

CELEBRATING 20 YEARS OF SERVICE

BUDGET TRANSMITTAL

Fiscal Year 2021/2022





ATN FY 2021/22 BUDGET PROGRAM

Anaheim Transportation Network (ATN) is governed by a 15-member Board of Directors consisting of representatives of the local community. ATN is managed by an Executive Director, who acts in accordance with the directives, goals and policies established by the Board of Directors.

2021 ATN BOARD OF DIRECTORS



Paul Sanford, Chairman



Fred Brown, Vice Chairman



Merit Tully, Treasurer



Carrie Nocella, Secretary



Phil Aldax, Director



Jay Burrell, Director



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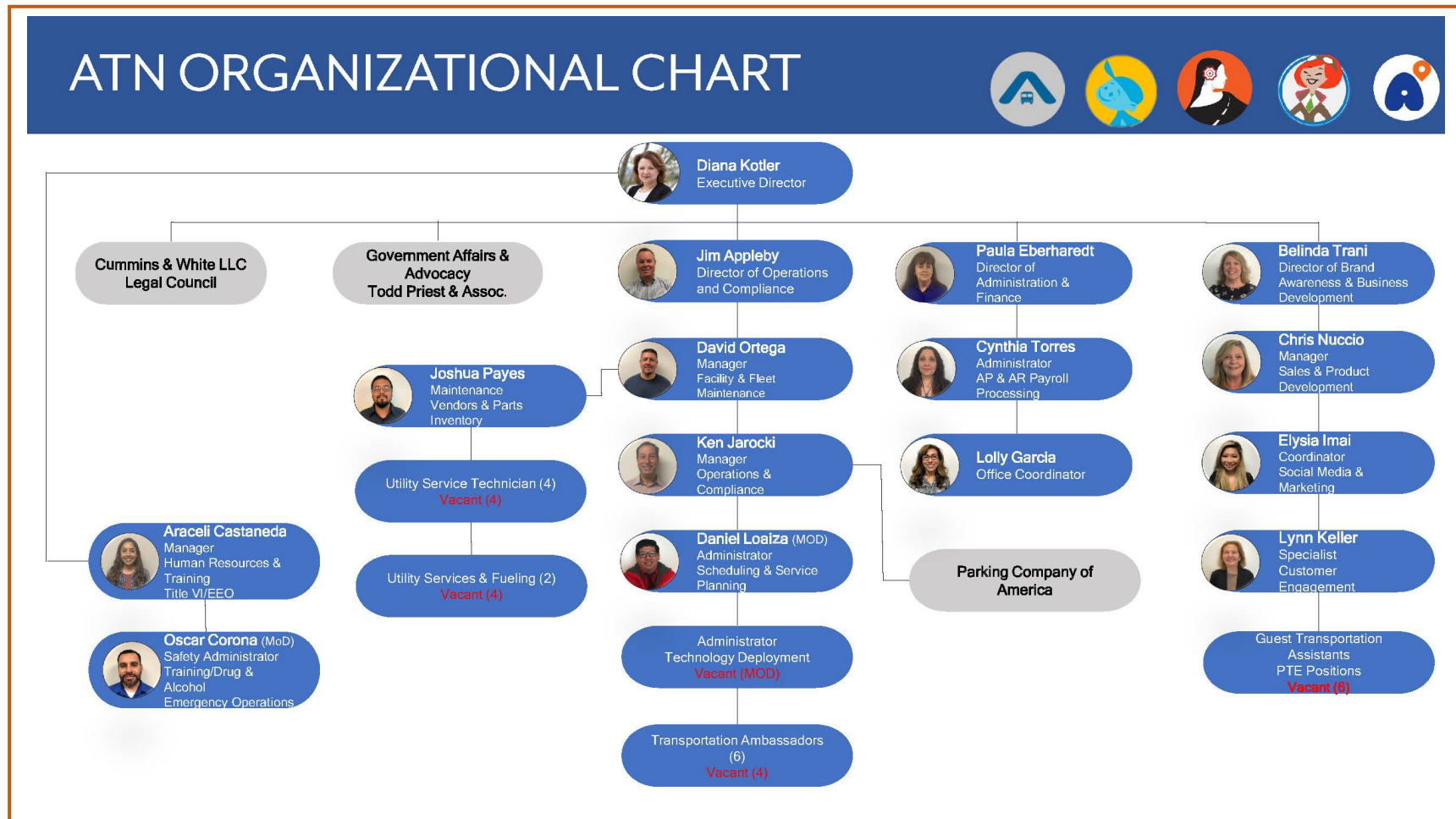


Diana Kotler, Executive Director



ATN FY 2021/22 BUDGET PROGRAM

2021/22 ATN ORGANIZATIONAL CHART





ATN FY 2021/22 BUDGET PROGRAM



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ATN FY 2021/22 BUDGET PROGRAM

Created in 1995, the **Anaheim Transportation Network (ATN)** provides various public transportation services in the City of Anaheim. In its role to preserve integrity of mitigation monitoring measures associated with Anaheim Resort, Disneyland® Resort, Hotel Circle and Platinum Triangle™ Specific plans, **ATN** strives to mitigate traffic congestion and air quality impacts associated with current and future developments. **ATN** meets these obligations through purchase and operation of zero emission technologies to serve transportation needs of the Anaheim's commercial, recreational, employment and residential areas.

