



**Joint LANTA Finance Committee and
Administration & Safety Committee
Agenda
April 14, 2026**

Finance Committee

1. Call to Order
2. Welcome and Instructions for Public Involvement
3. Roll Call
4. Public Comment
5. Review and Forward to Board – Financial Statements February 2026 subject to audit
6. Actions
7. Adjournment

Administration & Safety Committee

1. Call to Order
 2. Administration & Safety Dashboard
 3. Procurements
 - A. Consideration for Forward to Board – Exercise of Optional Contract Extension Year for Security Services
 4. Actions
 - A. Consideration for Forward to Board – PennDOT Act 44 Performance Review Action Plan
 - B. Consideration for Forward to Board - Federal Transit Administration FFY 2026 Certifications and Assurances
 - C. Consideration for Forward to Board – PennDOT State Operating Assistance Local Match Resolution
 5. Report on Initiatives
 - A. June 2026 Proposed Service Changes
 6. Other Items
 7. Adjournment
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LANtaBus February 2026 Financials

Revenues

Current revenues total \$2,346,118. The variance of \$29,672 represents a 1.25% decrease from the current budget projection of \$2,375,790.

Total Expenses

Collectively, operating expenditures total \$33,635,846 and are **below** current budget projections of \$33,663,349 by \$27,502, a 0.08% budget variance.

Labor & Fringes

Labor & Fringes are **above** current budget projections by \$1,051,210, a 4.23% budget variance. The variance is within Fringes as the labor expense is still below budget projection.

Interest

Interest is above current budget projections by \$32,562, due to cash flow constraints and the use of the Line of Credit. February interest expense is 1/3 the amount of December and January as we are trending in the right direction with cash flow.

Casualty & Liability Insurance

Casualty & Liability Insurance expense totaling \$890,431 is below current budget projections of \$937,393 by \$46,962, which represents a 5.01% budget variance. The Physical Damage Insurance expenses are in line with previous Fiscal Year which was \$141,160 versus \$146,265 this Fiscal Year. The Liability & Property Damage Insurance expenses are higher this Fiscal Year by \$28,933. But we remain below budget projections in total for Casualty & Liability Insurance.

Leases & Rentals

Leases & Rentals expense totaling \$57,308 is above current budget projections by \$17,908, a 45.45% budget variance. The expenses are in line with previous Fiscal Year which was \$54,505 versus \$57,308 this Fiscal Year. This represents an increase of \$2,803 over last year.

LANtaBus
Income Statement Summary
For the Period February 28, 2026

	Fiscal Year 2026					YTD Budget Variance	
	PTD		YTD		Annual	Favorable (Unfavorable)	
	Actual	Budget	Actual	Budget	Budget	Amount	Percent
Revenue							
Passenger Fares	182,510	254,411	1,794,067	2,035,290	3,052,935	(241,223)	-11.85%
Special Transit Fares	31,140	31,604	383,122	252,833	379,250	130,288	51.53%
Auxiliary Transportation Revenue	85,814	10,000	155,814	80,000	120,000	75,814	94.77%
NonTransportation Revenue	388	958	13,116	7,667	11,500	5,449	0.00%
Total Revenue	299,852	296,974	2,346,118	2,375,790	3,563,685	(29,672)	-1.25%
Expenses							
Labor	1,397,010	1,698,422	13,290,687	13,587,376	20,381,064	296,689	2.18%
Fringe Benefits	1,441,420	1,409,028	12,620,124	11,272,225	16,908,338	(1,347,899)	-11.96%
Total Labor and Fringes	2,838,429	3,107,450	25,910,811	24,859,601	37,289,402	(1,051,210)	-4.23%
Services	180,946	238,046	1,740,375	1,904,369	2,856,553	163,994	8.61%
Fuel	115,964	127,733	947,817	1,021,867	1,532,800	74,050	7.25%
Tires & Tubes	15,471	12,250	121,742	97,996	146,994	(23,746)	-24.23%
Materials & Supplies	132,328	225,480	1,388,154	1,803,841	2,705,762	415,688	23.04%
Utilities	99,548	77,950	587,892	623,600	935,400	35,708	5.73%
Casualty & Liability	213,274	117,174	890,431	937,393	1,406,089	46,962	5.01%
Taxes	2,186	2,071	15,775	16,567	24,850	792	4.78%
Purchase of Transportation	201,761	253,931	1,731,818	2,031,446	3,047,169	299,628	14.75%
Miscellaneous	37,672	39,634	200,962	317,069	475,604	116,107	36.62%
Interest	1,104	1,275	42,762	10,200	15,300	(32,562)	-319.23%
Leases & Rentals	6,856	4,925	57,308	39,400	59,100	(17,908)	-45.45%
Total Expenses	3,845,540	4,207,919	33,635,846	33,663,349	50,495,023	27,502	0.08%
Gross Surplus (Deficit)	(3,545,689)	(3,910,945)	(31,289,728)	(31,287,559)	(46,931,338)	(2,169)	-0.01%
Subsidy							
Local Subsidy	117,882	117,883	943,059	943,060	1,414,590	1	0.00%
State Subsidy	2,094,796	2,631,564	18,062,289	21,052,513	31,578,770	2,990,224	14.20%
State Subsidy - PY	719,358	725,523	6,020,763	5,804,180	8,706,270	(216,583)	-3.73%
Federal Subsidy		717,118	-	5,736,941	8,605,411	5,736,941	100.00%
Federal Subsidy - ADA	81,751	-	731,616	-		(731,616)	#DIV/0!
Federal Subsidy - Safety & Sec	46,641	-	376,108	-		(376,108)	#DIV/0!
Federal Subsidy - VOH	4,676	69,167	173,382	553,333	830,000	379,951	68.67%
Federal Subsidy - PM	468,208	-	4,885,217	-		(4,885,217)	#DIV/0!
Federal Subsidy - Tire Lease	12,377	-	97,294	-		(97,294)	#DIV/0!
Total Subsidy	3,545,689	4,261,253	31,289,728	34,090,027	51,135,041	2,800,299	8.21%
Surplus (Deficit)	0	350,309	(0)	2,802,469	4,203,703	(2,802,469)	0.00%

Revenue and Expense Detail - By Program

LANtaBus

July 1, 2025 thru February 28, 2026

	Operations	Maintenance	Facilities Maintenance	General Administration	Total
Salaries & Wages	\$ 8,852,928.61	\$ 1,588,116.42	\$ 191,192.40	\$ 2,658,449.82	\$ 13,290,687.25
Fringe Benefits	\$ 8,675,768.06	\$ 1,556,335.80	\$ 155,902.05	\$ 2,232,118.32	\$ 12,620,124.24
Services	\$ 774,936.99	\$ 261,646.54	\$ 163,323.99	\$ 540,467.63	\$ 1,740,375.15
Materials & Supplies	\$ 34,923.42	\$ 1,272,970.28	\$ 42,092.64	\$ 38,167.22	\$ 1,388,153.56
Fuel	\$ 868,353.92	\$ 79,462.67	\$ -	\$ -	\$ 947,816.59
Tires and Tubes	\$ 121,742.14	\$ -	\$ -	\$ -	\$ 121,742.14
Utilities	\$ -	\$ -	\$ -	\$ 587,892.26	\$ 587,892.26
Insurance	\$ -	\$ -	\$ -	\$ 890,430.97	\$ 890,430.97
Taxes	\$ 2,029.28	\$ -	\$ -	\$ 13,745.30	\$ 15,774.58
Purchased Transportation	\$ 179,292.36	\$ -	\$ -	\$ 1,552,525.36	\$ 1,731,817.72
Miscellaneous Expense	\$ 9,810.42	\$ 51,854.39	\$ -	\$ 139,297.47	\$ 200,962.28
Interest Expense	\$ -	\$ -	\$ -	\$ 42,761.79	\$ 42,761.79
Leases	\$ -	\$ 2,458.00	\$ -	\$ 54,849.84	\$ 57,307.84
Total Expenditures	\$ 19,519,785.21	\$ 4,812,844.10	\$ 552,511.09	\$ 8,750,705.98	\$ 33,635,846.37

Revenue					
Passenger Fares	\$ 1,794,067.27			\$	\$ 1,794,067.27
Special Route Guarantees	\$ 383,121.80			\$	\$ 383,121.80
Advertising Commissions	\$ 155,813.78			\$	\$ 155,813.78
Rental Income				\$	\$ -
Investment Income	\$ 1,039.49			\$	\$ 1,039.49
Non-Transportation Income	\$ 12,076.12			\$	\$ 12,076.12
Total Revenue	\$ 2,346,118.46	\$ -	\$ -	\$ -	\$ 2,346,118.46

Gross Surplus/(Deficit) \$ (17,173,666.75) \$ (5,365,355.18) lumped together \$ (8,750,705.98) \$ (31,289,727.91)

