trip</b>	<b>\$ 60.65</b>	<b>\$ 60.65</b>	<b>\$ 48.01</b>	
<b>Avg Passenger Revenue per Trip</b>	<b>\$ 4.36</b>	<b>\$ 33.37</b>		
<b>Avg Subsidy per Trip</b>	<b>\$ 56.29</b>	<b>\$ 2.99</b>		

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



**LANtaVan**  
**Income Statement Summary**  
**For the Period Ending April 30, 2025**

	Fiscal Year 2025				YTD Budget Variance	
	PTD		YTD		Favorable (Unfavorable)	
	Actual	Budget	Actual	Budget	Amount	Percent
<b>Revenue</b>						
Passenger Fares	45,447	38,909	430,099	364,960	65,140	17.85%
Non-Transportation Revenues	-	-	-	-	-	0.00%
Local Special Fare Assistance	207,114	194,512	2,029,558	1,895,450	134,109	7.08%
State Reimbursements	262,211	255,170	2,429,618	2,254,641	174,977	7.76%
State Special Fare Assistance	320,061	296,237	3,111,915	3,611,637	(499,723)	-13.84%
<b>Total Revenue</b>	<b>834,834</b>	<b>784,827</b>	<b>8,001,190</b>	<b>8,126,688</b>	<b>(125,498)</b>	<b>-1.54%</b>
<b>Expenses</b>						
Labor	52,773	83,777	558,883	797,568	238,685	29.93%
Fringe Benefits	42,218	63,021	447,488	674,055	226,567	33.61%
<b>Total Labor and Fringe Benefits</b>	<b>94,991</b>	<b>146,798</b>	<b>1,006,371</b>	<b>1,471,624</b>	<b>465,253</b>	<b>31.61%</b>
Services	25,184	27,158	191,290	160,737	(30,553)	-19.01%
Fuel	74,288	89,054	744,595	824,077	79,481	9.64%
Tires & Tubes	-	-	-	-	-	0.00%
Materials & Supplies	5,365	2,298	40,844	38,364	(2,479)	-6.46%
Utilities	13,357	16,302	162,596	152,391	(10,205)	-6.70%
Casualty & Liability	21,821	1,083	31,571	10,833	(20,738)	-191.43%
Taxes	19,010	15,510	98,021	81,005	(17,016)	-21.01%
Purchase of Transportation Service	774,990	784,076	7,381,242	7,480,546	99,304	1.33%
Miscellaneous	835	2,667	9,974	15,741	5,767	36.64%
Interest	-	-	-	-	-	0%
Leases	70,934	72,605	708,808	725,867	17,059	2.35%
<b>Total Expenses</b>	<b>1,100,776</b>	<b>1,157,551</b>	<b>10,375,312</b>	<b>10,961,185</b>	<b>585,873</b>	<b>5.34%</b>
<b>Gross Surplus (Deficit)</b>	<b>(265,943)</b>	<b>(372,724)</b>	<b>(2,374,122)</b>	<b>(2,834,497)</b>	<b>460,375</b>	<b>-16.24%</b>
<b>Subsidy</b>						
State Subsidy	20,878	-	20,878	-	(20,878)	100.00%
Federal 5310	-	-	229,556	-	(229,556)	100.00%
<b>Total Subsidy</b>	<b>20,878</b>	<b>-</b>	<b>250,434</b>	<b>-</b>	<b>(250,434)</b>	<b>100.00%</b>
<b>Surplus (Deficit)</b>	<b>(245,064)</b>	<b>(372,724)</b>	<b>(2,123,687)</b>	<b>(2,834,497)</b>	<b>(710,810)</b>	<b>25.08%</b>

## Carbon Transit April 2025 Unaudited Financial Statements

### **Carbon Transit** **April 2025 Unaudited Financial Statements**

**Carbon Transit**  
**Income Statement Summary**  
For the Period Ending April 30, 2025

	Fiscal Year 2025					YTD Budget Variance	
	PTD		YTD		Annual	Favorable (Unfavorable)	
	Actual	Budget	Actual	Budget	Budget	Amount	Percent
<b>Revenue</b>							
Passenger Fares	4,919	8,053	42,673	34,173	39,531	8,500	24.87%
Non-Transportation Revenues	556	-	3,427	-	-	3,427	0.00%
Local Special Fare Assistance	10,567	1,790	130,867	19,819	112,175	111,048	560.30%
State Reimbursements	21,871	25,872	230,785	249,075	298,582	(18,289)	-7.34%
State Special Fare Assistance	79,204	127,397	838,281	1,185,014	1,385,161	(346,733)	-29.26%
<b>Total Revenue</b>	<b>117,118</b>	<b>163,112</b>	<b>1,246,034</b>	<b>1,488,081</b>	<b>1,835,449</b>	<b>(242,047)</b>	<b>-16.27%</b>

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

### **Revenues - \$1,246,034**

Year-to-date revenues total \$1,246,034. This represents a 16.3 percent decrease from the current budget projection of \$1,488,081.

### **Passenger Revenues - \$42,673**

Collectively, annual passenger revenues, which include fixed route fares and paratransit passenger copays, are above current budget projections by 24.9 percent.

### **General Public Fares (GPF) Copays - \$24,802**

Year-to-date GPF Copay revenues are below budget projections by 2.2 percent. GPF revenue is representative of 10,280 completed fare paying revenue trips for ADA, GMCO, GPB, Lottery and PWD programs, a decrease of 12.3 percent from the previous year.

### **General Public Fares (GPF) Fixed Route - \$17,791**

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. GPF Fixed Route revenue is 101.8 percent above current projections due to the increase in ridership and revenue from the Fall Foliage Shuttle.

**Local Special Fare Assistance - \$130,867**

**Carbon County Area Agency on Aging (AAA) - \$14,583**

Carbon County Area Agency on Aging revenue is below current budget projections by 26.4 percent. AAA 65+ ridership has decreased 30.5 percent, when compared to the previous fiscal year period. AAA revenue represents a total of 4,360 completed revenue trips.

**American with Disabilities Act (ADA) - \$116,284**

This line item represents the annual operating costs of the ADA program, funded by Federal Formula Funding, less ADA client copays. Current revenue is representative of 1,405 completed trips, with total operating costs of \$121,919, less \$4,356 in ADA client copays. The \$1,279 ADA deficit has been funded by state operating assistance. ADA ridership has decreased 34.3 percent when compared to the previous year.

**State Reimbursements - \$230,785**

Collectively, state reimbursement revenue fell short of current budget projections by approximately \$18K, a 7.3 percent budget variance.

**Shared Ride Lottery - \$189,752**

Shared Ride revenue is representative of 7,393 completed revenue trips and full 85% reimbursement from the Senior Shared Ride (SSR) Lottery Program. SSR Lottery revenue is 17.0 percent below the current budget projection of \$228,710. SSR ridership has decreased 16.0 percent when compared to the previous fiscal year period.

**Persons with Disabilities (PWD) - \$41,033**

PWD revenue is representative of 1,482 revenue trips and full 85% reimbursement from the Senior Shared Ride Lottery Program. PWD revenue is 101.5 percent above the current budget projection of \$20,365. PWD ridership has increased 90.0 percent when compared to the previous fiscal year period.