ATN operates under the guidance standards of the City of Anaheim franchise requirements, as called out in the City's Charter. On May 21, 2019, Anaheim City Council approved Ordinance No. 6464 signifying importance of public transportation and mobility services for the Anaheim residents, visitors, and businesses community.



ATN, through the foundation created by the City of Anaheim's environmental mitigation process and in partnership with entertainment, retail, and hospitality industries, created an institutional structure to finance and operate local public transportation services, to provide customers with convenient access to the destinations and venues located in Anaheim and nearby communities. This transit program, known as **Anaheim Resort Transportation (ART)**, has evolved over 20 years to meet the growing demand on the transportation network through the growth of tourism and hospitality industries, development of new residential communities and growth of employment opportunities.

ATN provides public transportation services to-and-from local theme parks, sports venues, shopping destinations, performing arts centers, hotels, as well as throughout residential communities and employment centers. Operating through a municipal Franchise Ordinance No. 6464, ATN operates fixed, deviated fixed, on-demand and e-hail routes and services. Prior to Covid-10 pandemic, over 9.7 million passengers, annually, used ATN's public transit services.

Even though, **ATN's** services were considerably reduced, as a direct result of Covid-19 pandemic and State of California shut down order, ATN began to reinstate its network and service to the community. With full come back projected by the end of Fiscal Year 2021/2022, ridership on the **ATN's** fixed route **ART** service, MicroTransit **FRAN** services indicates to support these projections. This fiscal year, **ATN** also plans to introduce new service to/from Orange County's John Wayne Airport, branded as **Everyone Venture's Everywhere (EVE)**.



In 2006, the Federal Transit Administration (FTA) issued to **ATN** a National Transit Database Identification Number, thus making the organization eligible to receive federal funding. **ATN** took full advantage of this designation and in 2010 FTA awarded the organization a \$3.8 million grant toward the purchase of 22 new Compressed Natural Gas (CNG) buses and in 2019 ATN received an additional \$2.0 million from FTA's LowNo Program to begin full fleet electrification efforts.

In July 2019, Anaheim City Council approved land sale to **ATN** to proceed with construction of new administrative and maintenance facility to support **#ElectrifyAnaheim** efforts to provide charging capabilities for the entire fleet of 80+ buses. In 2020, **ATN** received \$5.0 million grant from the California Energy Commission in support of its fleet and facility electrification efforts.

ATN owns an active fleet of 82 buses and 10 Polaris GEM/FRAN vehicles. Of note is the electrification of the **ATN** fleet of transit buses in advance of the California Air Resources Board's (CARB) proposed rule to achieve full zero emission fleets by 2026. Forty-six all electric buses will be in operation by 2021.





ATN FY 2021/22 BUDGET PROGRAM

STRATEGIC PRIORITIES RETURN TO FULL SERVICE

The Anaheim Transportation Network's mission is to enhance transportation options by delivering reliable and efficient transportation solutions. Our commitment to customers consists of integrity, customer service, can-do spirit, communication, and partnerships.

ATN provides a menu of transportation services for the public in the Orange County region. These programs include Anaheim Resort Transportation (ART), a network of fixed and on-demand routes that serve popular destinations within The Anaheim Resort® District, Platinum Triangle, Center City and other nearby areas

As **ATN** plans to celebrate 20 years of service to the community, our strategic vision for the next five years builds on the agency's foundation of meeting local transportation needs and service delivery methodology driven by our core values.

Cognizant of the fact that **ATN's** funding structure is limited to locally generated assessment fees, fare revenues, and capital grants, **ATN** closely aligns its planning and service provision with needs of the constituency it serves.

In response to the challenges posed by Covid-19 pandemic, **ATN** looked to next-generation mobility, and technology options to advance its digital payment platform and passenger information platforms. To further advance our ability to return to full-service levels, while addressing passenger concerns, **ATN** was the first agency, in United States, to receive **Global Biorisk Advisory Council (GBAC)** certification.