Federal Subsidy					
Tire Lease		\$ 97,293.72		\$	\$ 97,293.72
ADA	\$ 731,616.03			\$	\$ 731,616.03
Safety & Security	\$ 376,107.76			\$	\$ 376,107.76
Preventative Maint	\$ 977,043.36	\$ 3,908,173.43		\$	\$ 4,885,216.79
VOH - Labor	\$	\$ 49,778.52		\$	\$ 49,778.52
VOH - Parts	\$	\$ 123,603.42		\$	\$ 123,603.42
State Subsidy					
Tire Lease		\$ 20,290.75		\$	\$ 20,290.75
ADA	\$ 152,423.06			\$	\$ 152,423.06
Safety & Security	\$ 376,107.76			\$	\$ 376,107.76
Preventative Maint	\$ 305,332.16	\$ 712,441.70		\$	\$ 1,017,773.85
VOH - Labor	\$	\$ 49,778.49		\$	\$ 49,778.49
VOH - Parts	\$	\$ 25,751.23		\$	\$ 25,751.23
State Operating Assistance	\$ 13,688,177.46	\$ 196,421.22		\$ 8,556,328.49	\$ 22,440,927.16
Local Subsidy					
Tire Lease		\$ 4,157.67		\$	\$ 4,157.67
ADA	\$ 30,480.96			\$	\$ 30,480.96
Preventative Maint	\$ 32,564.85	\$ 170,965.48		\$	\$ 203,530.33
VOH - Parts	\$	\$ 5,149.63		\$	\$ 5,149.63
Local Operating Assistance	\$ 503,813.35	\$ 1,549.93		\$ 194,377.49	\$ 699,740.77
Total Subsidy by Expense Class	\$ 17,173,666.75	\$ 5,365,355.18	\$ -	\$ 8,750,705.98	\$ 31,289,727.91

Surplus/(Deficit) \$ 0.00 \$ 0.00 \$ - \$ (0.00) \$ -

\$ -

\$ - difference

LANtaVan February 2026 Financials

Total Revenues

Year to date revenues total \$6,381,211. This represents a 11.1% decrease from the current budget projection of \$7,181,393. The decrease continues at the same rate, as it was 11.1% lower than budget last month.

Passenger Fare Revenue

LANtaVan Passenger Revenues are below budget projections by 23.0%, with total Revenue of \$322,096 versus the budget projection of \$418,382.

Local Special Fare Assistance

Collectively, Local Special Fare Assistance totals \$1,534,135 has surpassed current budget projections of \$1,379,565 by 11.2%.

State Reimbursements

YTD State Reimbursements total \$1,894,677 which represents a 26.7% decrease from the budget projection of \$2,585,184. The State Reimbursements are comprised of Shared Ride and PWD fare assistance.

SHARED RIDE	FY 26 July '25 thru Jan '26	FY 25 July '24 thru Jan '25	PWD	FY 26 July '25 thru Jan '26	FY 25 July '24 thru Jan '25
July	8892	8,288	July	415	526
August	8528	8,317	August	518	560
September	8533	7,932	September	513	558
October	9053	8,775	October	560	609
November	7506	7,780	November	382	454
December	7271	7,655	December	332	505
January	5713	7,252	January	266	544
February	7054	6,647	February	327	485
	62550	62646		3313	4241
	0.2% Decrease			21.9% Decrease	

Shared Ride trips are down only 0.2% over last Fiscal Year.

PWD trips are down 21.9% over last Fiscal Year.

The FY budget assumed a significant fare increase for the Shared Ride and Pwd programs. This fare increase has not been pursued since a portion of the stabilization funding provided by PennDOT was designated specifically for offsetting Shared Ride program deficits.

Total Expenses

Collectively, operating expenditures total \$8,425,579 which represents a 7.5% decrease from the budget projection of \$9,105,399.

Labor & Fringes

Labor & Fringes are below current budget projections by \$212,267, a 20.1% budget variance.

Expenses to note:

Fuel expenses total \$566,923 which represents a 16.3% decrease from the budget projection of \$677,267.

Utilities expenses total \$129,342 which represents a 8.9% decrease from the budget projection of \$141,967.

Purchased Transportation expense totals \$6,102,735 which represents a 4.1% decrease from budget projection of \$6,364,394. This is partially due to the use of addt'l vendors, ie Regal Medtrans and YourWay Taxi. Regal Medtrans started in September and has already saved LANta \$12,003 with the trips they have handled.

We have submitted invoices to PennDot for Service Stabilization funding in the amount of \$2,044,367. As a result, the year-to-date deficit recorded on LANtaVan is now ZERO.

LANtaVan
Income Statement Summary
For the Period Ending February 28, 2026

	Fiscal Year 2026					YTD Budget Variance	
	PTD		YTD		Annual	Favorable (Unfavorable)	
	Actual	Budget	Actual	Budget	Budget	Amount	Percent
Revenue							
Passenger Fares	33,137	52,298	322,096	418,382	627,573	(96,286)	-23.0%
Non-Transportation Revenues	-	-	-	-	-	-	0.0%
Local Special Fare Assistance	182,292	172,446	1,534,135	1,379,565	2,069,347	154,571	11.2%
State Reimbursements	212,002	323,148	1,894,677	2,585,184	3,877,776	(690,507)	-26.7%
State Special Fare Assistance	364,962	349,783	2,630,302	2,798,262	4,197,393	(167,960)	-6.0%
Total Revenue	792,393	897,674	6,381,211	7,181,393	10,772,089	(800,182)	-11.1%
Expenses							
Labor	71,196	78,235	469,703	625,877	938,815	156,174	25.0%
Fringe Benefits	56,957	53,982	375,762	431,855	647,782	56,093	13.0%
Total Labor and Fringe Benefits	128,153	132,216	845,465	1,057,731	1,586,597	212,267	20.1%
Services	17,005	18,713	139,859	149,707	224,560	9,848	6.6%
Fuel	61,732	84,658	566,923	677,267	1,015,900	110,343	16.3%
Tires & Tubes	-	-	-	-	-	-	0.0%
Materials & Supplies	5,417	4,063	38,573	32,500	48,750	(6,073)	-18.7%
Utilities	23,458	17,746	129,342	141,967	212,950	12,625	8.9%
Casualty & Liability	1,083	1,083	8,667	8,667	13,000	(0)	0.0%
Taxes	6,733	9,375	72,278	75,000	112,500	2,722	3.6%
Purchase of Transportation Service	731,753	795,549	6,102,735	6,364,394	9,546,591	261,659	4.1%
Miscellaneous	463	1,396	5,573	11,167	16,750	5,594	50.1%
Interest	-	-	-	-	-	-	0.0%
Leases	72,349	73,375	516,163	587,000	880,500	70,837	12.1%
Total Expenses	1,048,147	1,138,175	8,425,579	9,105,399	13,658,098	679,820	7.5%
Gross Surplus (Deficit)	(255,754)	(240,501)	(2,044,367)	(1,924,006)	(2,886,009)	(120,361)	6.3%
Subsidy							
State Subsidy	-	33,754	-	270,034	405,051	270,034	100.0%
State Service Stabilization Funds	255,754	-	2,044,367	-	-	-	-
Federal 5310	-	-	-	-	-	-	-100.0%
Total Subsidy	255,754	33,754	2,044,367	270,034	405,051	270,034	100.0%
Surplus (Deficit)	(0)	(206,747)	-	(1,653,972)	(2,480,958)	390,395	-23.6%

