Anaheim Transportation Network

Board of Directors Meeting Minutes

Wednesday, November 15, 2017

3:00 P.M. – 5:00 P.M.

Visit Anaheim

2099 S State College Blvd, Anaheim, CA, 92806

ATN Board Members in Attendance:

Bharat Patel, Castle Inn & Suites

Bill O’Connell, Stovall’s Hotels

Dan Lee, City of Anaheim

Paul Sanford, Anabella Hotel

Mindy Abel, Visit Anaheim

Jeffrey Runsten, Hilton Anaheim

Jerry Alder, Anaheim Gardenwalk

Trenton Nielsen, Anaheim Ducks

ATN Staff Present:Diana Kotler

Belinda Trani

Megan Acuna

Justin Petruccelli

Paula Eberhardt

ATN Legal Counsel:Eric Willens, Cummins & White, LLP

Todd Priest, Curt, Pringle & Associates

Members of the Public Present: Susan Hafnex, Transdev

Katrina Heinkins, Transdev

Linda Johnson, City of Anaheim

Greg Cain, Transdev

Gary Steele, Transdev

Chairman Sanford and Exectuive Director Jotler made a special presentation to Direcot O’Connell for his years of service on the ATN Board of Directors and the Anaheim Resort® community at large.

SPECIAL CALENDAR:

1. Executive director Kotler presented resolutions to:

Elizabeth Nichols – Operator of the Month, August 2017

John Lee – Operator of the Month, September 2017

Michael Esparza – Operator of the Month, October 2017

Steven Roldan – Operator of the Quarter

Director Kotler announced to the Board of Directors the Operators for the months of August through October and the Operator of the Quarter for the fourth quarter of 2017.  Director Kotler outlined each employee’s contributions to ART to earn this recognition, reading a comment card from a satisfied guest.

CONSENT CALENDAR:

*Items 2-10 on the consent calendar will be acted on by one roll call vote unless members of the ATN Board of Directors, staff or the public request the item to be discussed and/or removed from the consent calendar for separate action:*

1. Receive and approve minutes of the ATN Board of Directors meeting held on Wednesday, August 23, 2017
2. Receive and file status report pertaining to the Anaheim Transportation Network operations -- ATN Focus Area Reports -- August through October 2017
3. Receive and file ART Operating Reports for August through October 2017:
   1. Maintenance: Mileage & Road Call Reports
   2. Safety & Training: Safety & Security Report for August, September
   3. Operations Contract Penalty Report for June, July, August, September
4. Receive and file ATN membership report for August through October 2017 and Receive and file customer service summary through October 2017
5. Receive and file August through September 2017 financial statements, and approve credit card payment for the August through October 2017
6. Receive and file Independent Auditor’s Report of Anaheim Transportation Network’s (ATN) Financial Statements for Fiscal Year ending June 30, 2017.  Authorize staff to release report to appropriate agencies
7. Receive and file sales report summary for September through October 2017
8. Approve ATN Board of Directors meeting calendar for 2018
9. Approve Anaheim Transportation Network Annual Membership Investment Rates for Calendar Year 2018

By motion, Patel/Sanford, Consent Calendar items 2-10 were passed by a single motion

Yeas:  O’Connell, Lee, Runsten, Abel, Runsten, Nielsen, Alder

Notes:  None

Abstain: None

*END OF CONSENT CALENDAR*

OPERATIONAL REPORT:

1. The operationsal report was provided by Katrina Heinkins, Regional Vice President for Transdev. Ms. Heinkins introduced the new general manager Greg Cane for Anaheim divison. Ms. Heinkins reviewed his past experience and stated that Mr. Cane will begin work at ART on November 15th. Ms. Heinkins complimented the ATN Board of Directors on recognition of ART Operators and she cited one experience while using ART.

Chairman Sanford asked Mr. Cane what he believed the most critical issue to resolve in the transit industry. Mr. Cane replies that he believe building the driving staff and retaining current driver will be beneficial to operations.

ACTION CALENDAR:

1. Review operating strategy for the CtrCity Anaheim MicroTransit Project. Authorize Executive Director to proceed with:
   1. Software development agreement with DoubleMap;
   2. Funding agreement and grant application with the City of Anaheim and CtrCity Merchants Association; and
   3. Vehicle procurement negotiations with eTuk USA

Executive Director Kotler informed the Board that earlier this year, the City of Anaheim asked Anaheim Transportation Network (ATN) to investigate and propose concepts for transportation services in CtrCity Anaheim. The need for these transportation services is necessitated by continued economic development in CtrCity Anaheim and a need to better utilize existing parking supply, in lieu of building new parking facilities.