ATN is keenly aware of the need to be the mobility leader, the need to remain pertinent to existing passengers and become relevant to a new generation of passengers by advancing next-generation mobility technologies, including **on-demand real-time trip planning services and digital ticketing**.

Future organizational efforts will continue with visionary discussions and close coordination with the City of Anaheim, and developments in The Platinum™ Triangle, to facilitate east-west transportation services, microtransit and autonomous initiatives. These forward-thinking planning efforts will also support preparations to host 2028 Olympic events at Anaheim venues.



INTERNAL PRIORITIES

CULTIVATE ORGANIZATIONAL STRUCTURE

- ✓ Re-build organizational structure
- ✓ Solicit Contractor for ATN services

ENHANCE CULTURE OF SAFETY AND SECURITY

- ✓ Maintain sense of security and safety
- ✓ Comply with post-Covid mandates

BUILD MULTI-MODAL SERVICE PROVISION METHODOLOGY

- ✓ Strategically expand fixed route operations
- ✓ Explore deviated fixed route options
- ✓ Enhance MicroTransit offerings and connectivity with John Wayne Airport

We are clean. We are safe. We are **ART**

EXTERNAL PRIORITIES

DELIVER ATN CAPITAL PROJECTS

- ✓ Continue efforts to pursue full fleet electrification
- ✓ Complete facility build-out and relocation

PURSUE ALL APPLICABLE GRANT OPPORTUNITIES

- ✓ Advance priorities identified by local community
- ✓ Seek appropriate capital funding to meet local needs

ADVANCE LEGISLATIVE AGENDA

- ✓ Advance policies in support of sustainable funding and viable long-term financial future

the **ART** of connecting the dots



ATN FY 2021/22 BUDGET PROGRAM

In November, the **ATN** Board of Directors, unanimously, approved its 2021/2002 Local, State and Federal Legislative Platform, as a framework to guide ATN's policy, administrative, and regulatory activities.



STATE PRIORITIES

COVID-19 halted efforts to restructure Californian Transportation Development Act (TDA), which is a cornerstone statute that funds State's public transit operations. Discussions in Sacramento pertaining to TDA will begin again providing **ATN** with a window of opportunity to seek eligibility under TDA and other, related, transportation funds. **ATN's** State legislative priorities will concentrate on efforts to seek and advance policy changes in support of **ATN's** share of transportation, transit, and mobility funding:

1. Pursue efforts to diversify **ATN's** revenue sources through equitable share of State transportation, transit, and mobility funds
2. Support regulatory policy and guidance to continue electrification efforts and growth of zero emission technologies
3. Seek inclusionary legislative eligibility language
4. Pursue capital funding to secure future fleet expansion and to seek Governor's Olympic Transportation Fund set-aside



LOCAL PRIORITIES

Discussions about a comprehensive mobility vision for the City of Anaheim are on-going as **ATN** begins to look at assessment options beyond existing hotel and retail assessment models. New developments in The Platinum Triangle™, residential expansion in Center City and along Beach Boulevard Corridor, revised plans for the growth of the Disneyland® Resort, availability of dynamic, multimodal transportation services are central to meeting our passengers' transit needs and economic development and vitality of our area. **ATN** plays a key role in identifying and defining legislative priorities and funding options to secure sustainable, long-term operations for current and future public transportation initiatives in Anaheim.



FEDERAL PRIORITIES

Several legislative initiatives will impact **ATN** – federal transportation bill re-authorization, infrastructure bill and American Jobs Plan. **ATN** will seek funding for capital transportation projects important to Anaheim.

ATN's Federal Legislative Platform is focused on securing the largest possible share of federal transportation funds through equitable formula allocation of funds due to **ATN** through the regulatory processes and grant funding eligibility.

As Biden Administration advances their legislative priorities, **ATN** will focus its advocacy efforts to strengthen eligibility of small transportation agencies to allow for a more equitable distribution of federal funds.



ATN FY 2021/22 BUDGET PROGRAM

ATN PROFILE

In response to the advent of current events, **ATN** should strategically focus on rebuilding its revenue sources, restoring ridership and deployment of next generation of mobility options in order to be proactive in response to the dynamic nature of transit and mobility landscape. **ATN** is aware of the need to remain relevant to existing passengers, as well as a new generation of consumers.

Even though Covid-19 had significant impacts on traditional sources of funding for **ATN**, the agency was able to bridge revenue shortfalls with local, Small Business Administration (SBA) and federal relief funds. Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSSA) and America Recovery Plan (ARP) will provide additional supplementary public funding to help **ATN**, and community rebuild traditional revenue streams. **ATN** will live up to these challenges by:

- Enhancing safety for our guests and passengers with assurance of “it’s safe to use of transit”
- Strengthening of transportation and mobility options
- Providing an enhanced guest experience through on-demand services and digital ticketing options
- Supporting revenue diversification and service expansion



FINANCIAL OUTLOOK

ATN Fiscal Year 2021/22 budget projections are based on compilation of the outlook projections prepared by Visit California, City of Anaheim, CalTravel *Tourism Economics*, and Destinations International. **ATN** used these materials to extrapolate the effects of Covid-19 on the travel industry, and therefore our services for the employees and visitors we serve. Based on these industry projections a 23% decline of traditional revenues source is anticipated this fiscal year.