Revenue and Expense Detail - By Program

LANtaVan

7/1/2025 thru 2/28/2026

	ADA	SRR/PWD	MATP	Total
Salaries & Wages	\$ 80,584.02	\$ 220,973.23	\$ 168,145.42	\$ 469,702.67
Other Paid Absences	\$ 6,446.72	\$ 17,677.86	\$ 13,451.63	\$ 37,576.21
Fringe Benefits	\$ 58,020.49	\$ 159,100.72	\$ 121,064.70	\$ 338,185.91
Services	\$ 24,876.97	\$ 68,216.30	\$ 46,765.41	\$ 139,858.68
Materials & Supplies	\$ 6,617.81	\$ 18,147.02	\$ 13,808.63	\$ 38,573.46
Fuel	\$ 97,263.58	\$ 266,711.05	\$ 202,948.75	\$ 566,923.38
Utilities	\$ 22,190.41	\$ 60,849.35	\$ 46,302.17	\$ 129,341.93
Insurances	\$ 1,486.90	\$ 4,077.29	\$ 3,102.54	\$ 8,666.73
Taxes	\$ 12,400.34	\$ 34,003.56	\$ 25,874.37	\$ 72,278.27
Purchased Transportation	\$ 1,124,224.69	\$ 3,082,789.36	\$ 1,864,737.87	\$ 6,071,751.92
MA Reimbursements			\$	-
Miscellaneous Expense	\$ 1,489.24	\$ 4,083.71	\$ 30,983.05	\$ 36,556.00
Leases	\$ 88,555.00	\$ 242,830.84	\$ 184,777.56	\$ 516,163.40
Total Expenditures	\$ 1,524,156.17	\$ 4,179,460.29	\$ 2,721,962.10	\$ 8,425,578.56
Passenger Fares	\$ 98,896.00	\$ 131,540.38	\$	\$ 230,436.38
Program Reimbursements				
Lottery - Shared Ride		\$ 1,783,943.05	\$	\$ 1,783,943.05
Lottery - PWD		\$ 110,734.25	\$	\$ 110,734.25
Area Agency on Aging		\$ 80,549.89	\$	\$ 80,549.89
MATP - Lehigh County		\$ 60,210.50	\$ 1,588,147.65	\$ 1,648,358.15
MATP - Northampton County		\$ 31,449.50	\$ 1,042,154.45	\$ 1,073,603.95
Total Program Reimbursements		\$ 1,975,227.19	\$ 2,721,962.10	\$ 4,697,189.29
Gross Surplus/(Deficit)	\$ (1,425,260.17)	\$ (2,072,692.72)	\$ -	\$ (3,497,952.89)
Subsidy				
State Operating Assistance - CER		\$ 28,325.30	\$	\$ 28,325.30
ADA - Federal/State/Local	\$ 855,156.10		\$	\$ 855,156.10
ADA - PM	\$ 570,104.07		\$	\$ 570,104.07
Federal 5310			\$	-
State Service Stabilization Funds		\$ 2,044,367.42		
State Operating Assistance - Reserves			\$	-
Total Subsidy by Program	\$ 1,425,260.17	\$ 2,072,692.72	\$	\$ 3,497,952.89
Surplus/(Deficit)	\$ -	\$ -	\$	\$ -
Total Trips	24,704	67,742	35,322	
Avg Cost Per Trip	\$ 61.70	\$ 61.70	\$ 77.06	
Avg Passenger Revenue per Trip	\$ 4.00	\$ 31.10		
Avg Subsidy per Trip	\$ 57.69	\$ 30.60		

Carbon February 2026 Financials

Total Revenues

Year to date revenues total \$998,792. This represents a 20.1% decrease from the current budget projection of \$1,250,229. The decrease continues at the same rate, as it was 20.1% lower than budget last month.

For Comparison purposes, looking at Fiscal Year to Date trip data FY25 versus FY26:

Shared Ride 6009 trips FY25 versus 5249 FY26, decrease of 12.6%

PWD 1185 trips FY25 versus 805 FY26, decrease of 32.1%

ADA 1112 trips FY25 versus 997 FY26, decrease of 10.3%

Carbon Area on Aging 3605 trips FY25 versus 2552 trips FY26, decrease of 29.2%

Passenger Fare Revenue

Carbon Passenger Revenues total \$43,902 which is below budget projection of \$47,749 by \$3,847, which is a 8.1% decrease.

Total Expenses

Collectively, operating expenditures total \$1,625,516 and are below current budget projections by \$142,624, an 8.1% budget variance.

Labor & Fringes

Labor & Fringes are below current budget projections by \$97,195, a 25.1% budget variance.

The total reimbursement of 5311 Funding in the amount \$250,000 has been submitted to PennDot. (Covers 50% of the deficit for both fixed route and shared ride and must be used for Rural areas, therefore only Carbon).

Also submitted invoice to PennDot for Service Stabilization funding in the amount of \$57,302 for February '26.

The year-to-date deficit recorded on Carbon Transit now totals \$158,421 as a result of the 5311 Funding and Service Stabilization.

Carbon Transit
Income Statement Summary
For the Period Ending February 28, 2025

	Fiscal Year 2026					YTD Budget Variance	
	PTD		YTD		Annual	Favorable (Unfavorable)	
	Actual	Budget	Actual	Budget	Budget	Amount	Percent
Revenue							
Passenger Fares	1,865	5,969	43,902	47,749	71,623	(3,847)	-8.1%
Non-Transportation Revenues	-	175	-	1,400	2,100	(1,400)	0.0%
Local Special Fare Assistance	11,493	8,397	107,310	67,174	100,761	40,136	59.7%
State Reimbursements	20,244	30,160	154,922	241,278	361,917	(86,356)	-35.8%
State Special Fare Assistance	91,193	111,579	692,658	892,628	1,338,942	(199,970)	-22.4%
Total Revenue	124,795	156,279	998,792	1,250,229	1,875,343	(251,437)	-20.1%
Expenses							
Labor	26,314	28,639	161,110	229,109	343,663	67,999	29.7%
Fringe Benefits	21,052	19,761	128,888	158,085	237,127	29,197	18.5%
Total Labor and Fringe Benefits	47,366	48,399	289,998	387,193	580,790	97,195	25.1%
Services	1,923	2,129	16,947	17,033	25,550	86	0.5%
Fuel	7,817	9,238	80,677	73,905	110,858	(6,772)	-9.2%
Tires & Tubes	-	-	-	-	-	-	0.0%
Materials & Supplies	744	1,167	5,811	9,333	14,000	3,522	37.7%
Utilities	2,031	2,333	14,058	18,667	28,000	4,609	24.7%
Casualty & Liability	-	-	-	-	-	-	0.0%
Taxes	-	-	-	-	-	-	0.0%
Purchase of Transportation Service	143,140	153,139	1,186,013	1,225,109	1,837,663	39,096	3.2%
Miscellaneous	27	29	223	233	350	10	4.4%
Interest	(78)	-	(1,655)	-	-	1,655	0.0%
Leases & Rentals	4,180	4,583	33,443	36,667	55,000	3,223	8.8%
Total Expenses	207,150	221,018	1,625,516	1,768,141	2,652,211	142,624	8.1%
Gross Surplus (Deficit)	(82,355)	(64,739)	(626,724)	(517,912)	(776,868)	(108,812)	-21.0%
Subsidy							
Local Subsidy	4,450	4,450	35,600	35,601	53,402	1	0.0%
State Subsidy 5311 Funds	-	-	250,000	-	-	-	-
State Service Stabilization Funds	57,302	-	86,636	-	-	-	-
State Subsidy	20,604	29,668	96,067	237,342	356,013	141,275	59.5%
Federal Subsidy	-	8,546	-	68,370	102,555	68,370	100.0%
Total Subsidy	82,356	34,118	468,303	341,313	409,415	141,276	41.4%
Surplus (Deficit)	1	(30,621)	(158,421)	(176,599)	(367,453)	18,178	-10.3%

Revenue and Expense Detail - By Program

Carbon Transit
7/1/2025 thru 2/28/2026

	Fixed Route	ADA	SRR/PWD	MATP	Total	
Salaries & Wages	\$ 5,687.18	\$ 11,458.74	\$ 69,602.95	\$ 74,361.15	\$ 161,110.02	
Fringes	\$ 4,549.75	\$ 9,166.99	\$ 55,682.36	\$ 59,488.92	\$ 128,888.02	
Services - General Admin	\$ 147.59	\$ 1,283.37	\$ 7,795.47	\$ 7,721.02	\$ 16,947.45	
Services - Maintenance					\$ -	
Materials & Supplies		\$ 428.42	\$ 2,602.33	\$ 2,780.23	\$ 5,810.98	
Fuel	\$ 9,653.33	\$ 5,236.34	\$ 31,806.71	\$ 33,981.08	\$ 80,677.46	
Utilities	\$ 88.16	\$ 1,029.93	\$ 6,256.03	\$ 6,683.70	\$ 14,057.82	
Purchased Transportation	\$ 188,546.22	\$ 70,869.66	\$ 430,477.98	\$ 488,833.64	\$ 1,178,727.50	
Mileage Reimbursement				\$ 7,285.53	\$ 7,285.53	
Miscellaneous Expense		\$ 16.45	\$ 99.94	\$ 106.77	\$ 223.16	
Interest Expense					\$ -	
Leases	\$ 334.40	\$ 2,440.99	\$ 14,827.14	\$ 15,840.75	\$ 33,443.28	
Total Expenditures	\$ 209,006.63	\$ 101,930.89	\$ 619,150.91	\$ 697,082.79	\$ 1,627,171.22	\$ 1,418,164.59
Passenger Fares	\$ 222.50	\$ 2,991.00	\$ 36,263.79		\$ 43,901.69	\$ 43,679.19
Program Reimbursements						
Lottery - Shared Ride			\$ 134,562.65		\$ 134,562.65	
Lottery - PWD			\$ 20,359.20		\$ 20,359.20	
MATP			\$ 4,424.40	\$ 692,658.39	\$ 697,082.79	
Area Agency on Aging			\$ 8,370.30		\$ 8,370.30	
ADA					\$ -	
Investment Income	\$ 1,654.79				\$ 1,654.79	
Total Program Reimbursements	\$ 1,654.79		\$ 163,292.15	\$ 697,082.79	\$ 862,029.73	\$ 860,374.94
Gross Surplus/(Deficit)	\$ (207,129.34)	\$ (98,939.89)	\$ (419,594.97)	\$ -	\$ (725,664.20)	
Subsidy						
Local Operating Assistance	\$ 35,600.00				\$ 35,600.00	
State Operating Assistance - CT 1513 Funds	\$ 96,067.34				\$ 96,067.34	
State Operating Assistance - Service Stabilization			\$ 86,636.00		\$ 86,636.00	
State Operating Assistance - Reserves					\$ -	
Federal 5311 Funds	\$ 75,462.00		\$ 174,538.00		\$ 250,000.00	\$ 250,000 LIMIT!!!!
Federal Operating Assistance - ADA		\$ 98,939.89			\$ 98,939.89	
Total Subsidy by Program	\$ 207,129.34	\$ 98,939.89	\$ 261,174.00		\$ 567,243.23	\$ 360,113.89
Surplus/(Deficit)	\$ -	\$ -	\$ (158,420.97)	\$ -	\$ (158,420.97)	
Total Trips		997	6,056	6,470		
Avg Cost Per Trip	\$	102.24	102.24	107.74		
Avg Passenger Revenue per Trip	\$	3.00	32.95	107.74		
Avg Subsidy per Trip	\$	99.24	43.13			



Administration & Safety Committee Dashboard

Tuesday, April 14, 2026

LANTA employees count as of Tuesday, April 14, 2026, below.