## Carbon Transit April 2025 Unaudited Financial Statements

### **State Special Fare Assistance - \$838,281**

#### Carbon County MATP

MATP revenue is representative of the total operating costs of the program. Currently MATP revenue is 29.3 percent below the current budget projection of \$1,185,014. Revenue ridership for MATP consists of 9,767 trips and ridership has increased 7.6 percent when compared to the previous fiscal year period. Revenue ridership is comprised of the following MATP trip types:

- MATP Under 65 – 4,234
- MATP Out of County – 3,099
- MATP Mileage Reimbursement – 2,434
- MATP Pass-through - 0



## Carbon Transit April 2025 Unaudited Financial Statements

### Carbon Transit Income Statement Summary For the Period Ending April 30, 2025

Expenses	Fiscal Year 2025					YTD Budget Variance	
	PTD		YTD		Annual	Favorable (Unfavorable)	
	Actual	Budget	Actual	Budget	Budget	Amount	Percent
Labor	23,307	26,272	195,333	278,153	349,808	82,820	29.78%
Fringe Benefits	18,646	21,017	156,266	222,522	279,846	66,256	29.77%
<b>Total Labor and Fringe Benefits</b>	<b>41,953</b>	<b>47,289</b>	<b>351,599</b>	<b>500,674</b>	<b>629,654</b>	<b>149,076</b>	<b>29.77%</b>
Services	1,953	2,281	22,154	21,667	26,226	(487)	-2.25%
Fuel	13,291	18,440	127,005	193,490	227,872	66,485	34.36%
Tires & Tubes	-	-	-	-	-	-	0.00%
Materials & Supplies	705	1,198	10,412	15,850	19,000	5,438	34.31%
Utilities	1,228	3,385	20,567	37,952	44,135	17,384	45.81%
Casualty & Liability	-	-	-	-	-	-	0.00%
Taxes	-	-	-	-	-	-	0.00%
Purchase of Transportation Service	101,922	185,247	1,344,371	1,749,223	2,030,380	404,852	23.14%
Miscellaneous	132	19	385	190	225	(195)	-102.45%
Interest	-	-	-	-	-	-	0.00%
Leases & Rentals	4,160	1,091	41,600	41,177	53,491	(422)	-1.03%
<b>Total Expenses</b>	<b>165,346</b>	<b>258,950</b>	<b>1,918,091</b>	<b>2,560,223</b>	<b>3,030,983</b>	<b>642,132</b>	<b>25.08%</b>

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

### **Operating Expenditures - \$1,918,091**

Collectively, operating expenditures are below current budget projections by \$642,132, a 25.1 percent budget variance.

### **Salaries and Wages - \$195,333**

Salaries and wages are 29.8 percent below the current budget projection of \$278,153. 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



## Carbon Transit April 2025 Unaudited Financial Statements

- 60.1% LANTaVan

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 - \$156,266**

FICA - \$14,943

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

Fringe Benefits- \$141,323

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 80.0 percent of total wages.

Collectively, fringe benefits are 29.8 percent below current budget projections.

### **Outside Services - \$22,154**

Current costs reflect an increase of 2.2 percent above the current budget projection of \$21,667. The net increase can be attributed to the following:

- Advertising Services – Current costs are below budget projections. Costs are representative of advertising for Carbon Transit Fixed Route Services.
- Auditing Fees – Current costs align with budget projections and are representative of Carbon's allocation of FY2025 auditing services which have increased 3.0 percent 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 April 2025 Unaudited Financial Statements

### **Fuel - \$127,005**

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 34.4 percent.

### **Materials and Supplies - \$10,412**

Current costs reflect a decrease of 34.3 percent when compared to the current budget projection of \$15,850. The YTD decrease is attributable to the budget assuming purchases for paper fare paying tickets to replenish ticket inventory.

### **Office Supplies - \$6,513**

Current costs are representative of routine purchases for office and computer supplies, printing of Carbon Transit applications, brochures, and offsite storage fees. Costs are below budget projections by 53.6 percent.

### **Postage - \$988**

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 April 30th, Carbon Transit has received \$80 in prepaid postage costs from online transactions. The Authority should no longer see any offset to postage costs due to the Authority no longer selling tickets.

### **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 - \$20,567**

Collectively, current utility costs reflect an overall decrease of 45.8 percent, an amount of \$17,384 below the current budget projection of \$37,952. Costs are representative of electricity and heating costs for the Nesquehoning Office as well as telephone, IVR system

## Carbon Transit April 2025 Unaudited Financial Statements

calls for Ecolane, modem lines for the paratransit scheduling software system and cellular 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 above budget projections by 5.9 percent.
- Internet fees - The costs for internet and landline services were split during the previous fiscal year.

### **Purchased Transportation (P/T) - \$1,344,371**

Collectively, P/T costs are below the current budget projection of \$1,749,223, by 23.1 percent. 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 - \$1,029,488**

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 below the current budget projection of \$1,126,086, by 8.6 percent.

### **Mileage Reimbursements - \$13,588**

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 \$20,820, by 34.7 percent. MATP mileage reimbursement trips total 2,434; a 9.2 percent decrease when compared to the previous fiscal year period.

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

No costs to report currently.



## Carbon Transit April 2025 Unaudited Financial Statements

### MA Out of County (MA OOC) - \$301,295

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 \$602,317, by 49.9 percent. Total MA OOC completed revenue trips of 3,099 have increased 36.0 percent when compared to the prior fiscal year period. Costs for the MATP OOC service have decreased due to the majority OOC trips being performed by YourWay Taxi Service.

### Miscellaneous - \$385

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 - \$385

Current costs have exceeded the current budget projection of \$190, by 102.5 percent. The increase is attributable to additional subscription services relating to online security monitoring.

### Leases - \$41,600

Current costs are above current budget projections by 1.0 percent. 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 April 2025 Unaudited Financial Statements

### Carbon Transit Income Statement Summary For the Period Ending April 30, 2025

	Fiscal Year 2025					YTD Budget Variance	
	PTD		YTD		Annual Budget	Favorable (Unfavorable)	
	Actual	Budget	Actual	Budget		Amount	Percent
<b>Subsidy</b>							
Local Subsidy	4,238	4,238	42,380	42,380	50,859	-	0.00%
State Subsidy	18,191	35,658	131,130	339,060	339,060	207,930	61.33%
State Subsidy	-	-	-	17,520	88,830	17,520	100.00%
<b>Total Subsidy</b>	<b>22,429</b>	<b>39,896</b>	<b>173,510</b>	<b>398,960</b>	<b>389,919</b>	<b>207,930</b>	<b>52.12%</b>
<b>Surplus (Deficit)</b>	<b>(25,799)</b>	<b>(55,942)</b>	<b>(498,547)</b>	<b>(673,182)</b>	<b>(805,615)</b>	<b>174,635</b>	<b>-25.94%</b>

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

### **Subsidy - \$173,510**

The year-to-date deficit recorded on Carbon Transit totals \$498,547. This represents a 25.9 percent decrease from the current year's budget projection of \$673,182. Current total subsidies equal the amount of the deficit for Fixed Route and the ADA program.

#### **Local Subsidy - \$42,380**

The year-to-date amount represents 10/12<sup>th</sup> of the annual general operating assistance revenues received from Carbon County. Current local subsidies align with budget projections.

#### **State Subsidy - \$131,130**

The current amount represents the amount of state operating assistance needed to fund the operating deficit for fixed route operations and the ADA Program. As of April 2025, ADA year-to-date operating costs have exceeded federal formula funding for FY2025. After the application of ADA copay revenue and federal formula funding, there remained a \$1,279 deficit. State operating assistance was used to fund the ADA deficit amount. Year-to-date state subsidy represents 38.6 percent utilization of FY2025 allocation.