Cognizant of the economic outlook, **ATN** Fiscal Year 2021/22 Operating Budget reflects changing and adopting economic realities and builds its financial projections based on local attendance guidance and occupancies level by December 2021; with measured increase to 80% occupancy level by the end of fiscal year 2021/2022.

Reinstatement of Toy Story Route, on-demand mid-day operations for core **ART** routes and gradual reinstatement of FRAN service are incorporated in the fiscal year 2021/2022 budget. The operating budget estimates a 13% decrease in operating costs. However, **ATN** is estimating a 10% increase in the transportation costs due to selection of a new contractor and labor agreement with Teamsters Local 952. Additional consideration will have to be discussed in the future fiscal years.

Personnel re-structuring and final re-organization is included in the proposed budget and updated Organizational Chart on Page 2.

A bit of good news - **ATN's** Capital Improvement Program (CIP) will continue to move forward, as planned, with minor delays in receipt of 60-foot, articulated bus fleet, due to Covid-19 closure of the manufacturing plan in Lancaster, CA. However, receipt of additional funding from the California Energy Commission (CEC) and Self Generation Incentive Program (SGIP) will fulfil our electrification of goals.

Facility construction of the state-of-the-art energy storage, solar and maintenance program continues and **ATN** will move its facilities by summer 2022.



ATN FY 2021/22 BUDGET PROGRAM

SOURCES OF FUNDS

ATN is presenting a balanced budget for FY 2021/2022. Total Sources of Funds are a combination of \$16.5 Million in revenue (with \$3.0 million from federal Covid-19 relief funds). The following highlights each funding source.

Fares

ATN fares from transit operations, traditionally, represented 65-70% of total revenue. **ATN** anticipates that return to this farebox recovery ratio will return by Spring 2022. Budget anticipates a total of \$2.89 Million in fare revenue for FY 2021/22, compared to \$4.71 Million in FY 2019/20.

Local Sources

ATN plans to receive \$8.7 Million (compared to \$9.6 Million in Fiscal Year 2019/20) from local sources, which are comprised of assessment payments from hotel, retail, and theme parks.

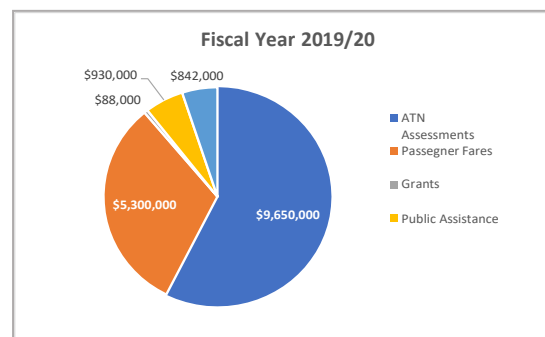
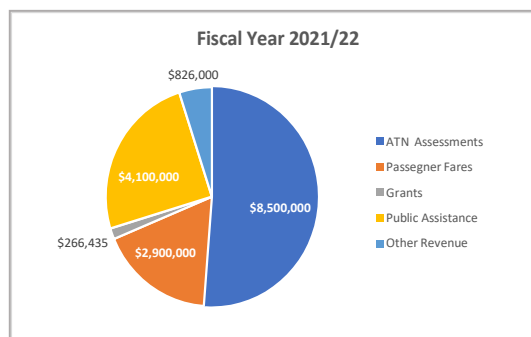
Advertising

For Fiscal Year 2021/2022 advertising revenue is projected at \$360,000, a 50% reduction from pre-Covid revenue levels. Taking into consideration significant financial impacts on the traditional advertising sources, **ATN** changed administration of the advertising program in order to retain a greater percentage of advertising revenue to the Agency.

Public Sources

Public sources of funds constitute rail feeder funding, cooperative fare agreements, low carbon fuel credits, and other grants. **ATN** anticipates \$266,435 in revenue from these sources.

In addition to the above-mentioned public sources, **ATN** receives funding from an annual federal apportionment of 5307 and 5339 funds. **ATN** plans to receive \$930,000 in FY 2020/21 funds.