Union Employees	Count	Percentage	*Variance
Male	149	69.62%	-1
Female	65	30.38%	-1
Total	214	100%	-2
Non-Union Employees			
Male	37	49.33%	N/A
Female	38	50.67%	+1
Total	75	100%	+1
All LANTA Employees			
Male	186	64.35%	-1
Female	103	35.65%	0
Total	289	100%	-1

*Variance refers to changes in employee count from the last monthly report.

Open Positions: Currently LANTA has the following open positions:

- None

Internal Training Update: List of internal trainings that were completed in February 2026:

- New employee training Operations and Maintenance – 0
- Recertifications – 20
- Retraining – 2
- Ride-Alongs – 0
- Endorsement Trainings – 0
- Safety Meetings - 0
- OSHA training for maintenance employees - 26



MEMORANDUM

To: LANTA Board of Directors
Fr: Jason Polster-Abel, Senior Director of Administration
Re: Optional Year Contract Extension – Costa Security Services, LLC (dba OPS Security Group)
Date: April 14, 2026

In August 2021, LANTA issued a Request for Quotes (RFQ) seeking submittals from qualified parties to provide Security services at transit centers. The contract was awarded to Costa Security Services, LLC (which does business as OPS Security Group). The contract was a 3-year agreement with two (2) optional one-year extensions. The initial contract operated from April 1, 2022 – March 31, 2025.

OPS provides security services for the Allentown, Bethlehem and Easton Intermodal Transit Centers.

Staff is seeking the recommendation and approval to execute the second of two one-year contract extensions which will be effective April 1, 2026 – March 31, 2027.

LANTA 2025 PennDOT Performance Report Action Plan

1. Actions to Retain and Promote Ridership

Recommendation	LANTA Action	Estimated Initiation Date	Estimated Completion Date
Adjust the OTP policy to reflect actual departure behavior accordingly.	In accordance with the observation in the Performance Report, LANTA will adjust its definition of on-time for fixed route service to be -0:59 early to 5:00 minutes late.	Q2 CY 26	Q2 CY 26

2. Actions to Ensure Long-Term Financial Sustainability

Recommendation	LANTA Action	Estimated Initiation Date	Estimated Completion Date
Take strategic action to balance service levels with operating subsidies.	LANTA will continue to implement its right sizing plan for fixed route services with service reductions in January 2026.	Q1 CY 26	Q1 CY 26
	LANTA will continue to implement its right sizing plan for fixed route services with service reductions in June 2026.	Q2 CY 26	Q2 CY 26
	LANTA's FY 2027 Annual Service Plan will reflect projected operating subsidies.	Q1 CY 26	Q2 CY 26
	LANTA's FY 2028 Annual Service Plan will reflect projected operating subsidies.	Q3 CY 26	Q2 CY 27
	LANTA's FY 2029 Annual Service Plan will reflect projected operating subsidies.	Q3 CY 27	Q2 CY 28
	LANTA's FY 2030 Annual Service Plan will reflect projected operating subsidies.	Q3 CY 28	Q2 CY 29
	LANTA's FY 2031 Annual Service Plan will reflect projected operating subsidies.	Q3 CY 29	Q2 CY 30

Implement fare policy adjustments and the Four-Phase Fare Recovery Strategy.	LANTA will implement a fixed route fare increase in March 2026.	Q1 CY 26	Q1 CY 26
	LANTA will implement a Shared Ride/PwD fare increase to be effective January 2027.	Q3 CY 26	Q1 CY 27
Evaluate fare media utilization for opportunities to increase fare recovery.	As part of LANTA's FY 28 annual budget, LANTA will complete an analysis of fare media utilization to identify any needed changes to policy or other remedial actions to ensure continued gains in fare revenue per passenger.	Q1 CY 27	Q1 CY 27
	As part of LANTA's FY 29 annual budget, LANTA will complete an analysis of fare media utilization to identify any needed changes to policy or other remedial actions to ensure continued gains in fare revenue per passenger.	Q1 CY 28	Q1 CY 28
	As part of LANTA's FY 30 annual budget, LANTA will complete an analysis of fare media utilization to identify any needed changes to policy or other remedial actions to ensure continued gains in fare revenue per passenger.	Q1 CY 29	Q1 CY 29
	As part of LANTA's FY 31 annual budget, LANTA will complete an analysis of fare media utilization to identify any needed changes to policy or other remedial actions to ensure continued gains in fare revenue per passenger.	Q1 CY 30	Q1 CY 30

Secure local funding commitments for alternative service options and ensure future service expansions are affordable within available resources.	LANTA will ensure that any service enhancement that is beyond projected operating subsidies will be fully supported by other revenue sources.	Ongoing and As Needed	Ongoing and As Needed
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3. Other Opportunities for Improvement

Recommendation	LANTA Action	Estimated Initiation Date	Estimated Completion Date
Provide cross-training for key administrative roles.	LANTA will complete its Business Continuity Plan which will identify vital tasks and requirements, current resources used/needed, and current staff persons responsible.	Q3 CY 26	Q3 CY 26
	Based on the list of vital tasks and requirements as identified in the Business Continuity Plan, LANTA will develop a cross-training plan to ensure that multiple employees are knowledgeable of each item listed.	Q1 CY 27	Q2 CY 27
	LANTA will implement the cross-training plan.	Q3 CY 27	Q3 CY 28

Not every provision of every certification will apply to every applicant or award. If a provision of a certification does not apply to the applicant or its award, FTA will not enforce that provision.

Text in italic is not part of a certification and is of no legal effect. Its purpose is to provide explanation and context for the certification.

CATEGORY 1. CERTIFICATIONS AND ASSURANCES REQUIRED OF EVERY APPLICANT.

All applicants must make the certifications in this category.

1.1. Standard Assurances.

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

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

- (a) Has the legal authority to apply for Federal assistance and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project cost) to ensure proper planning, management and completion of the project described in this application.
- (b) Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
- (c) Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
- (d) Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
- (e) Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§ 4728–4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 CFR 900, Subpart F).
- (f) Will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to:

- (1) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin, as effectuated by U.S. DOT regulation 49 CFR Part 21, including any amendments thereto;
 - (2) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681–1683, and 1685–1686), which prohibits discrimination on the basis of sex, as effectuated by U.S. DOT regulation 49 CFR Part 25;
 - (3) Section 5332 of the Federal Transit Law (49 U.S.C. § 5332), which prohibits any person being excluded from participating in, denied a benefit of, or discriminated against under, a project, program, or activity receiving financial assistance from FTA because of race, color, religion, national origin, sex, disability, or age.
 - (4) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. § 794), which prohibits discrimination on the basis of handicaps, as effectuated by U.S. DOT regulation 49 CFR Part 27;
 - (5) The Age Discrimination Act of 1975, as amended (42 U.S.C. §§ 6101–6107), which prohibits discrimination on the basis of age;
 - (6) The Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse;
 - (7) The comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91–616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism;
 - (8) Sections 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records;
 - (9) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental, or financing of housing;
 - (10) Any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and,
 - (11) the requirements of any other nondiscrimination statute(s) which may apply to the application.
- (g) Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (“Uniform Act”) (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases. The requirements of the Uniform Act are effectuated by U.S. DOT regulation 49 CFR Part 24.
- (h) Will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§ 1501–1508 and 7324–7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

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

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

1.2. Standard Assurances: Additional Assurances for Construction Projects.

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

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

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

1.3. Procurement.

The Uniform Administrative Requirements, 2 CFR § 200.325, allow a recipient to self-certify that its procurement system complies with Federal requirements, in lieu of submitting to certain pre-procurement reviews. Additionally, 2 CFR § 200.216(e) states that by accepting a grant, the recipient is certifying its compliance with that section (“Prohibition on certain telecommunications and video surveillance equipment or services”).