The proposed solution for CtrCity Anaheim is a MicroTransit service model. MicroTransit is a technology-oriented transportation service designed to accommodate a niche market characterized to include:



* A customized electric vehicle fleet equipped with amenities such as Wi-Fi, iPad and/or interactive screens/monitors
* Customer access via a mobile phone application to e-hail a ride or reserve a seat in a group service setting
* Use of crowd-sourcing analysis to assess demand. MicroTransit routes and stops are adjusted in real-time by aggregating demand to provide the most efficient possible service

**CtrCity MicroTransit Service Parameters**

The ATN and City of Anaheim discussed options for CtrCity transportation solutions and agreed that MicroTransit delivery model would be most appropriate. Both agencies agreed on the following, general, service parameters:

1. Service will begin in Spring 2018
2. The initial route will include Center Street Promenade, Civic Center, Packing District, Leisure Town connecting these destination with parking facilities
3. Service will be free of charge
4. Operating hours will be Monday through Thursday and Sunday 11:00 a.m. through 8:00 p.m.; Friday and Saturday 11:00 a.m. through 11:00 p.m.



1. Approximately 180 hours of service will be available per week or 9,500 hours annually
2. MicroTransit service will be a subset of the ART system and will be marketed as such
3. Service will be provided by a fleet of ten (10) eTuk electric vehicles
4. E-hailing service will be provided by a Mobile Application (App) developed by DoubleMap

**Funding and Institutional Structure**

The City of Anaheim and the ATN are working on several funding initiatives to ensure the system is well funded to procure necessary capital equipment, install charging infrastructure and support ongoing operations.

Capital funding encompasses several sources and is presented in Table 1. In addition to the funding sources listed below, both the ATN and City of Anaheim are pursuing other grant funding opportunities.

The ongoing operations will be sustained by several funding streams which include advertising revenues, contributions from mitigated business establishments and CtrCity Merchants Association. The City of Anaheim is also considering future parking revenue streams to fund this program. Ongoing Maintenance and Operations funding plan is presented in Table 2.

MicroTransit operating agreements will be structured to ensure that advertising funds are contributed once all ATN operating costs have been met and all other funding sources have been exhausted.

**TABLE 1 – MICROTRANSIT CAPITAL FUNDING**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| CAPITAL NEEDS | VEHICLES | CHARGING  INFRASTRUCTURE | MOBILE APP | SIGNAGE | TOTAL |
| ETuks (10) | $240,000 | $77,000 | $36,000 | $40,000 | **$393,000** |
| ***Funding Sources*** |  |  |  |  |  |
| MSRC Discretionary Program | $100,000 | $38,500 |  |  | **$138,500** |
| Measure M – Project V |  |  |  | $40,000 | **$ 40,000** |
| CtrCity Merchants Association |  |  | $36,000 |  | **$ 36,000** |
| City of Anaheim | $140,000 | $38,500 |  |  | **$178,500** |
| **Total** | **$240,000** | **$77,000** | **$36,000** | **$40,000** | **$393,000** |

**TABLE 2 – MICROTRANSIT OPERATING PLAN**

|  |  |
| --- | --- |
| OPERATING NEEDS | COST |
| Annual Hours of Service – 9,500 | $332,500 |
| Ongoing Mobile App Fees | $ 28,000 |
| **TOTAL OPERATING COST** | **$360,500** |
| ***Funding Sources*** |  |
| Advertising Revenue \_Vehicles  ($1,700/mo/vehicle) – 50/50 share with ATN at 80% sale rate | $102,000 |
| Advertising Revenue \_Monitors  ($500/mo/vehicle) -- 50/50 share with ATN at 80% sale rate | $ 30,000 |
| CtrCity Merchants Association | $123,000 |
| CUP Mitigated/Conditioned Properties | $145,500 |
| **Total**  *10% Contingency Fund* | **$400,500** |

**CtrCity MicroTransit Project Implementation**

The first phase of the MicroTransit service implementation will be development of the e-hailing mobile application. The recommendation to award this task to DoubleMap rests on the procurement process which was led by the ATN, and in coordination with the City of Anaheim. In response to the Request for Proposals, ATN received seven (7) proposals and granted interviews to four (4) firms.

Based on the selection process, ATN recommends award of an agreement to DoubleMap for three years, with two one-year options. The cost for the development of the mobile application is $36,000 in year one, with subsequent years’ cost not to exceed $27,000 per year. DoubleMap agreed to coordinate and deep-link their mobile application with the City of Anaheim parking initiatives and future ATN’s mobile ticketing application. This phase of the project will be beginning in December 2017.

The next phase of the project will begin in January 2019 and will include acquisition of ten (10) eTuk vehicles. All eTuk vehicles are custom made, i.e. made to order. eTuk USA manufacturing facility is located in Denver, Colorado. Facilities opened in 2014 and are modeled after locations in Guatemala and Amsterdam. This will be a sole-source procurement, as there are no other vehicles and/or facilities in the United States that produce eTuks.

MicroTransit service will be part of the ART family of public transit services. As such, as any new service, to begin service provision, ATN will need to go through Public Participation Process and prepare Title VI Equity Analysis. These efforts will begin in early 2018 and prior to MicroTransit service commencement in spring 2018.