COVID-19 RELIEF FUNDS

ATN was able to secure several public transit Covid-19 relief funds:

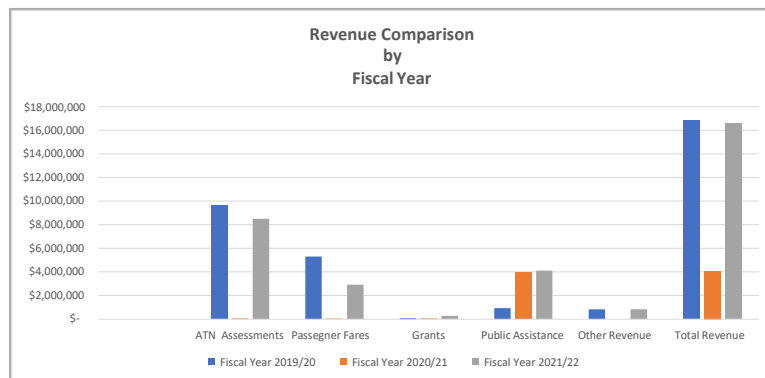
1. As a sub-recipient to OCTA, **ATN** received federal funds through a funding agreement with OCTA:
 - a. \$2.3 Million in CARES Act funds. These funds assisted **ATN** with meeting FY 2019/20 debt obligations, revenue shortfalls, rescission of monthly assessment fees, lack of fare generation and provision of minimal level of transportation services.
 - b. \$3.5 Million in CRRSSA and ARP funds will help bridge revenue shortfall in the previous fiscal year, as well as contribute \$3.0 Million to the current Fiscal Year to help our community rebuild as well as ATN Reserve Fund.
2. **ATN** also received SBA Paycheck Protection Program (PPP) and Economic Disaster Relief Funds. These funds were used to maintain the required level of payroll and related personnel expenditures from March through the end of Fiscal Year 2019/20. No SBA PPP funds are proposed in the current fiscal year.
3. **ATN** received \$1.1 Million in ATID funds. These funds were used rescind local assessments and to maintain the required level of service eligibility for federal funds. No ATID funds are proposed in the current Fiscal Year budget.



ATN FY 2021/22 BUDGET PROGRAM

SOURCES OF REVENUE

ATN FY22 Operating Budget		Proposed FY22 Budget	Actual FY 19 Budget	Estimated FY21 Budget	% change FY19 to FY22
Income					
4000 - ART Revenue					
4010 - Participation Assessment Fees		2,490,404	2,414,312	62,376	
4011 - Assessment - Route 20 Hours		6,028,509	7,023,743	47,295	
4020 - Retail Assessment Fees		224,250	170,386		
4040 - Ticket Sales		2,898,784	4,215,427	(11,468)	
4050 - ART Group Sales		130,000	412,077		
4060 - Kiosks Leases		-	89,500		
4070 - Advertising		360,000	570,244	14,458	
Total 4000 - ART Revenue		12,131,947	14,895,688	112,661	-18.55%
4110 - Cooperative Agreements					
4111 - Metrolink Rte 15 Reimbursement		3,022	2,822		
4112 - Amtrak		12,000	16,900	1,662	
Total 4110 - Cooperative Agreements		15,022	19,722	1,662	-23.83%
4300 - Grant Income					
4311 - Anaheim Canyon Service (Proj S)		34,817	34,817	53,909	
4313 - Anaheim Canyon Service Metrolink		31,618	31,618	6,122	
4319 - Costa Mesa Svc (Project V)		-	22,500		
Total 4310 - T.D.M Revenue		66,435	88,935	60,031	-25.30%
4320 - Other Grant Income					
4321 - 5339 Apportionment		180,000	181,371	131,229	
4322 - 5307 Apportionment		750,000	748,329	821,016	
4324 - ATID Local Grants		-	-	850,000	
4326 - Local Funds ATID		-	500,000	250,000	
4327 - Step Grant		200,000	-		
CRSSA & ARP (Covid Relief Funds)		3,000,000	-	1,780,177	
Total 4320 - Other Grant Income		4,130,000	1,429,700	3,892,453	
Total 4300 - Grant Income		4,196,435	1,518,635		176.33%
Total 4400 - Membership Revenues		63,123	64,158	58,677	
Total 4700 - Other Income		127,600	323,291		
Total Income		16,534,126	16,822,093	4,139,037	-1.71%



COMMUNITY RELIEF

Tiered Assessment Re-Introduction

The ATN's budget is also built on the approved tiered approach to the reinstatement of a modified assessment structure:

- May'21 = No assessment
- Jun'21 = 25%
- Jul'21 = 30%
- Aug'21 = 50%
- Sep'21 = 60%
- Oct'21 = 80%
- Nov'21 = 90%
- Dec'21 = 100%