# Carbon Transit April 2025 Unaudited Financial Statements

## Revenue and Expense Detail – By Program

Carbon Transit  
April 30, 2025

	Fixed Route	ADA	SRR/PWD	MATP	Total
Salaries & Wages	\$ 6,519.81	\$ 13,233.00	\$ 83,589.24	\$ 91,990.55	\$ 195,332.60
Fringes	5,215.85	10,586.40	66,871.39	73,592.44	156,266.08
Services - General Admin	500.57	1,439.53	9,093.14	10,070.20	21,103.44
Services - Maintenance	1,800.80	142.28	898.73	-	2,841.81
Materials & Supplies	1,163.99	522.58	3,301.00	3,632.78	8,620.35
Fuel	10,899.35	8,137.28	51,400.98	56,567.14	127,004.75
Utilities	182.23	1,428.69	9,024.67	9,931.71	20,567.30
Purchased Transportation	166,750.89	83,515.64	527,545.41	552,971.11	1,330,783.05
Mileage Reimbursement	-	-	-	13,587.50	13,587.50
Miscellaneous Expense	-	26.96	170.29	187.41	384.66
Interest Expense	-	-	-	-	-
Leases	415.90	2,886.36	18,232.38	20,064.86	41,599.50
<b>Total Expenditures</b>	<b>193,449.39</b>	<b>121,918.72</b>	<b>770,127.23</b>	<b>832,595.70</b>	<b>\$ 1,918,091.04</b>
<b>Passenger Fares</b>	<b>17,791.07</b>	<b>4,355.50</b>	<b>20,526.49</b>	<b>-</b>	<b>\$ 42,673.06</b>
<b>Program Reimbursements</b>					
Lottery - Shared Ride			189,752.30		\$ 189,752.30
Lottery - PWD			41,032.90		41,032.90
MATP			5,685.75	832,595.70	838,281.45
Area Agency on Aging			14,583.00		14,583.00
ADA					-
Investment Income	3,426.61				3,426.61
<b>Total Program Reimbursements</b>	<b>3,426.61</b>	<b>-</b>	<b>251,053.95</b>	<b>832,595.70</b>	<b>\$ 1,087,076.26</b>
<b>Gross Surplus/(Deficit)</b>	<b>(172,231.71)</b>	<b>(117,563.22)</b>	<b>(498,546.79)</b>	<b>-</b>	<b>(788,341.72)</b>
<b>Subsidy</b>					
Local Operating Assistance	42,380.00			-	\$ 42,380.00
State Operating Assistance - CT	129,851.71	1,278.75			131,130.46
State Operating Assistance - Reserves		-			-
Federal Operating Assistance - ADA		116,284.47			116,284.47
<b>Total Subsidy by Program</b>	<b>172,231.71</b>	<b>117,563.22</b>	<b>-</b>	<b>-</b>	<b>\$ 289,794.93</b>
<b>Surplus/(Deficit)</b>	<b>-</b>	<b>-</b>	<b>(498,546.79)</b>	<b>-</b>	<b>(498,546.79)</b>
<b>Total Trips</b>		<b>1,405</b>	<b>8,875</b>	<b>9,767</b>	
<b>Avg Cost per Trip</b>	<b>\$</b>	<b>86.77</b>	<b>\$</b>	<b>85.25</b>	
<b>Avg Passenger Revenue per Trip</b>	<b>\$</b>	<b>3.10</b>	<b>\$</b>	<b>85.25</b>	
<b>Avg Subsidy per Trip</b>	<b>\$</b>	<b>83.67</b>	<b>\$</b>		

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

**Carbon Transit**  
**Income Statement Summary**  
For the Period Ending April 30, 2025

	Fiscal Year 2025				YTD Budget Variance	
	PTD		YTD		Favorable (Unfavorable)	
	Actual	Budget	Actual	Budget	Amount	Percent
<b>Revenue</b>						
Passenger Fares	4,919	8,053	42,673	34,173	8,500	24.87%
Non-Transportation Revenues	556	-	3,427	-	3,427	0.00%
Local Special Fare Assistance	10,567	1,790	130,867	19,819	111,048	560.30%
State Reimbursements	21,871	25,872	230,785	249,075	(18,289)	-7.34%
State Special Fare Assistance	79,204	127,397	838,281	1,185,014	(346,733)	-29.26%
<b>Total Revenue</b>	<b>117,118</b>	<b>163,112</b>	<b>1,246,034</b>	<b>1,488,081</b>	<b>(242,047)</b>	<b>-16.27%</b>
<b>Expenses</b>						
Labor	23,307	26,272	195,333	278,153	82,820	29.78%
Fringe Benefits	18,646	21,017	156,266	222,522	66,256	29.77%
<b>Total Labor and Fringe Benefits</b>	<b>41,953</b>	<b>47,289</b>	<b>351,599</b>	<b>500,674</b>	<b>149,076</b>	<b>29.77%</b>
Services	1,953	2,281	22,154	21,667	(487)	-2.25%
Fuel	13,291	18,440	127,005	193,490	66,485	34.36%
Tires & Tubes	-	-	-	-	-	0.00%
Materials & Supplies	705	1,198	10,412	15,850	5,438	34.31%
Utilities	1,228	3,385	20,567	37,952	17,384	45.81%
Casualty & Liability	-	-	-	-	-	0.00%
Taxes	-	-	-	-	-	0.00%
Purchase of Transportation Service	101,922	185,247	1,344,371	1,749,223	404,852	23.14%
Miscellaneous	132	19	385	190	(195)	-102.45%
Interest	-	-	-	-	-	0.00%
Leases & Rentals	4,160	1,091	41,600	41,177	(422)	-1.03%
<b>Total Expenses</b>	<b>165,346</b>	<b>258,950</b>	<b>1,918,091</b>	<b>2,560,223</b>	<b>642,132</b>	<b>25.08%</b>
<b>Gross Surplus (Deficit)</b>	<b>(48,228)</b>	<b>(95,838)</b>	<b>(672,057)</b>	<b>(1,072,142)</b>	<b>400,085</b>	<b>37.32%</b>
<b>Subsidy</b>						
Local Subsidy	4,238	4,238	42,380	42,380	-	0.00%
State Subsidy	18,191	35,658	131,130	339,060	207,930	61.33%
State Subsidy	-	-	-	17,520	17,520	100.00%
<b>Total Subsidy</b>	<b>22,429</b>	<b>39,896</b>	<b>173,510</b>	<b>398,960</b>	<b>207,930</b>	<b>52.12%</b>
<b>Surplus (Deficit)</b>	<b>(25,799)</b>	<b>(55,942)</b>	<b>(498,547)</b>	<b>(673,182)</b>	<b>174,635</b>	<b>-25.94%</b>

# April 2025 Financial Statements - Unaudited

LANTA Finance Committee Meeting

June 3, 2025



**LANTA**  
**Income Statement Summary**  
For the Period Ending April 30, 2025

	Fiscal Year 2025			YTD Budget Variance	
	YTD		Annual	Favorable (Unfavorable)	
	Actual	Budget	Budget	Amount	Percent
Total Revenue	3,276,016	2,507,758	2,941,153	768,258	30.64%
Total Expenses	39,292,109	39,657,654	49,070,703	365,545	0.92%
Total Subsidy	36,016,093	37,149,896	46,129,550	1,133,803	3.05%
Surplus (Deficit)	-	0	-	(0)	0.00%





# LANTaBus

## Income Statement Summary

For the Period Ending April 30, 2025

	Fiscal Year 2025		YTD Budget Variance	
	YTD		Annual	
	Actual	Budget	Budget	Favorable (Unfavorable)
				Amount Percent
<b>Revenue</b>				
Passenger Fares	2,574,271	2,041,506	2,396,151	532,765 26.10%
Special Transit Fares	356,694	176,250	235,000	180,444 102.38%
Auxiliary Transportation Revenue	311,667	290,002	310,002	21,665 7.47%
Non Transportation Revenue	33,385	-	-	33,385 0.00%
<b>Total Revenue</b>	<b>3,276,016</b>	<b>2,507,758</b>	<b>2,941,153</b>	<b>768,258 30.64%</b>



# Revenue Highlights - LANTaBus

## FY 2025 Actual

- Passenger Revenue +26.1% above budget projections
  - 66.0% of passenger fare revenue is collected on board buses
    - On-board Bus Fares - \$1,343,222
    - App/Online/Window Sales - \$698,284
  - Fare revenue collection is \$5,577 above GFI stated amounts
  - Special Transit Fares are 102.4% above current budget projections
  - Auxiliary revenue reflects budget amendment for revised contract
  - Non-Transportation Revenue
    - Interest on LB Checking Acct - \$11,420
    - Proceeds from sale of Fixed Assets - \$16,169
    - Non-Public Vending Commissions - \$1,190
    - Reduced Fare Card Replacement Fees - \$935
    - Metal Recycling Proceeds - \$3,308
    - Wage Garnishment Admin Fees - \$363