The applicant certifies that its procurement system complies with:

- (a) U.S. DOT regulations, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 1201, which incorporates by reference U.S. OMB regulatory guidance, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 200, particularly 2 CFR §§ 200.317–200.327 “Procurement Standards;
- (b) Federal laws, regulations, and requirements applicable to FTA procurements; and
- (c) The latest edition of FTA Circular 4220.1 and other applicable Federal guidance.
- (d) 2 CFR § 200.216, “Prohibition on certain telecommunications and video surveillance equipment or services.”

1.4. Increased Micro-Purchase Threshold.

A recipient may establish a micro-purchase threshold that is higher than the Federal micro-purchase threshold. Pursuant to 2 CFR § 200.320(a)(1)(iv), the recipient may self-certify a micro-purchase threshold up to \$50,000. Pursuant to 2 CFR § 200.320(a)(1)(v), the recipient may set a micro-purchase threshold higher than \$50,000, but only with the approval of the recipient’s Federal cognizant agency for indirect costs. To determine an applicant’s cognizant agency for indirect costs, consult the definition of “cognizant agency for indirect costs” in 2 CFR § 200.1.

If the recipient uses a micro-purchase threshold that is higher than the Federal micro-purchase threshold, the recipient certifies:

- (a) The recipient’s micro-purchase threshold does not exceed \$50,000, or the recipient has approval from its Federal cognizant agency for indirect costs to use a higher micro-purchase threshold;
- (b) The recipient has a written justification for its micro-purchase threshold; and
- (c) The recipient has supporting documentation of any of the following:
 - (1) The recipient qualifies as a low-risk auditee, in accordance with the criteria in 2 CFR § 200.520 for the most recent audit;
 - (2) The recipient has an annual internal institutional risk assessment to identify, mitigate, and manage financial risks; or

- (3) For public institutions, a higher threshold is consistent with State law.

1.5. Suspension and Debarment.

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

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

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

1.6. Lobbying.

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

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

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

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

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

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

1.6.2. Statement for Loan Guarantees and Loan Insurance.

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

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

Submission of this statement is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required statement

shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

1.7. Real Property Use

This certification responds to Recommendation #7 in the U.S. Department of Transportation's Office of Inspector General Report FS2024025 (May 20, 2024).

If the applicant will use assistance provided by the Federal Transit Administration to acquire or improve real property, the applicant certifies that it will comply with the requirements of 2 CFR § 200.311, including but not limited to, requirements to use the property for the purposes authorized in its award, and to seek disposition instructions from FTA when the property no longer is needed for any authorized purpose.

CATEGORY 2. PUBLIC TRANSPORTATION AGENCY SAFETY PLANS

This certification is required of each applicant under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), each rail operator that is subject to FTA's state safety oversight programs, and each State that is required to draft and certify a Public Transportation Agency Safety Plan on behalf of a Small Public Transportation Provider (as that term is defined at 49 CFR § 673.5) pursuant to 49 CFR § 673.11(d).

This certification is required by 49 U.S.C. § 5307(c)(1)(L), 49 U.S.C. § 5329(d)(1), and 49 CFR § 673.13. This certification is a condition of receipt of Urbanized Area Formula Grants Program (49 U.S.C. § 5307) funding.

This certification does not apply to any applicant that only receives financial assistance from FTA under the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310), the Formula Grants for Rural Areas Program (49 U.S.C. § 5311), or combination of these two programs, unless it operates a rail fixed guideway public transportation system.

If the applicant is an operator, the applicant certifies that it has established a Public Transportation Agency Safety Plan meeting the requirements of 49 U.S.C. § 5329(d)(1) and 49 CFR Part 673; including, specifically, that the board of directors (or equivalent entity) of the applicant has approved, or, in the case of an applicant that will apply for assistance under 49 U.S.C. § 5307 that is serving an urbanized area with a population of 200,000 or more, the safety committee of the entity established under 49 U.S.C. § 5329(d)(5), followed by the board of directors (or equivalent entity) of the applicant has approved, the Public Transportation Agency Safety Plan or any updates thereto; and, for each recipient serving an urbanized area with a population of fewer than 200,000, that the Public Transportation Agency Safety Plan has been developed in cooperation with frontline employee representatives.

If the applicant is a State that drafts and certifies a Public Transportation Agency Safety Plan on behalf of a public transportation operator, the applicant certifies that:

- (a) It has drafted and certified a Public Transportation Agency Safety Plan meeting the requirements of 49 U.S.C. § 5329(d)(1) and 49 CFR Part 673 for each Small Public Transportation Provider (as that term is defined at 49 CFR § 673.5) in the State, unless the Small Public Transportation Provider provided notification to the State that it was opting out of the State-drafted plan and drafting its own Public Transportation Agency Safety Plan; and
- (b) Each Small Public Transportation Provider within the State that opts to use a State-drafted Public Transportation Agency Safety Plan has a plan that has been approved by the provider's Accountable Executive (as that term is defined at 49 CFR § 673.5), Board of Directors or Equivalent Authority (as that term is defined at 49 CFR § 673.5), and, if the Small Public Transportation Provider serves an urbanized area with a population of 200,000 or more, the safety committee of the Small Public Transportation Provider established under 49 U.S.C. § 5329(d)(5).

CATEGORY 3. TAX LIABILITY AND FELONY CONVICTIONS.

If the applicant is a business association (regardless of for-profit, not for-profit, or tax-exempt status), it must make this certification. Federal appropriations acts since at least 2014 have prohibited FTA from using funds to enter into an agreement with any corporation that has unpaid Federal tax liabilities or recent felony convictions without first considering the corporation for debarment. E.g., Consolidated Appropriations Act, 2026, Pub. L. 119-75, div. E, tit. VII §§ 744-745. U.S. DOT Order 4200.6 defines a "corporation" as "any private corporation, partnership, trust, joint-stock company, sole proprietorship, or other business association", and applies the restriction to all tiers of subawards. As prescribed by U.S. DOT Order 4200.6, FTA requires each business association applicant to certify as to its tax and felony status.

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

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

CATEGORY 4. PRIVATE SECTOR PROTECTIONS.

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

4.1. Charter Service Agreement.

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

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

4.2. School Bus Agreement.

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

- (a) If the applicant is not authorized by the FTA Administrator under 49 CFR § 605.11 to engage in school bus operations, the applicant agrees and certifies as follows:
 - (1) The applicant and any operator of project equipment agrees that it will not engage in school bus operations in competition with private school bus operators.
 - (2) The applicant agrees that it will not engage in any practice which constitutes a means of avoiding the requirements of this agreement, part 605 of the Federal Mass Transit Regulations, or section 164(b) of the Federal-Aid Highway Act of 1973 (49 U.S.C. 1602a(b)).
- (b) If the applicant is authorized or obtains authorization from the FTA Administrator to engage in school bus operations under 49 CFR § 605.11, the applicant agrees as follows:
 - (1) The applicant agrees that neither it nor any operator of project equipment will engage in school bus operations in competition with private school bus operators except as provided herein.
 - (2) The applicant, or any operator of project equipment, agrees to promptly notify the FTA Administrator of any changes in its operations which might jeopardize the continuation of an exemption under § 605.11.

- (3) The applicant agrees that it will not engage in any practice which constitutes a means of avoiding the requirements of this agreement, part 605 of the Federal Transit Administration regulations or section 164(b) of the Federal-Aid Highway Act of 1973 (49 U.S.C. 1602a(b)).
- (4) The applicant agrees that the project facilities and equipment shall be used for the provision of mass transportation services within its urban area and that any other use of project facilities and equipment will be incidental to and shall not interfere with the use of such facilities and equipment in mass transportation service to the public.

CATEGORY 5. TRANSIT ASSET MANAGEMENT PLAN.

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

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

CATEGORY 6. ROLLING STOCK BUY AMERICA REVIEWS AND BUS TESTING.

6.1. Rolling Stock Buy America Reviews.

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

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

6.2. Bus Testing.

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

The applicant certifies that the bus was tested at the Bus Testing Facility established in accordance with 49 U.S.C. § 5318 (currently the Larson Transportation Institute's Bus Research and Testing Center at Pennsylvania State University) and that the bus received a passing test score as required by 49 CFR Part 665. The applicant has received or will receive the appropriate full Bus Testing Report and any applicable partial testing reports before final acceptance of the first vehicle.

CATEGORY 7. URBANIZED AREA FORMULA GRANTS PROGRAM.

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

The applicant certifies that it:

- (a) Has or will have the legal, financial, and technical capacity to carry out the program of projects (developed pursuant 49 U.S.C. § 5307(b)), including safety and security aspects of the program;
- (b) Has or will have satisfactory continuing control over the use of equipment and facilities;
- (c) Will maintain equipment and facilities in accordance with the applicant’s transit asset management plan;
- (d) Will ensure that, during non-peak hours for transportation using or involving a facility or equipment of a project financed under this section, a fare that is not more than 50 percent of the peak hour fare will be charged for any—
 - (1) Senior;
 - (2) Individual who, because of illness, injury, age, congenital malfunction, or any other incapacity or temporary or permanent disability (including an individual who is a wheelchair user or has semi-ambulatory capability), cannot use a public transportation service or a public transportation facility effectively without special facilities, planning, or design; and
 - (3) Individual presenting a Medicare card issued to that individual under title II or XVIII of the Social Security Act (42 U.S.C. §§ 401 et seq., and 1395 et seq.);
- (e) In carrying out a procurement under 49 U.S.C. § 5307, will comply with 49 U.S.C. §§ 5323 (general provisions) and 5325 (contract requirements);
- (f) Has complied with 49 U.S.C. § 5307(b) (program of projects requirements);
- (g) Has available and will provide the required amounts as provided by 49 U.S.C. § 5307(d) (cost sharing);
- (h) Will comply with 49 U.S.C. §§ 5303 (metropolitan transportation planning) and 5304 (statewide and nonmetropolitan transportation planning);

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

CATEGORY 8. FORMULA GRANTS FOR RURAL AREAS.