Fiscal Year 2019/20 Revenue Sources Adopted

ATN Assessments	\$9.5M
Passenger Fares	\$5.3M
Grants	\$88,000
Public Assistance	\$930,000
Total Revenue	\$16.8M

Fiscal Year 2020/21 Revenue Sources

ATN Assessments	\$62,376
Passenger Fares	\$47,295
Grants	\$63,031
Public Assistance	\$3.9M
Total Revenue	\$4.1M

Fiscal Year 2021/22 Revenue Sources

ATN Assessments	\$8.5M
Passenger Fares	\$2.9M
Grants	\$66,435
Public Assistance	\$4.1M
Total Revenue	\$16.5M



ATN FY 2021/22 BUDGET PROGRAM

ATN is proposing a balanced budget. ATN's is able to balance Fiscal Year 2020/21 budget based on availability of public relief funds from the federal relief bills - CARES Act, CRSSA, ARP, ATID and SBA Loan Programs.

Preparing for FY 2021/22 budget, ATN proposing:

1. Tiered re-introduction of service commensurate with demand
2. Touchless mobile ticketing options
3. Re-building of advertising program
4. Continued efforts to integrate Mobility as a Services functions
5. Strict safety protocols
6. Robust marketing and public outreach
7. Work with City of Anaheim to further Anaheim's transportation initiatives
8. State and Federal legislative efforts
9. Continue organizational flexibility proportionate to levels of service
10. Expansion of MicroTransit and on-demand offerings and service to the airport

ATN FY22 Operating Budget		Proposed FY22 Budget	Adopted FY 19 Actual	Estimated FY21 Budget	% change FY19 to FY22
Expense					
Personnel Expenses		3,004,486	2,888,534	1,508,744	4.01%
Transportation Contract Services		7,812,092	7,983,221	954,611	-2.14%
Fuel Supplies		218,000	1,841,234	107,087	-88.16%
Supplies		201,500	152,851	28,213	31.83%
Website Develop/Maint Exp		132,500	36,215	6,006	265.87%
Marketing & Communications		209,700	372,900	19,988	-43.77%
Professional Services		986,400	801,848	661,508	23.02%
Bus Maintenance - Contracted		136,000	136,089	10,689	-0.07%
Bus Maintenance - In-house		192,000	849,444	21,855	-77.40%
Facility Rental		68,400	76,292	65,108	-10.34%
Vehicle Leases		90,000	24,559	15,435	266.46%
Equip/Furniture/Software Exp		156,000	160,021	93,091	-2.51%
Utilities - Building		90,601	101,764	57,467	-10.97%
Maintenance Fleet & Facilities		894,101	1,667,488	291,197	-46.38%
Telecommunications		96,000	148,195	125,717	-35.22%
Total Workforce Development		96,928	168,648	127,057	-42.53%
Grant Expense		319,992	218,945	-	46.15%
Miscellaneous Expense		6,000	17,484	7,748	-65.68%
Finance charges		439,800	363,507	139,906	20.99%
Insurance		291,000	266,655	217,978	9.13%
California Income Taxes		2,000	17,302	969	-88.44%
Bad Debt Expense		-	240	4,282,829	-100.00%
Depreciation & Amort Expense		-	-	(143,792)	
Total Expense		14,868,048	17,125,105	4,297,942	-13.18%
Re-Establish Reserve Fund		\$ 800,000			
Working Cash Capital		\$ 866,078			



ATN FY 2021/22 BUDGET PROGRAM

USE OF FUNDS

FISCAL YEAR 2022

OPERATING BUDGET HIGHLIGHTS

Direct Operating Costs	
Contracted Services	7,812,092
Fleet Maintenance Direct Costs	894,101
Fleet Maintenance Staff	1,217,793
Fuel & Other Supplies	218,000
Road Supervision	771,248
Total Direct Costs	10,913,234
% of Total Budget	73.40%
Indirect Operating Costs	
General Administration	1,495,987
Marketing & Communications	771,027
Professional Services	649,000
Technology Deployment & Maintenance	306,000
Insurance & Taxes	732,800
Total Indirect Costs	3,954,815
% of Total Budget	26.60%
Working Capital	866,078
% of Total Budget	5.83%
Total FY21/22 Operating Budget	14,868,048

- ✓ Service expansion to service Garden Grove properties
- ✓ Completion of RFP for transportation services
- ✓ Robust marketing & communications program to re-build consumer confidence
- ✓ Inclusion of touchless ticketing technology solutions
- ✓ Rebuilding of ATN reserve fund
- ✓ Focused effort to return to pre-Covid operating structure by end of Fiscal Year 2022
- ✓ Introduction of service to John Wayne Airport and Night Owl service