**LANtaBus**  
**Income Statement Summary**  
For the Period Ending April 30, 2025

	Fiscal Year 2025		YTD Budget Variance	
	YTD		Favorable (Unfavorable)	
	Actual	Budget	Amount	Percent
<b>Expenses</b>				
Labor	16,018,600	15,489,400	(529,200)	-3.42%
Fringe Benefits	13,283,492	13,359,550	76,058	0.57%
<b>Total Labor and Fringes</b>	<b>29,302,092</b>	<b>28,848,950</b>	<b>(453,142)</b>	<b>-1.57%</b>
Services	2,023,318	2,244,632	221,314	9.86%
Fuel	1,280,977	1,686,541	405,564	24.05%
Tires & Tubes	121,890	115,828	(6,063)	-5.23%
Materials & Supplies	2,135,132	2,402,791	267,660	11.14%
Utilities	746,147	780,894	34,747	4.45%
Casualty & Liability	876,946	1,104,065	227,119	20.57%
Taxes	19,349	3,650	(15,699)	-430.12%
Purchase of Transportation	2,451,256	2,223,312	(227,944)	-10.25%
Miscellaneous	234,542	222,083	(12,459)	-5.61%
Interest	9,591	993	(8,598)	-865.49%
Leases & Rentals	90,869	23,914	(66,955)	-279.98%
<b>Total Expenses</b>	<b>39,292,109</b>	<b>39,657,654</b>	<b>365,545</b>	<b>0.92%</b>



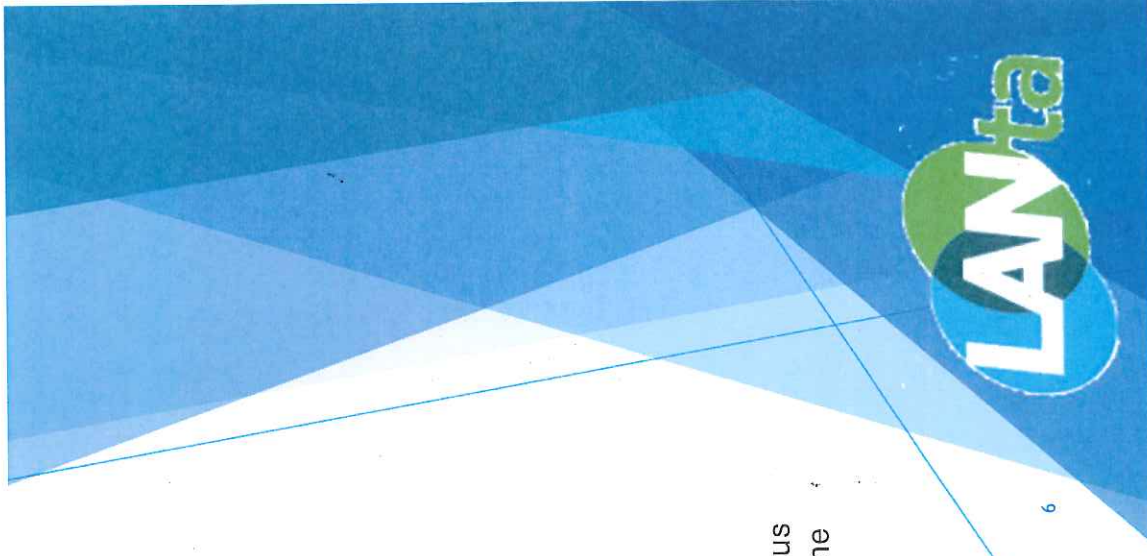


# Expense Highlights - LANTaBus

## FY 2025 Actual

Collectively, operating expenditures are below current budget projections by \$365,545, a 0.9 percent budget variance.

- Wages – After Carbon Transit and LANTaVan allocations, are approximately \$529K above current budget projections.
  - Operator wages include continued payment of overtime
    - Average of 21.7 absences per day; 6,543 total absences through April 30th
    - Average of 143.3 hours of overtime per operator; 205 Operators
    - 341,353 payroll hours inclusive of 29,374 hours of overtime premiums
  - Authority has implemented a daily staffing plan to assist in the management of the bus operator workforce. The daily staffing plan determines the need of additional overtime coverage.





## Expense Highlights Actuals Cont'd- LANTaBus

- Fringe Benefits - After Carbon Transit and LANTaVan allocations, are approximately \$76K below the current budget projections of \$13,359,550 representative of a 0.6 percent decrease.
  - Health Insurance - Current costs are below current budget projections by approximately \$616K, a 9.2 percent budget variance.
  - Stop Loss reimbursements of approximately \$48K as of March 31st.
- Purchased Transportation - Current costs reflect the four components that affect the Purchased Transportation line item for LANTaBus. Those components consist of the Carbon Transit Fixed Route, ADA Operating Expenses for both Carbon and LANTaVan, Flex Services and Certification transportation services. Collectively, this expense category is above current budget projections by \$227,944, a 10.3 percent budget variance.
- Fuel - Costs are representative of CNG and diesel fuel consumption, along with fuel consumption of the non-revenue vehicle fleet, lubricating fluids and electrical charges for the CNG station only. Collectively, current costs are below budget projections by 24.1 percent due to an aggressive approach to budget assumptions for diesel fuel usage and CNG utilization.



**LANTA**  
**Income Statement Summary**  
For the Period Ending April 30, 2025

	Fiscal Year 2025		YTD Budget Variance	
	YTD		Favorable (Unfavorable)	
	Actual	Budget	Amount	Percent
<b>Subsidy</b>				
Local Subsidy	1,120,715	1,098,353	(22,362)	-2.04%
State Subsidy	27,122,291	28,604,785	1,482,494	5.18%
Federal Subsidy - ADA	960,045	892,577	(67,468)	-7.56%
Federal Subsidy - Safety & Sec	392,654	535,221	142,567	26.64%
Federal Subsidy - VOH Labor	55,004	99,760	44,756	44.86%
Federal Subsidy - VOH Parts	355,602	469,158	113,556	24.20%
Federal Subsidy - PM	5,922,267	5,357,380	(564,887)	-10.54%
Federal Subsidy - Tire Lease	87,516	92,662	5,146	5.55%
<b>Total Subsidy</b>	<b>36,016,093</b>	<b>37,149,896</b>	<b>1,133,803</b>	<b>3.05%</b>
<b>Surplus (Deficit)</b>	<b>-</b>	<b>0</b>	<b>(0)</b>	<b>0.00%</b>





# Subsidy Highlights - LANTaBus

## FY 2025 Subsidy

The year-to-date funded deficit recorded on LANTaBus totals \$36,016,093. This represents a 3.1 percent decrease from the current budget projection of \$37,149,896. Current total subsidies equal the total amount of the deficit.

- Federal Subsidy - Total federal subsidies are above current budget projections by \$326,330, a 4.4 percent budget variance. The variance is attributed to an increase in actual costs for the Preventative Maintenance program, Safety and Security and maintenance payroll.
- State Subsidy - 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 83.0 percent of the FY2025 allocation amount plus \$5,564,604 of Act 44 prior year reserves to subsidize the remaining operating deficit. Year-to-date state subsidy is below current year budget projections by approximately \$1.5M, a 5.2 percent budget variance.



# LANtaVan

## Income Statement Summary

For the Period Ending April 30, 2025

	Fiscal Year 2025			YTD Budget Variance	
	YTD		Annual	Favorable (UnFavorable)	
	Actual	Budget	Budget	Amount	Percent
Total Revenue	8,001,190	8,126,688	9,661,739	(125,498)	-1.54%
Total Expenses	10,375,312	10,961,185	12,956,871	585,873	5.34%
Total Subsidy	250,434	-	76,638	(250,434)	100.00%
Surplus (Deficit)	(2,123,687)	(2,834,497)	(3,218,494)	(710,810)	25.08%



# LANTA Van

## Income Statement Summary For the Period Ending April 30, 2025

	Fiscal Year 2025		YTD Budget Variance	
	YTD		Favorable (UnFavorable)	
	Actual	Budget	Amount	Percent
<b>Revenue</b>				
Passenger Fares	430,099	364,960	65,140	17.85%
Non-Transportation Revenues	-	-	-	0.00%
Local Special Fare Assistance	2,029,558	1,895,450	134,109	7.08%
State Reimbursements	2,429,618	2,254,641	174,977	7.76%
State Special Fare Assistance	3,111,915	3,611,637	(499,723)	-13.84%
<b>Total Revenue</b>	<b>8,001,190</b>	<b>8,126,688</b>	<b>(125,498)</b>	<b>-1.54%</b>