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

- (a) The applicant certifies that its State program for public transportation service projects, including agreements with private providers for public transportation service—
 - (1) Provides a fair distribution of amounts in the State, including Indian reservations; and
 - (2) Provides the maximum feasible coordination of public transportation service assisted under 49 U.S.C. § 5311 with transportation service assisted by other Federal sources; and
- (b) If the applicant will in any fiscal year expend less than 15% of the total amount made available to it under 49 U.S.C. § 5311 to carry out a program to develop and support intercity bus transportation, the applicant certifies that it has consulted with affected

intercity bus service providers, and the intercity bus service needs of the State are being met adequately.

- (c) If the applicant will use for a highway project amounts that cannot be used for operating expenses authorized under 49 U.S.C. § 5311(c)(2) (Appalachian Development Public Transportation Assistance Program), the applicant certifies that—
 - (1) It has approved the use in writing only after providing appropriate notice and an opportunity for comment and appeal to affected public transportation providers; and
 - (2) It has determined that otherwise eligible local transit needs are being addressed.

CATEGORY 9. FIXED GUIDEWAY CAPITAL INVESTMENT GRANTS AND THE EXPEDITED PROJECT DELIVERY FOR CAPITAL INVESTMENT GRANTS PILOT PROGRAM.

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

The applicant certifies that it:

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

CATEGORY 10. GRANTS FOR BUSES AND BUS FACILITIES AND LOW OR NO EMISSION VEHICLE DEPLOYMENT GRANT PROGRAMS.

If the applicant is in an urbanized area and will apply for an award under subsection (a) (formula grants), subsection (b) (buses and bus facilities competitive grants), or subsection (c) (low or no emissions grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the certification in Category 7 for Urbanized Area Formula Grants (49 U.S.C. § 5307). This certification is required by 49 U.S.C. § 5339(a)(3), (b)(6), and (c)(3), respectively.

If the applicant is in a rural area and will apply for an award under subsection (a) (formula grants), subsection (b) (bus and bus facilities competitive grants), or subsection (c) (low or no emissions grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the certification in Category 8 for Formula Grants for Rural Areas (49 U.S.C. § 5311). This certification is required by 49 U.S.C. § 5339(a)(3), (b)(6), and (c)(3), respectively.

Making this certification will incorporate by reference the applicable certifications in Category 7 or Category 8.

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

The applicant will use 5 percent of grants related to zero emissions vehicles (as defined in 49 U.S.C. § 5339(c)(1)) or related infrastructure under 49 U.S.C. § 5339(b) or (c) to fund workforce development training as described in section 49 U.S.C. § 5314(b)(2) (including registered apprenticeships and other labor-management training programs) under the recipient's plan to address the impact of the transition to zero emission vehicles on the applicant's current workforce; or the applicant certifies a smaller percentage is necessary to carry out that plan.

CATEGORY 11. ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAMS.

If the applicant will apply for an award under the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program (49 U.S.C. § 5310), it must make the certification in Category 7 for Urbanized Area Formula Grants (49 U.S.C. § 5307). This certification is required by 49 U.S.C. § 5310(e)(1). Making this certification will incorporate by reference the certification in Category 7, except that FTA has determined that (d), (f), (i), (j), and (k) of Category 7 do not apply to awards made under 49 U.S.C. § 5310 and will not be enforced.

In addition to the certification in Category 7, the applicant must make the following certification that is specific to the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program. This certification is required by 49 U.S.C. § 5310(e)(2).

The applicant certifies that:

- (a) The projects selected by the applicant are included in a locally developed, coordinated public transit-human services transportation plan;

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

CATEGORY 12. STATE OF GOOD REPAIR GRANTS.

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

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

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

CATEGORY 13. INFRASTRUCTURE FINANCE PROGRAMS.

If the applicant will apply for an award for a project that will include assistance under the Transportation Infrastructure Finance and Innovation Act ("TIFIA") Program (23 U.S.C. §§ 601–609) or the State Infrastructure Banks ("SIB") Program (23 U.S.C. § 610), it must make the certifications in Category 7 for the Urbanized Area Formula Grants Program, Category 9 for the Fixed Guideway Capital Investment Grants program, and Category 12 for the State of Good Repair Grants program. These certifications are required by 49 U.S.C. § 5323(o).

Making this certification will incorporate the certifications in Categories 7, 9, and 12 by reference.

CATEGORY 14. ALCOHOL AND CONTROLLED SUBSTANCES TESTING.

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

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

CATEGORY 15. RAIL SAFETY TRAINING AND OVERSIGHT.

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

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

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

CATEGORY 16. DEMAND RESPONSIVE SERVICE.

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

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

- (a) Response time;
- (b) Fares;
- (c) Geographic area of service;
- (d) Hours and days of service;

- (e) Restrictions or priorities based on trip purpose;
- (f) Availability of information and reservation capability; and
- (g) Any constraints on capacity or service availability.

CATEGORY 17. INTEREST AND FINANCING COSTS.

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

The applicant certifies that:

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

CATEGORY 18. CYBERSECURITY CERTIFICATION FOR RAIL ROLLING STOCK AND OPERATIONS.

If the applicant operates a rail fixed guideway public transportation system, it must make this certification. This certification is required by 49 U.S.C. § 5323(v). For information about standards or practices that may apply to a rail fixed guideway public transportation system, visit <https://www.nist.gov/cyberframework> and <https://www.cisa.gov/>.

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

CATEGORY 19. PUBLIC TRANSPORTATION ON INDIAN RESERVATIONS FORMULA AND DISCRETIONARY PROGRAM (TRIBAL TRANSIT PROGRAMS).

Before FTA may provide Federal assistance for an Award financed under either the Public Transportation on Indian Reservations Formula or Discretionary Program authorized under 49 U.S.C. § 5311(c)(1), as amended by the FAST Act, (Tribal Transit Programs), the applicant

must select the Certifications in this Category, except as FTA determines otherwise in writing. Tribal Transit Program applicants may certify to this Category and Category 1 (Certifications and Assurances Required of Every Applicant) and need not make any other certification, to meet Tribal Transit Program certification requirements. If an applicant will apply for any program in addition to the Tribal Transit Program, additional certifications may be required.

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

- (a) It has or will have the legal, financial, and technical capacity to carry out its Award, including the safety and security aspects of that Award.
- (b) It has or will have satisfactory continuing control over the use of its equipment and facilities acquired or improved under its Award.
- (c) It will maintain its equipment and facilities acquired or improved under its Award, in accordance with its transit asset management plan and consistent with FTA regulations, “Transit Asset Management,” 49 CFR Part 625. Its Award will achieve maximum feasible coordination with transportation service financed by other federal sources.
- (d) With respect to its procurement system:
 - (1) It will have a procurement system that complies with U.S. DOT regulations, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 1201, which incorporates by reference U.S. OMB regulatory guidance, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 200, for Awards made on or after December 26, 2014,
 - (2) It will have a procurement system that complies with U.S. DOT regulations, “Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments,” 49 CFR Part 18, specifically former 49 CFR § 18.36, for Awards made before December 26, 2014, or
 - (3) It will inform FTA promptly if its procurement system does not comply with either of those U.S. DOT regulations.
- (e) It will comply with the Certifications, Assurances, and Agreements in:
 - (1) Category 4.1 and 4.2 (Charter Service Agreement and School Bus Agreement),
 - (2) Category 5 (Transit Asset Management Plan),
 - (3) Category 6.1 and 6.2 (Rolling Stock Buy America Reviews and Bus Testing),
 - (4) Category 8 (Formula Grants for Rural Areas),
 - (5) Category 14 (Alcohol and Controlled Substances Testing), and
 - (6) Category 16 (Demand Responsive Service).

CATEGORY 20. EMERGENCY RELIEF PROGRAM.

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

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

FEDERAL FISCAL YEAR 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:

Category	Certification
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.

**LOCAL TRANSPORTATION ORGANIZATION
RESOLUTION CERTIFYING THE LOCAL MATCH
FOR STATE OPERATING FINANCIAL ASSISTANCE**

The Board of Directors of the Lehigh and Northampton Transportation Authority resolves and certifies that the operating financial assistance of \$31,578,770 provided pursuant to 74 Pa.C.S. §1513 is needed in Fiscal Year 2026-2027 or in a subsequent fiscal year to help pay for projected operating expenses, including asset maintenance costs; and that these funds will be used for this purpose only, because these funds are ineligible to be used for asset, or capital improvements projects; and that any funds not used this Fiscal Year will be retained and used only for operating assistance in a subsequent fiscal year(s).