ATN Proposed FY22 Operating Budget	Proposed FY22 Budget	Actual FY 19 Budget	Estimated FY21 Budget	% change FY19 to FY22
Total Income	16,534,126	16,822,093	4,139,037	-1.71%
Total Expense	14,868,048	17,125,105	4,297,942	-13.18%
Excess Revenue/Working Capital	1,666,078	(303,011)	(158,905)	
Re-Establish Reserve Fund	\$ 800,000			
Working Cash Capital	\$ 866,078			





ATN FY 2021/22 BUDGET PROGRAM

CAPITAL IMPROVEMENT PROGRAM - UPDATE

On June 6, 2018, **ATN** adopted its first Capital Improvement Program (CIP) which represented **ATN's** capital plan and identified projects and large equipment purchases. The CIP also provided a planning tool and identified funding and financing options.

This document represented a five-year planning process spanning from Fiscal Year 2021/22 through 2025/2026 and opportunity to update **ATN's** CIP program as part of our ongoing budgetary review and approval process. The proposed CIP program is for \$71.46 Million and includes identified funding to complete:

1. Electrification of 46 buses
2. Facility construction and relocation
3. MicroGrid & Solar Installation through a Power Purchase Agreement

Funded Projects	Funded Amount	Comments	Funding Source(s)
MicroTransit - FRAN	\$959,175	FRAN service began January 2019 Parking integration to be completed Fiscal Year 2021/22	TIRCP SCAG Smart Cities
#ElectrifyAnaheim – ART Fleet Electrification (Phase 1)	\$35,111,190	Phase 1 and electrification of 46 buses to be completed Fiscal Year 2021/22	TIRCP FTA ATID Cap & Trade HVIP Program
Construction of new operating facilities – Claudina Site and Manchester Site	\$12,360,664	Claudina construction to begin Summer 2021. Manchester construction to begin Winter 2021	TIRCP ATID ATN Equity Cap & Trade HVIP Program
Solar Installations, Charge Management Systems and Power Purchase Agreement	\$6,989,850	20-year operating and maintenance service agreements	P3
Battery Storage System and MicroGrid	\$5,375,000	Deployment coordinate with construction of Claudina and Manchester sites	CEC SGIP
Land Purchase	9,670,000	Claudina and Manchester sites	LCFC Credits
Total	\$71,465,880		

The **ATN's** CIP program identified a need to raise additional \$65.0 Million in funding to complete current **#ElectrifyAnaheim** projects, Mobility as a Service, MicroTransit initiatives, East/West Connector planning proposals, as well as post-Covid re-building activities.



ATN FY 2021/22 BUDGET PROGRAM

As **ATN** begins to look into future community needs, **ATN** needs to identify forthcoming funding opportunities, as a roadmap to grant applications, advocacy, and education of elected officials and policy makers.

Unfunded Projects	Needed Funding Amount	Potential Funding Source(s)	Available Funding
Bus Wash _ Manchester Site	\$1,000,000	Local – ATN Equity	\$1,000,000
ElectrifyAnaheim – Phase 2 fleet electrification	\$36,000,000	TIRCP Cap & Trade HVIP Program LowNo FTA Funding BBF FTA Funding Federal Infrastructure Plan Local Match State of California Olympic Funding Allocation	2,345,210
Anaheim Way - Future East/West Connection	\$15,000,000	TIRCP Cap & Trade HVIP Program RAISE	
Anaheim Way - Future MicroTransit and Autonomous Services	\$7,155,000	TIRCP Cap & Trade HVIP Program	
Real-Time Signage Program	\$1,250,000	TIRCP Federal Grants	
Mobility Services & Payment Integration	\$7,950,000	TIRCP Federal Sand Box & Mobility Grants	
Total CIP Budget	\$68,355,000		\$3,345,210
Total CIP Unfunded Budget	\$65,009,790		

ATN will actively pursue grant funding opportunities to fill this shortfall. Should **ATN** receive requested grant funds, no further actions will be required of this Board to amend **ATN's** CIP program. Separate action will be necessary to accept awarded funds and to enter into a funding agreement.



PROJECT INSPIRATION

The Big A 2050 2.7 million sf office, 5,175 housing units (~1,000 affordable), 1.75 million sf commercial, 45,000 seat stadium

ocV!BE 1,500 apartments, 235,000 sf retail, 6,000 seat new concert theater, outdoor amphitheater

CtrCity Revitalization 10,000 new housing units, walkable infill community

ARTIC Intermodal transit center, Metrolink, Amtrak, future high-speed rail, regional & interstate buses

Disneyland Largest single site employer in southern CA; 28,000+ cast members, 21 million visitors each year

The Anaheim Resort & Convention Center Largest convention center west of Mississippi, annual attendance 1.1+ million, 18,000 hotel rooms, hundreds of restaurants