# Revenue Highlights - LANtaVan

## FY 2025 Actual

- Current revenues total \$8,001,190. This represents a 1.5 percent decrease from the current budget projection. Revenue ridership has increased approximately 4.6 percent from the prior year period.
- Passenger Revenues (GPF) Copays are 17.9 percent above the current budget projection, representative of 120,413 completed revenue trips.
- Local Fare Assistance have surpassed current budget projections by 7.1 percent
  - 55,761 completed revenue trips between AAA LC, AAA NC, ADA and CER
- State Reimbursements have surpassed current budget projections by 7.8 percent
  - 85,024 completed revenue trips between Senior Shared Ride and PWD
- State Fare Assistance (MATP) revenues total \$3,111,915; 13.8 percent below current budget projections, collectively.
  - 62,550 completed revenue trips between Lehigh and Northampton MA programs



**LANTA Van**  
**Income Statement Summary**  
**For the Period Ending April 30, 2025**

	Fiscal Year 2025			YTD Budget Variance	
	YTD		Annual	Favorable (UnFavorable)	
	Actual	Budget	Budget	Amount	Percent
<b>Expenses</b>					
Labor	558,883	797,568	1,005,266	238,685	29.93%
Fringe Benefits	447,488	674,055	804,213	226,567	33.61%
<b>Total Labor and Fringe Benefits</b>	<b>1,006,371</b>	<b>1,471,624</b>	<b>1,809,479</b>	<b>465,253</b>	<b>31.61%</b>
Services	191,290	160,737	193,159	(30,553)	-19.01%
Fuel	744,595	824,077	1,005,861	79,481	9.64%
Tires & Tubes	-	-	-	-	0.00%
Materials & Supplies	40,844	38,364	45,000	(2,479)	-6.46%
Utilities	162,596	152,391	185,673	(10,205)	-6.70%
Casualty & Liability	31,571	10,833	13,000	(20,738)	-191.43%
Taxes	98,021	81,005	97,000	(17,016)	-21.01%
Purchase of Transportation Service	7,381,242	7,480,546	8,713,643	99,304	1.33%
Miscellaneous	9,974	15,741	22,700	5,767	36.64%
Interest	-	-	-	-	0%
Leases	708,808	725,867	871,356	17,059	2.35%
<b>Total Expenses</b>	<b>10,375,312</b>	<b>10,961,185</b>	<b>12,956,871</b>	<b>585,873</b>	<b>5.34%</b>





# Expense Highlights

## FY 2025 Actual

Collectively, operating expenditures are below current budget projections by \$585,873, 5.3 percent budget variance.

- Collectively, current Salaries and Fringes are 31.6 percent below the current budget projection.
- Outside Services reflect an increase of 19.0 percent over the current budget projection. The net increase can be attributed to an increase in computer services.
- Collectively, P/T costs are below the current budget projection, by approximately \$99K, representative of a 1.3 percent budget variance.



**LANTA Van**  
**Income Statement Summary**  
**For the Period Ending April 30, 2025**

	Fiscal Year 2025		YTD Budget Variance	
	YTD		Favorable (Unfavorable)	
	Actual	Budget	Amount	Percent
<b>Subsidy</b>				
State Subsidy	20,878	-	(20,878)	100.00%
Federal 5310	229,556	-	(229,556)	100.00%
<b>Total Subsidy</b>	<b>250,434</b>	<b>-</b>	<b>(250,434)</b>	<b>100.00%</b>
<b>Surplus (Deficit)</b>	<b>(2,123,687)</b>	<b>(2,834,497)</b>	<b>(710,810)</b>	<b>25.08%</b>

## Subsidy Highlights - LANtaVan

### FY 2025 Subsidy

The year-to-date unfunded deficit recorded on LANtaVan totals \$2,123,687. This represents a 25.1 percent decrease from the current budget projection of \$2,834,497.

- Federal Subsidy - LANTA recognized a total of \$229,556 in Federal 5310 dollars to be utilized for our demand response services.
- State Subsidy - The current amount represents the amount of state operating assistance needed to fund the operating deficit for the ADA Program. As of April 2025, ADA year-to-date operating costs have exceeded federal formula funding for FY2025. After the application of ADA copay revenue and federal formula funding, there remained a \$20,878 deficit.



**Carbon Transit**  
**Income Statement Summary**  
For the Period Ending April 30, 2025

	Fiscal Year 2025		YTD Budget Variance	
	YTD		Annual	
	Actual	Budget	Budget	Favorable (UnFavorable)
Total Revenue	1,246,034	1,488,081	1,835,449	(242,047) -16.27%
Total Expenses	1,918,091	2,560,223	3,030,983	642,132 25.08%
Total Subsidy	173,510	398,960	389,919	207,930 52.12%
Surplus (Deficit)	(498,547)	(673,182)	(805,615)	174,635 -25.94%



## Carbon Transit

### Income Statement Summary

For the Period Ending April 30, 2025

	Fiscal Year 2025		YTD Budget Variance	
	YTD		Favorable (UnFavorable)	
	Actual	Budget	Amount	Percent
<b>Revenue</b>				
Passenger Fares	42,673	34,173	8,500	24.87%
Non-Transportation Revenues	3,427	-	3,427	0.00%
Local Special Fare Assistance	130,867	19,819	111,048	560.30%
State Reimbursements	230,785	249,075	(18,289)	-7.34%
State Special Fare Assistance	838,281	1,185,014	(346,733)	-29.26%
<b>Total Revenue</b>	<b>1,246,034</b>	<b>1,488,081</b>	<b>(242,047)</b>	<b>-16.27%</b>



# Revenue Highlights - Carbon Transit

## FY 2025 Actual

- Current revenues total \$1,246,034; 16.3 percent below current budget projections
  - Paratransit revenue ridership has decreased approximately 12.3 percent
  - Fixed Route revenue includes the revenue for the Fall Shuttle Service
- Local Fare Assistance (AAA only) revenues total \$14,583; 26.4 percent below budget projections.
  - AAA ridership has decreased 30.1 percent from the previous fiscal year
- State Reimbursement revenues are 7.3 percent below budget projections.
  - SSR ridership has decreased 16.0 percent
  - PWD ridership has increased 90.0 percent
- State Fare Assistance (MATP) revenues total \$838,281; 29.3 percent below budget projections.
  - MATP ridership has increased 7.6 percent from the previous fiscal year

**Carbon Transit**  
**Income Statement Summary**  
For the Period Ending April 30, 2025

	Fiscal Year 2025		Annual		YTD Budget Variance	
	YTD		Budget		Favorable (Unfavorable)	
	Actual	Budget	Budget	Budget	Amount	Percent
<b>Expenses</b>						
Labor	195,333	278,153	349,808		82,820	29.78%
Fringe Benefits	156,266	222,522	279,846		66,256	29.77%
<b>Total Labor and Fringe Benefits</b>	<b>351,599</b>	<b>500,674</b>	<b>629,654</b>		<b>149,076</b>	<b>29.77%</b>
Services	22,154	21,667	26,226		(487)	-2.25%
Fuel	127,005	193,490	227,872		66,485	34.36%
Tires & Tubes	-	-	-		-	0.00%
Materials & Supplies	10,412	15,850	19,000		5,438	34.31%
Utilities	20,567	37,952	44,135		17,384	45.81%
Casualty & Liability	-	-	-		-	0.00%
Taxes	-	-	-		-	0.00%
Purchase of Transportation Service	1,344,371	1,749,223	2,030,380		404,852	23.14%
Miscellaneous	385	190	225		(195)	-102.45%
Interest	-	-	-		-	0.00%
Leases & Rentals	41,600	41,177	53,491		(422)	-1.03%
<b>Total Expenses</b>	<b>1,918,091</b>	<b>2,560,223</b>	<b>3,030,983</b>		<b>642,132</b>	<b>25.08%</b>

# Expense Highlights - Carbon Transit

## FY 2025 Actual

Collectively, operating expenditures are below current budget projections by \$642,132, a 25.1 percent budget variance.