Further, the Board of Directors of the Lehigh and Northampton Transportation Authority resolves and certifies that the required local matching funds of \$1,541,392 will be secured from local contributors no later than the end of Fiscal Year 2026-2027 to match the requested Section 1513 funds.

I Michael Lichtenberger, Chair of the Board of Directors of the Lehigh and Northampton Transportation Authority do hereby certify that the foregoing is a true and correct copy of the Resolution adopted at a regular meeting of the Board of Directors held the 14th day of April, 2026.

DATE: April 14, 2026 _____
(Signature and Official Title)

ATTEST:

(Name of Local Transportation Organization)

By: _____ (Date)
(Signature and Official Title)

IMPORTANT REMINDER: In addition to the above resolution Section 1513 recipients must include in their PTOA submission a resolution passed by any municipality providing local match (see PTOA Local Match Summary form).



June 15th, 2026

Planned June 2026 Service Changes



Routes with No Changes

Blue Line
Route 216
Route 319
Route 323
Route 325
Route 402
Route 403
Route 409
Route 410
Route 413
Route 422
Route 423
Route 431
Route 441
Route 501
Route 502
Route 506
Route 601
Route 613
Route 701
Route 703

Routes with Changes

Route 101 (Weekdays Reduced. No Saturday & Sunday Changes.)
Route 102 (Weekdays, Saturday & Sunday Reduced.)
Route 103 (Minor Alignment Change. Weekdays & Saturday Reduced. No Sunday Changes.)
Route 104 (Weekdays, Saturday & Sunday Reduced.)
Route 105 (Weekdays, Saturday & Sunday Reduced.)
Route 106 (Weekdays, Saturday & Sunday Reduced.)
Route 107 (Weekdays, Saturday & Sunday Redcued.)
Route 108 (Weekdays & Saturday Reduced. No Sunday Changes.)
Route 209 (Weekdays & Saturday Reduced. No Sunday Changes.)
Route 210 (Minor Alignment Change. Weekdays & Saturday Reduced. Weekdays, Saturday & Sunday Service Added.)
Route 211 (Minor Alignment Change. Weekdays & Saturday Reduced.)
Route 214 (Saturday Reduced. No Weekdays Changes.)
Route 217 (Saturday Reduced. No Weekdays Changes.)
Route 218 (Weekdays & Saturday Reduced.)
Route 220 (Minor Alignment Change. Weekdays & Saturday Reduced.)
Route 312 (Minor Alignment Change. Weekdays Reduced.)
Route 322 (Saturday Reduced. No Weekdays Changes.)
Route 324 (Weekdays & Saturday Reduced.)
Route 325 (Minor Alignment Change. No Service Changes.)
Route 327 (Minor Alignment Change. Weekdays Reduced.)
Route 605 (Weekdays & Saturday Reduced. No Sunday Changes.)
Route 606 (Weekdays & Saturday Reduced. No Sunday Changes.)
Route 702 (Minor Alignment Change. No Service Changes.)
Green Line (Minor Alignment Change. No Service Changes.)