2028 Olympics World-stage events at Honda Center (volleyball), Angel Stadium (baseball/softball), Anaheim Convention Center (volleyball, soccer); Housing for athletes, families, visitors; Attendance in the millions

Riverwalk Reimagination of (ARTIC-adjacent) Santa Ana River, recreation, year-round water feature, performance venues, pedestrian & transit-friendly urban center

PROJECT COMPONENTS

1. 100% Zero Emission (\$30M)

- 33 forty-foot buses
- 10 microtransit vehicles
- Expanded fast-charging tech at ARTIC
- Anaheim and surrounding cities



2. East-West Connector (\$15M)

- Planning, Vehicles, Technology, Infrastructure
- Identifying Autonomous Vehicle technology and infrastructure improvements
- ARTIC—CtrCity—Platinum Triangle—Anaheim Resort/Convention Center



3. Mobility on Demand Solutions (\$10M)

- Trip planning/hands-free apps with autonomous vehicle mobility
- CtrCity Expansion (10 neighborhood electric vehicles)
- West Anaheim – Employee-focused microtransit (10 electric vans)
- Buena Park – Beach Blvd first/last mile connector (10 electric vans)
- CtrCity, The Big A 2050, ocV!BE



4. Orange County Airport Connections (\$5M)

- COVID-19 recovery
- 10 battery electric vans & shuttles
- Complete trip, zero-emission transit
- Trip planning and single payment
- Regional, connections to ARTIC, The Convention Center



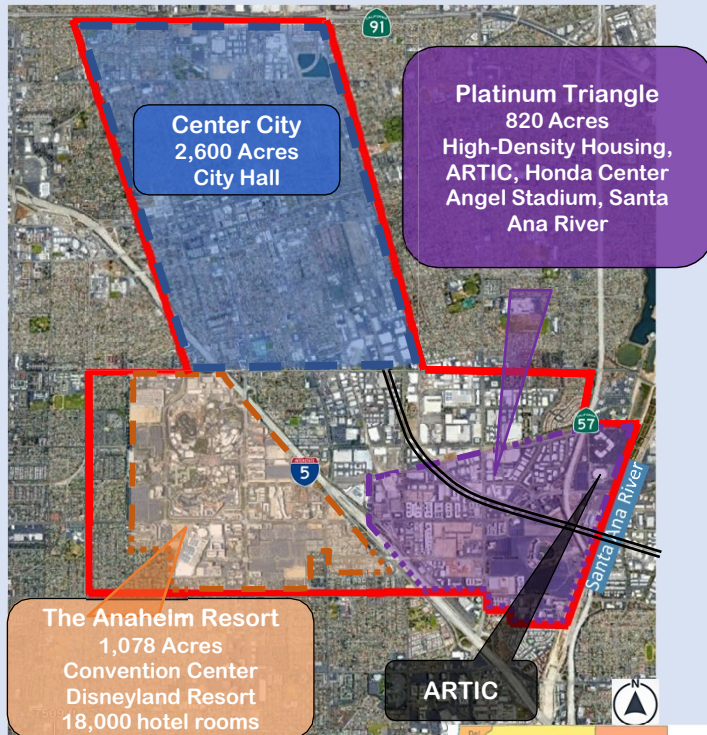
**Total Estimated
Project Cost
\$60 million**



*We are Clean. We are Safe.
We are ART.*

BENEFITS

- 100% Zero Emission Electric Transit
- First/Last Mile, Complete Trip Solutions
- Future-Proof and Technology Readiness
- Autonomous, Hands-free, On-Demand Mobility
- Environmental Justice Focused Solutions for Local Communities



AGGRESSIVE FUNDING STRATEGY

Upcoming Funding Opportunities

April 2021	FTA Low or No Emission: Vehicles/equipment using zero-emission tech	\$180M
Spring 2021	FTA Bus & Bus Facilities: Buses, equipment, facilities	\$454.6M
Summer 2021	USDOT BUILD: Surface transportation infrastructure (portion for planning)	\$1B
Fall 2021	CalSTA TIRCP: Intercity, commuter, and urban transit modernization	\$500M
Fall 2021	FTA Integrated Mobility Innovation: Innovative & effective tech, practices & partnerships	\$100M
Summer 2021	USDOT COVID Relief Discretionary Funds: For recipients in need of aid to maintain operations	\$2.2B
Summer 2021	USDOT Transportation Bill Reauth: Key priorities: climate change, VMTs, GHG emissions, equity	Unknown
Various	Other State and Local funding sources: HVIP, Carl Moyer, Local Partnership, AHSC, etc.	Varies

SUPPORTERS/PARTNERS



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ATN is the only GBAC-certified transit agency in the United States.

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