- Current Salaries and Fringes are 29.8 percent below the current budget projection.
- Materials and Supplies reflect a decrease of 34.3 percent over the current budget projection. The decrease can be attributed to budget allocation assuming purchases of ticket stock that did not occur.
- Collectively, Purchased Transportation costs are below the current budget projections by approximately \$409K, representative of a 23.1 percent budget variance.



**Carbon Transit**  
**Income Statement Summary**  
For the Period Ending April 30, 2025

	Fiscal Year 2025		YTD Budget Variance	
	YTD		Favorable (UnFavorable)	
	Actual	Budget	Annual Budget	Amount Percent
Subsidy	42,380	42,380	50,859	- 0.00%
	131,130	339,060	339,060	207,930 61.33%
	-	17,520	88,830	17,520 100.00%
Total Subsidy	173,510	398,960	389,919	207,930 52.12%
Surplus (Deficit)	(498,547)	(673,182)	(805,615)	174,635 -25.94%



# Subsidy Highlights - Carbon Transit

## FY 2025 Subsidy

The year-to-date unfunded deficit recorded on Carbon Transit totals \$498,547. This represents a 25.9 percent decrease from the current year's budget projection of \$673,182. Current total subsidies equal the amount of the deficit for the Fixed Route and the ADA program.

- Local Subsidy - \$42,380 - Represents 83.0 percent of the annual general operating assistance revenues received from Carbon County. Current local subsidies align with budget projections.
- State Subsidy - \$131,130 - Represents the amount of state operating assistance needed to fund the operating deficit for fixed route operations and the ADA Program. As of April 2025, ADA year-to-date operating costs have exceeded federal formula funding for FY2025. After the application of ADA copay revenue and federal formula funding, there remained a \$1,279 deficit. State operating assistance was used to fund the ADA deficit amount. Year-to-date state subsidy represents 38.6 percent utilization of FY2025 allocation.





## **MEMORANDUM**

To: LANTA Board of Directors Finance Committee  
Fr: Nicole Ozoa, Senior Director of Finance  
Re: Optional Year Contract Extension – RKL, LLC for Financial Auditing Services  
Date: June 3, 2025

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In May 2022, LANTA issued a Request for Proposals (RFP) seeking submittals from qualified firms to provide professional auditing services. The contract was awarded to RKL, LLC. The contract was a 3-year agreement with two (2) optional one-year extensions. The initial contract included financial audits for fiscal years ending June 30, 2023, 2024, and 2025 with optional extensions covering the audits for fiscal years ending June 30, 2026 and 2027.

Staff is seeking the recommendation and approval to execute the first of two one-year contract extensions which will include the audit for FYE June 30, 2026. The cost of the audit is \$39,000 which is in line with previous years' costs.



**FY 2026 OPERATING BUDGETS AND PROGRAM OF PROJECTS  
SUMMARY OF PUBLIC NOTICE AND COMMENT**

The public notice below was published on LANTA's website starting May 13, 2025 along with copies of the draft operating budgets and draft capital program. The notice was also published in the Morning Call on May 20, 2025 and June 3, 2025. The notice provided various ways for members of the public to submit comments or questions. To date, no substantive comments or questions regarding the operating or capital budgets have been received. The only communication received have been members of the public asking for specificity regarding potential service reductions to which staff has answered that specific reduction plans have not yet been finalized and will be presented to the public at a later date if necessary.

**PUBLIC NOTICE  
LANTA OPERATING BUDGETS AND PROGRAM OF PROJECTS  
Fiscal Year 2026**

The Lehigh and Northampton Transportation Authority (LANTA) has published its proposed operating budgets for its fiscal year 2026; and its proposed Program of Projects for the use of grant assistance from the Federal Transit Administration (FTA) for grants for the federal fiscal year 2026.

A copy of the proposed operating budgets and proposed Program of Projects is available at [lantabus.com/public-notice](http://lantabus.com/public-notice). The documents can also be sent to any member of the public upon request. To request a copy of these documents, please call 610-253-8333, write to LANTA, Rider Resources Department, 1060 Lehigh Street, Allentown, PA 18103; or email [customerservice@lantabus.com](mailto:customerservice@lantabus.com). This material can be made available to persons with disabilities in alternative medium upon request.

If any member of the public would like to comment on the proposed operating budgets or program of projects as shown, comments must be received in writing by Friday June 12, 2025 to be considered by the LANTA's Board of Directors prior to adopting the FY 2026 operating budget or the FFY 2026 program of projects as presented. Comments can be submitted by email at [customerservice@lantabus.com](mailto:customerservice@lantabus.com), by mail at LANTA, 1060 Lehigh Street, Allentown, PA 18103 Attn: Executive Director; or by calling 610-253-8333. The LANTA Board of Directors will consider the proposed program for approval at its regularly scheduled meeting on June 10, 2025.

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

By: Owen P. O'Neil  
Executive Director

Kent Herman, Esq.  
Solicitor

Lehigh and Northampton Transportation Authority  
Equal Opportunity Employer M/F/Disabled  
A drug-free, smoke-free workplace

**Aviso Público**  
**PROGRAMA DE PROYECTOS Año fiscal federal 2026**  
**PRESUPUESTOS OPERATIVOS Año fiscal 2026**

La Autoridad de Transporte de Lehigh y Northampton (LANTA) sus presupuestos operativos propuestos para el año fiscal 2026; también ha publicado su programa propuesto de proyectos para el uso de la asistencia de subvenciones de la Administración Federal de Tránsito (FTA) para subvenciones para el año fiscal federal 2026.

Para revisar una copia del borrador de los presupuestos operativos propuestos o la programa propuesto de proyectos, visite [www.lantabus.com/public-notices/](http://www.lantabus.com/public-notices/). Los documentos también se pueden enviar a cualquier persona que lo solicite. Para solicitar una copia de estos documentos, llame al 610-253-8333 o por correo electrónico a [customerservice@lantabus-pa.gov](mailto:customerservice@lantabus-pa.gov). Este documento está disponible para las personas con discapacidad en un medio alternativo que lo soliciten.

Las personas interesadas pueden presentar comentarios sobre el proyecto de programa o los presupuestos operativos propuestos. Los comentarios serán aceptados hasta el viernes 12 de junio de 2025 para la consideración por los Directores de LANTA antes de la adopción de los documentos tal como fueron publicados. Personas pueden enviar comentarios por correo electrónico a [customerservice@lantabus-pa.gov](mailto:customerservice@lantabus-pa.gov), por correo a LANTA, 1060 Lehigh Street, Allentown, PA 18103 Attn: Executive Director; o llame al 610-253-8333. Los Directores de LANTA considerarán el proyector de programa y los presupuestos operativos propuestos para su aprobación en su reunión programada para el 10 de junio de 2025.

Si los Directores de LANTA no adopta cambios sustanciales como resultado de una revisión de la información recopilada a través de este proceso de comentarios públicos, los presupuestos operativos y el programa de proyectos se implementará tal como se fueron publicados, no se emitirá un segundo aviso público y los documentos publicados serán final.

Por: Owen P. O'Neil – Executive Director  
Kent Herman, Esq. – Solicitor  
La Autoridad de Transporte de Lehigh y Northampton (LANTA)  
Empleador de igualdad de oportunidades  
Un lugar de trabajo libre de drogas y libre de fumar



## Administration & Safety Dashboard

**June 3, 2025**

LANTA employees count as of 06/02/2025 below.

Union Employees	Count	Percentage
Male	161	69.70%
Female	70	30.30%
<b>Total</b>	<b>231</b>	<b>100%</b>
<b>Non-Union Employees</b>		
Male	39	48.75%
Female	41	51.25%
<b>Total</b>	<b>80</b>	<b>100%</b>
<b>All LANTA Employees</b>		
Male	200	64.30%
Female	111	35.70%
<b>Total</b>	<b>311</b>	<b>100%</b>

Open Positions: Currently LANTA has the following open positions:

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

- New employee training Operations and Maintenance – 0
- Recertifications – 21
- Retraining – 1
- Ride-Alongs – 26
- Endorsement Trainings – 1
- Safety Meetings - 28





## MEMORANDUM

To: LANTA Board of Directors, Administration Committee  
Fr: Darryl Lightner, Manager of Communication & Strategic Initiatives  
Re: Contract Award Recommendation – Ticket Vending Machines  
Date: June 3, 2025

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On October 16, 2024, LANTA issued a Request for Proposals (RFP) through PennBID seeking submittals from qualified parties to purchase ticket vending machines for deployment at locations within LANTA's service territory to support LANTA's new fare technology. The announcement informed bidders that submittals would be due November 25, 2024.