BTC-Bethlehem & Downtown Bethlehem Balancing

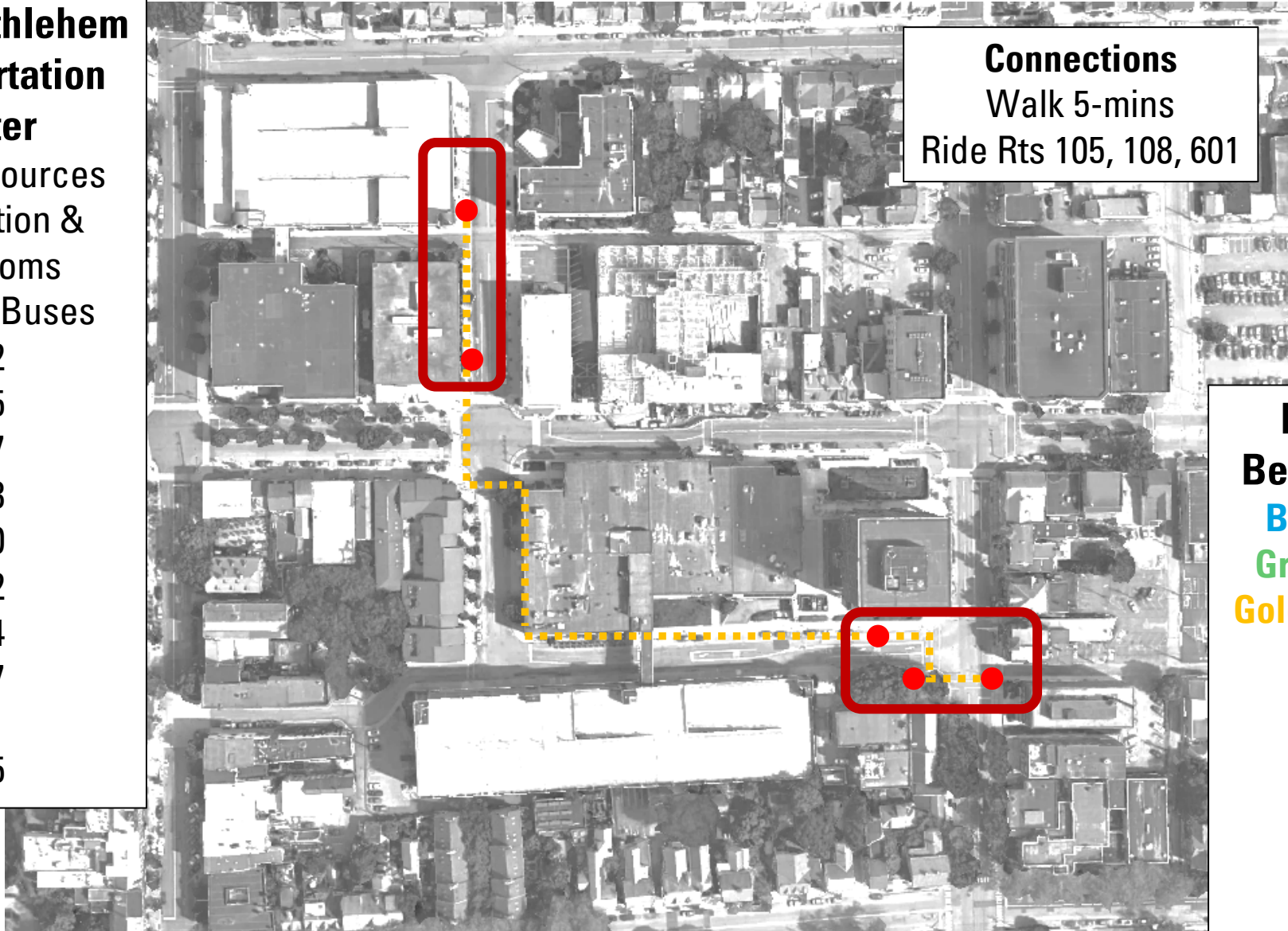
BTC – Bethlehem Transportation Center

Rider Resources
Information &
Restrooms
Intercity Buses

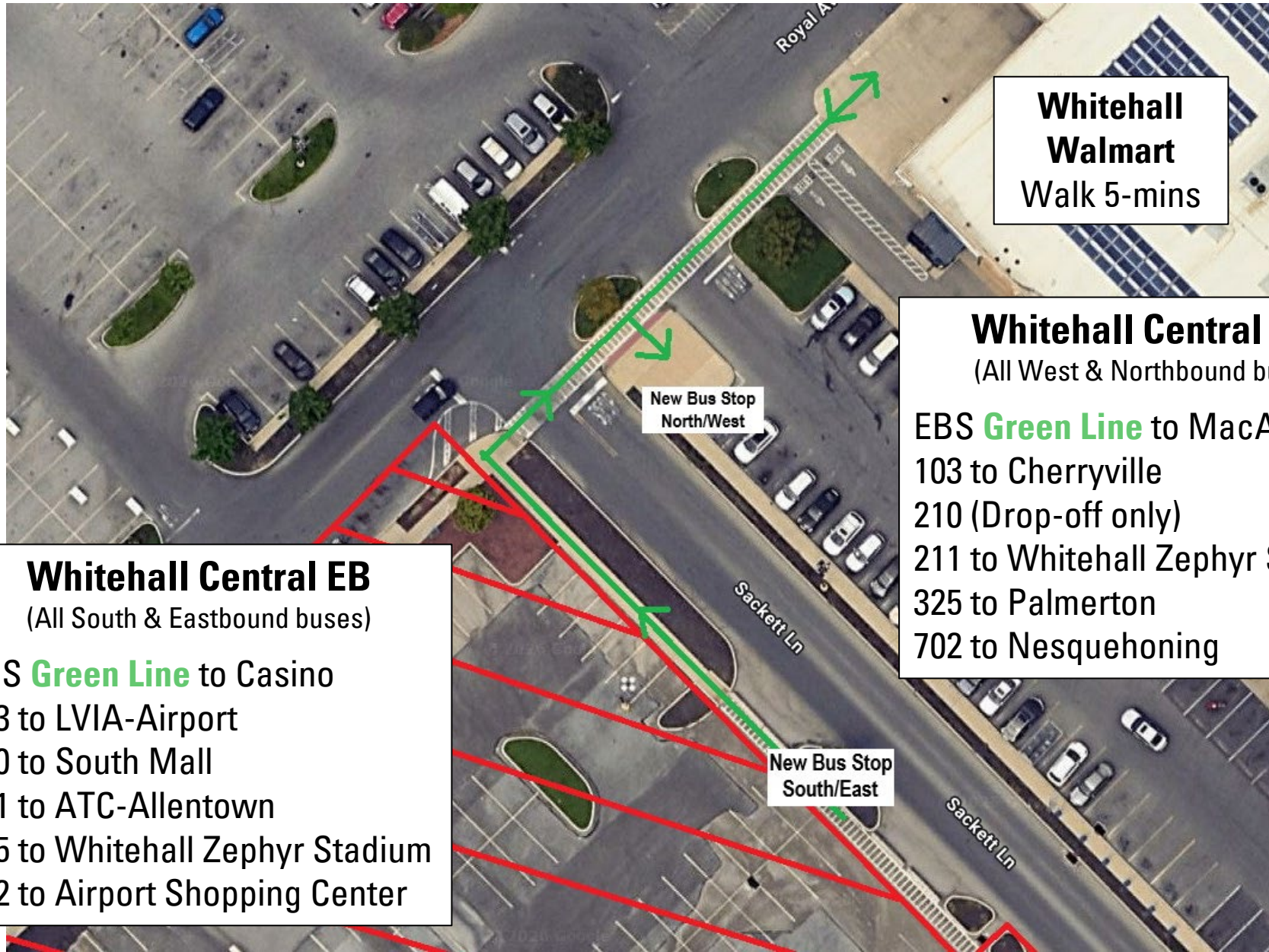
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324
327
601
605

Connections
Walk 5-mins
Ride Rts 105, 108, 601

Downtown Bethlehem EBS
Blue Line EBS
Green Line EBS
Gold Line (Seasonal)
105
108
220 (new)
312 (new)
327 (new)
601
605



Whitehall Central Expansion



**Whitehall
Walmart**
Walk 5-mins

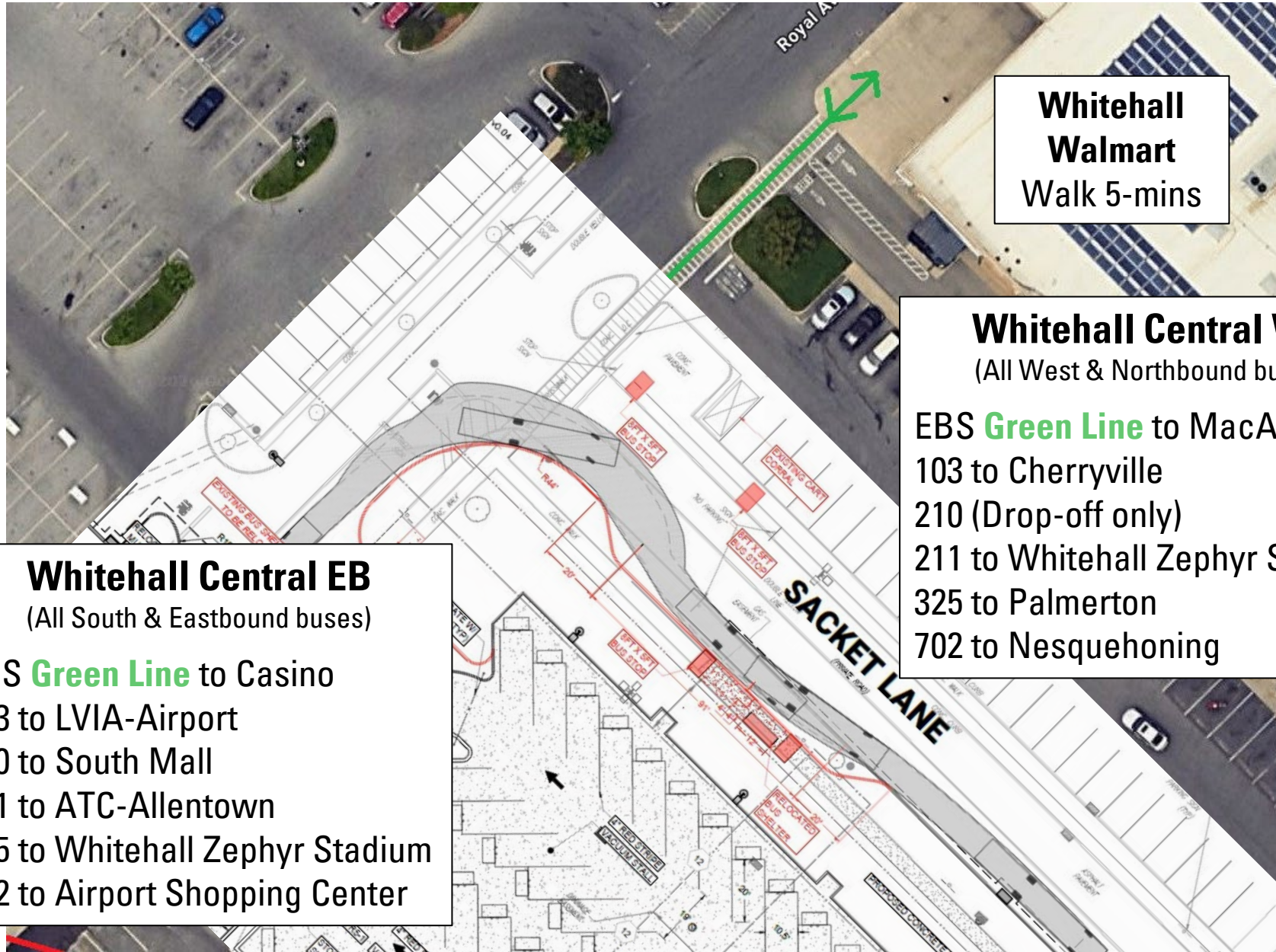
Whitehall Central WB
(All West & Northbound buses)

EBS **Green Line** to MacArthur
103 to Cherryville
210 (Drop-off only)
211 to Whitehall Zephyr Stadium
325 to Palmerton
702 to Nesquehoning

Whitehall Central EB
(All South & Eastbound buses)

EBS **Green Line** to Casino
103 to LVIA-Airport
210 to South Mall
211 to ATC-Allentown
325 to Whitehall Zephyr Stadium
702 to Airport Shopping Center

Whitehall Central Expansion



**Whitehall
Walmart**
Walk 5-mins

Whitehall Central WB
(All West & Northbound buses)
EBS **Green Line** to MacArthur
103 to Cherryville
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Service Changes Monday, June 15th

- **New schedules will be posted to the website by May 11th**

Alert: Major Construction ATC Platform A Closure (May 4th-July)

Regular Stop	Temporary Stop	Route & Destination
B Platform	ATC - Turner (Red)	102 to Casino
A Platform	ATC - Turner (Red)	107 to BTC Bethlehem
B Platform	ATC - Turner (Red)	209 to Crest Plaza / LCCC Schnecksville
A Platform	ATC - Turner (Red)	210 to Whitehall Central
A Platform	ATC - Turner (Red)	211 to Whitehall
A Platform	ATC - Turner (Red)	402 to Union & Maxwell
A Platform	ATC - Turner (Blue)	BLU to Easton
A Platform	ATC - Turner (Blue)	BLU to Trexlerstown
A Platform	ATC - Turner (Blue)	GRN to Casino
A Platform	ATC - Turner (Blue)	GRN to MacArthur
B Platform	ATC - B Platform	101 to Spillman Loop
B Platform	ATC - B Platform	102 to Cedar Crest Plaza
B Platform	ATC - B Platform	104 to Emmaus
C Platform	ATC - B Platform	107 to Village West
B Platform	ATC - B Platform	209 to Parkway Shopping Center
A Platform	ATC - B Platform	319 Westbound
B Platform	ATC - B Platform	324 to Stefko & Broad
B Platform	ATC - B Platform	422 to 5th & Gordon
C Platform	ATC - C Platform	101 to Parkway Shopping Center
C Platform	ATC - C Platform	210 to South Mall
A Platform	ATC - C Platform	218 to Fogelsville
C Platform	ATC - C Platform	402 to Allen High School
A Platform	ATC - C Platform	403 to South Mountain
C Platform	ATC - C Platform	422 to Allen High School
C Platform	ATC - C Platform	423 to South Mountain
C Platform	ATC - C Platform	All Intercity Buses