A total of thirty-six (36) RFP packages were requested from the PennBID system for prospective bidders with five (5) submissions received.

Statements of Qualifications were reviewed by a committee and scores for each submittal were calculated based on the following criteria:

- Compliance with technical specifications (robustness, functionality, multi-language support, etc.)
- Compatibility with the Masabi system and support for fare capping
- Price and cost-effectiveness
- Vendor's experience and track record, particularly with similar projects
- Delivery timeline and implementation schedule
- Warranty terms and post-installation support options

Following the scoring, the staff shortlisted and had in-person meetings and demonstrations with three (3) vendors. Following the demonstrations, one vendor's product did not fully meet the criteria that LANTA needed.

Following internal discussions on the overall project, the quantity of machines decreased from what was released in the RFP. Staff requested updating pricing from the two (2) remaining vendors.

It is the staff's recommendation to award the contract to Caracal Enterprises dba Ven Tek International.

**PRICING**

Equipment Purchase: \$44,950.00 / unit = \$134,850.00 total

Installation: 3,900.00/ Unit = 11,700

Annual Software Fees: \$9,675.00

One-time Start-up and Management Expenses: \$146,250.00

Annual Maintenance & Support: \$ 15,600.00

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Total: \$318,075.00

This project will be funded through a grant from the Federal Transit Administration (FTA), with matching funds from the Pennsylvania Department of Transportation (PennDOT) and local matching funds requested from the Counties of Lehigh and Northampton, PA.

**FEDERAL FISCAL YEAR 2025 CERTIFICATIONS AND ASSURANCES FOR FTA  
ASSISTANCE PROGRAMS**

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

Name of Applicant: \_\_\_\_\_

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

*Or,*

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

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

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

**CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE**

**AFFIRMATION OF APPLICANT**

Name of the Applicant: \_\_\_\_\_

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

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

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

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

Signature \_\_\_\_\_ Date: \_\_\_\_\_



Name \_\_\_\_\_ Authorized Representative of Applicant

**AFFIRMATION OF APPLICANT'S ATTORNEY**

For (Name of Applicant): \_\_\_\_\_

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

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

Signature \_\_\_\_\_ Date: \_\_\_\_\_

Name \_\_\_\_\_ Attorney for Applicant

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



**RESOLUTION BY BOARD OF DIRECTORS AUTHORIZING OFFICIALS TO EXECUTE  
CONTRACTS, AGREEMENTS AND GRANT DOCUMENTS**

THE UNDERSIGNED, being the duly authorized Chair of the municipal authority known as Lehigh and Northampton Transportation Authority, and existing under the laws of the Commonwealth of Pennsylvania, hereby certifies that the following Resolution was passed by the governing body of said corporation at a meeting of the corporation duly called and convened on June 10, 2025:

RESOLVED, that Owen O'Neil, Executive Director, is hereby authorized on behalf of the Authority to execute any and all contracts, agreements and related documents; and to submit all grant applications and execute all grant agreements.

6/10/2025  
Date

Michael Lichtenberger  
Chair of the Authority

## **Public Transportation Capital Application (PTCA)**

### **Board Resolution to File Application and to Certify Local Match**

The Board of Directors of the Lehigh and Northampton Transportation Authority resolves and certifies that the requested state amount of \$4,581,861 of Section 1514 state discretionary trust funds are requested for Fiscal Year 2026 to help pay for projected capital costs, excluding asset maintenance, and that these funds will only be used for this purpose since these funds are ineligible to be used for operating costs. All capital local matching funds shall be collected and available prior to accruing project expenses, committed funds shall be expended in the same fiscal year as the state funds they are matching, and any uncommitted local funds will be used only for capital assistance in a subsequent year.

Further, the Board of Directors resolves and certifies that in Fiscal Year 2026 that local, or if applicable private, cash matching funds of no less than \$152,697 will be provided to match the requested amount of state Section 1514 discretionary trust funds.

I Michael Lichtenberger, Chair of the Board of Directors do hereby certify that the foregoing is a true, and correct copy of the Resolution adopted at a regular meeting of Board of Directors held the 10<sup>th</sup> day of June 2025.

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(Signature of Official)

(Date)

Attested by:

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(Name of Attester)

(Signature of Attester)

(Official Title)

(Date)



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**Service Delivery & Accessibility Committee**

**Agenda**

**June 10, 2025**

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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
  5. Report on Initiatives
    - A. Transdev Update
  6. Other Business
  7. Adjournment
-





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

No comments were received during the March 11 meeting of the Committee.



## LANtaBus Service Delivery Dashboard - Jan - Mar 2025-Q3

Tuesday, June 10, 2025

Metric	Q3 FY 25	YTD FY 25	YTD FY 24	% Change
Ridership LANtaBus	924,338	2,976,553	2,989,325	-0.43
Senior Ridership	112,372	385,636	359,381	7.31
Ridership LANtaFlex	3,756	12,885	13,419	-3.98
Senior Ridership LANtaFlex	811	2,212	2,586	-14.46
<b>Total Ridership</b>	<b>928,094</b>	<b>2,989,438</b>	<b>3,002,744</b>	<b>-0.44</b>
<b>Total Senior Ridership</b>	<b>113,183</b>	<b>387,848</b>	<b>361,967</b>	<b>7.15</b>
Passenger Revenue (\$)	715,674	2,574,770	1,693,389	52.05
	<b>YTD FY 25</b>	<b>Benchmark</b>	<b>% Diff</b>	
Riders per revenue hour	10.8	19	-42.93	
Revenue/Revenue Hour (\$)	8.40	19.56	-57.1	

### Metrics

<b>LANtaBus OPERATIONS FIGURES</b>				
<b>Service Reliability</b>	<b>On-Time</b>	<b>Early</b>	<b>Late</b>	<b>Benchmark</b>
LANtaBus On Time %	57%	19%	24%	80%
Missed Scheduled LANtaBus Trips	28.75			
		<b>Psngtr Trips Per Complaint Type</b>		
<b>Rider Comfort/Experience</b>	<b>Type</b>	<b>Current Q</b>	<b>Previous Q</b>	<b>Prior Q</b>
Complaints regarding driver courtesy	108	8,559	10,359	7,738
Rider complaints about OTP/rte adherence	166	5,568	5,393	4,299
HVAC related customer complaints	1	924,338	1,046,226	1,005,989
<b>Transit App Usage</b>	<b>Current Q</b>	<b>Previous Q</b>		
Transit App Users	23,455	23,924		
Downloads to Mobile Device	1,926	2,105		
Service Alert Subscribers	6,591	6,387		
Passes Purchased	21,101	22,180		

	Current Quarter			Previous Quarter		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Avg daily call volume (Call Center)	237	83	46	172	82	56
Avg wait time (Call Center)	1:33	1:15	1:33	1:31	1:30	1:06
	Current Quarter		Previous Quarter		Past Quarter	
	Calls	% of Total	Calls	% of Total	Calls	% of Total
Purpose of Call Breakdown						
Call Type						
Complaints	361	0.81%	416	0.89%	480	1%
Bus Times	4477	10.03%	5185	11.09%	6233	13.15%
Where is the Bus	3	0.01%	61	0.13%	82	0.17%
Why is the Bus Late	2	0.00%	1	0.00%	3	0.01%
What Bus to Take	114	0.26%	125	0.27%	138	0.29%
Hang Up/ Dead Air	1218	2.73%	1202	2.57%	1281	2.70%
Applications	549	1.23%	507	1.08%	616	1.30%
LANTaVan/ECC	35380	79.24%	36256	77.58%	36049	76.03%
Fares/Tickets	275	0.62%	342	0.73%	231	0.49%
Directions	75	0.17%	119	0.25%	142	0.30%
Transfers to Other Dept	1577	3.53%	1932	4.13%	1632	3.44%
Mailed Schedules	6	0.01%	2	0.00%	6	0.01%
Other(lost & found, detours, etc.)	614	1.38%	585	1.25%	521	1.10%
<b>Total Calls</b>	<b>44,651</b>	<b>100.0%</b>	<b>46,733</b>	<b>100.0%</b>	<b>47,414</b>	<b>100.0%</b>
Passenger Trips per Complaint	2,560					

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

LANTaBus ADA Related Complaints January - March 2025			
Month	Issue	Details and Response	Determination
January	Kneeling Bus	Rider reported driver did not kneel the bus. Review of video showed rider did not request kneeling.	Not Valid
February	Denial of Service	Rider in a wheelchair was told bus was full. Video was reviewed. Driver should have accomodated rider. Driver received coaching on how to address such situations.	Valid
March	Reduced Fare Refusal	Rider reported that driver refused to give discounted fare. Driver allowed passenger to ride and advised rider they need a Reduced Fare Card in future. Video review shows rider did not have Reduced Fare Card for discount. Driver followed correct procedure.	Not Valid
<b>Total Complaints for Quarter</b>	<b>3</b>		
<b>Total Valid</b>	<b>1</b>		
<b>Total Valid or Inconclusive</b>	<b>1</b>		
<b>Complaints per LANTaBus Trip</b>	<b>928,094</b>		
<b>Valid Complaints per LANTaBus Trip</b>	<b>928,094</b>		



## LANtaVan Dashboard Report

Tuesday, June 10, 2025

Reporting Period: FY25 Q3 January 2025 - March 2025

### Total Completed Trips by Funding Source

#### Q3 Comparison

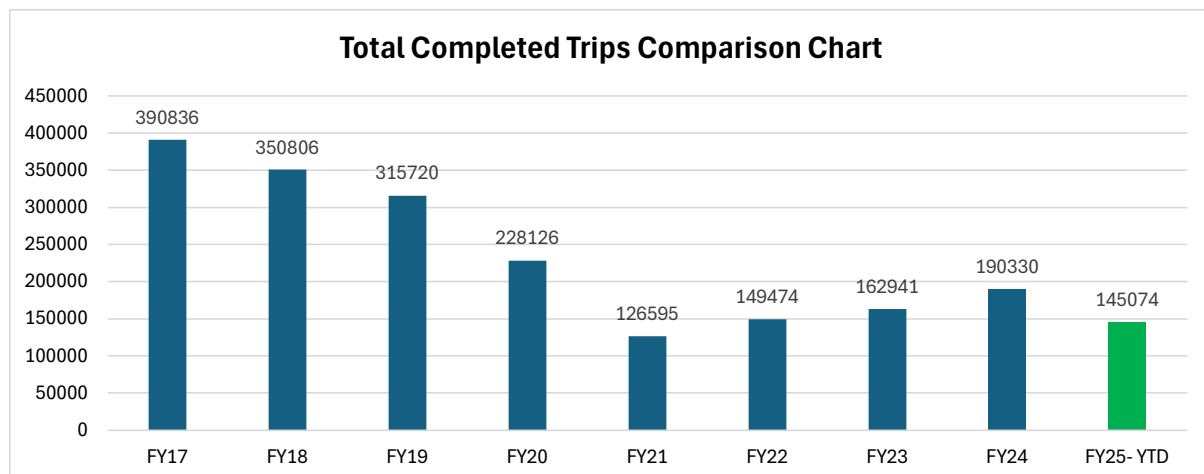
Program	Q3 FY2025		Q3 FY2024		% Change	Sponsor	Funding Source
	Total	% of Total	Total	% of Total	Total		
ADA	9,822	21%	10,528	22%	-7%	LANTA	LANtaBus Op/Cap
Lottery	22,361	48%	22,558	48%	-1%	PennDOT	PA Lottery Funds
MATP	12,434	27%	12,140	26%	2%	PA DHS	CMS/State MA Funding
PwD	1,542	3%	1,236	3%	25%	PennDOT	Proj of Stwde Signif
Other	683	1%	765	2%	-10%	Various	Various
Total	46,842	100%	47,227	100%	-1%		

### 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	30,300	21%	31,628	23%	-4%	LANTA	LANtaBus Op/Cap
Lottery	71,192	49%	65,708	47%	8%	PennDOT	PA Lottery Funds
MATP	36,780	25%	36,650	26%	1%	PA DHS	CMS/State MA Funding
PwD	4,754	3%	3,767	3%	26%	PennDOT	Proj of Stwde Signif
Other	2,048	1%	2,274	2%	-10%	Various	Various
Total	145,074	100%	140,027	100%	4%		

### Total Completed Trips Comparison Chart





### MATP Out of Service Area Trip Statistics

Q3 FY2025		
Program	Completed Trips	Revenue Miles
MA OOC LC	111	2387.10
MA OOC NC	49	1421.20
<b>Total</b>	<b>160</b>	<b>3808.30</b>

### Service Productivity - All

Q3 FY2025				
Service Hours	Revenue Hours	Passenger Trips	PT/Rev Hours	Scheduled Eff
29,521.85	23,822.57	56,185	2.36	3.29

### Scheduled Trip Summary - All

Q3 FY2025			
Scheduled Trips	IVR Cancels	Day of Service Cancel	No Shows
78,294	3,434	2,850	196

### Riders by Fare Zone - All

Q3 FY2025				
Zone	Full Fare	Copay	Trips	% of Total Trips
Base	\$ 29.35	\$4.40	21,383	
2	\$ 35.35	\$5.30	15,180	
3	\$ 41.35	\$6.20	6,491	
<b>Total</b>			<b>43,054</b>	<b>92%</b>

### Trip Pattern Statistics - All Passengers

#### Quarter Comparison

	Q3 FY2025			Q3 FY2024			% Change		
	Average Length			Average Length			Average Length		
	Miles	Minutes	Serv Speed	Miles	Minutes	Serv Speed	Miles	Minutes	Serv Speed
<b>Total</b>	9.3	37.81	14.76	9.82	38.42	15.34	-5%	-2%	-4%
	LANtaBus Figure		13.2	LANtaBus Figure		13.5			

### Duration of Trips

Q3 FY2025					
Minutes	<30	31-60	61-90	>90	>120
<b>Trip Total</b>	27,131	10,105	6,206	2,434	966
<b>Trip Total As Percentage</b>	57.9%	21.6%	13.2%	5.2%	2.1%

<b>Percent Trips 30 mins or less</b>	<b>58%</b>
<b>Percent Trips 90 mins or less</b>	<b>93%</b>
<b>% ADA Trips within FRE</b>	<b>44%</b>
<b>% ADA within 15 mins. of FRE</b>	<b>89%</b>

### On Time Performance - Client Pick Up Trips

Q3 FY2025			
Time vs Window	Before Pick Up Window	In Pick Up Window	Late
Trip Total	11065	29135	6642
Trip Total As Percentage	23.6%	62.2%	14.2%

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

### LANTA Call Center Report Comparison

	Q3 FY2025 (Current)			Q2 FY2025 (Previous)		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Average Daily Call Volume	490	116	69	491	123	76
Average Call Wait Time	2:13	1:15	1:26	2:01	1:27	1:07

### Complaints Received

Subject of Complaint	Q3 FY2025 (Current)		Q2 FY2025 (Previous)	
	Number	% of Total	Number	% of Total
Late	29	28%	27	24%
Early	7	7%	1	1%
Driver Attitude	13	13%	12	11%
Care Driving/Comfort	10	10%	12	11%
Van did not show	4	4%	3	3%
Fare Disputes	12	12%	21	19%
Overcrowding	0	0%	0	0%
Trip Length	12	12%	24	21%
Other	15	15%	12	11%
<b>Total</b>	<b>102</b>	<b>100%</b>	<b>112</b>	<b>100%</b>
<b>Trips per Complaint</b>	459			
<b>Complaints Deemed Valid</b>	45			
<b>Trips per Complaints Deemed Valid</b>	1,041			