Director Alder inquired about the size of the merchant’s association. Director Kotler responded that the association includes all merchants in downtown Anaheim, including community development and The Lab Holdings, and is comprised of both mandatory and voluntary members.

Chairman Sanford stated that the proposed program is an excellent example of parking mitigation strategies. Linda Johnson, representing the City of Anaheim, agreed with Chairman Sanford and added that the city is also starting a bigger study of the corridor in order to figure out how to optimize circulation and parking.

Director Alder inquired as to whether the on demand infrastructure will be applicable to other ATN services in the future. Director Kotler explained that there will be a deeplink to the new mobility app, and transitioned to the next agenda item to further this explanation.

By motion, Sanford/ Alder, the Board approve the operating strategy for the CtrCity Anaheim MicroTransit Project. Authorize Executive Director to proceed with software development agreement with DoubleMap.

Yeas:  O’Connell, Lee, Runsten, Abel, Runsten, Nielsen, Patel

Notes:  None

Abstain: None

1. Authorize Executive Director, with consultation and approval of ATN legal counsel, to execute a Public Private Partnership (P3) agreement with RouteMatch for the development, implementation and deployment of the ART2Go multi-modal payment, trip planning and ticketing mobile application. Direct staff to regularly update the ATN Board of Directors regarding project implementation status

In 2015, the Anaheim Transportation Network (ATN) began to develop a vision for Mobility on Demand (MoD) initiatives to create an impetus for deployment of Smart Transportation Applications. In 2016, with assistance of the Anaheim Tourism Improvement District Transportation Committee, ATN received funding for real-time information and signage systems and awarded an agreement to Synchromatics for the project totaling $1.2 million.

Concurrently, ATN staff began discussions with software and APP developers for the development of multi-modal, multi-disciplinary trip planning and booking APP, using transportation and ART service to link destinations, attractions, employment centers, etc. The idea behind this project is a Public Private Partnership (P3) between the ATN and APP developer. ATN used Federal Transit Administration (FTA) definition for this P3 agreement, which is defined as long term relationship between a private entity financing a project in return for a promised stream of payments directly from government or indirectly from users. By definition, P3s share the risk in development of innovation, in return for a long-term relationship. In short, ATN will not directly compensate the selected firm for rendered services, but rather develop revenue sharing arrangements/agreements to split commissionable sales of services, tickets, reservations, etc.

To select the right partner for this project, ATN conducted a phased procurement process. The first phase of the process included a Request for Qualifications (RFQ). In response to the RFQ, ATN received fourteen (14) proposals. The second phase included a Request for Proposals (RFP) and seven (7), of the proposers, were invited to submit a proposal. In response to the RFP, ATN received for (4) proposals from:

1. Moovel
2. Passport
3. RouteMatch
4. Transit

The Evaluation Committee comprised of a representative from ATN staff, technical consultant and Visit Anaheim reviewed all four firms and checked references for the top two proposers (Table 1). Proposals were scored on a numeral value of Excellent: (Numerical Value: 8-10); Good: (Numerical Value: 5-7); Adequate: (Numerical Value: 2-4); and Poor: (Numerical Value: 0-1)

**TABLE 1 – Scoring Summary**

|  |  |  |
| --- | --- | --- |
|  | Total Possible Points | Rank |
| Moovel | 46.1 | 2 |
| Passport | 36.8 | 4 |
| RouteMatch | 50.6 | 1 |
| Transit | 44.1 | 3 |

The Evaluation Committee used functional requirement criteria (Table 2) to evaluate proposals based on the following evaluation factors, listed in their relevant order of importance:

**Technical Approach –** An in-depth of understanding the project, approach, methodology and technology to provide the work requested, a responsive plan and schedule; and is responsive to the functional and technical requirements of the agency and service area.

**Personnel and Qualifications –** Professional qualifications and experience of key project personnel, as demonstrated by key personnel resumes; relevant experience of the Project Team.

**Experience and Qualifications of the Firm/Team Approach –** Specialized experience or knowledge of firm in developing and implementing comparable projects, evidence of satisfaction of current clients with firm’s experience and work demonstrations; and integrity and reputation of Project Team.

**Cost and Revenue Proposal –** The costs meet required elements; overall cost for system providing all desired and any optional elements, ongoing operating and maintenance costs, estimation of revenue generation and how revenue will be shared between proposer and ATN (profit sharing).

In summary, the Evaluation Committee went through an extensive selection process in order to ensure that the ATN retains the best qualified partner. Based on the two-phased evaluation approach and interview process, it is the recommendation of the ATN Evaluation Committee to enter in contractual negotiations with RouteMatch for the development and deployment of ART2GO mobile App.

RouteMatch is a technology based company focused on creating software solutions for transit agencies in North America and Europe. With offices in Ireland and Atlanta GA, RouteMatch employs over 250 professionals. As stated by Bahman Irvani, RouteMatch President/CEO: *ART is proposing the most innovative and interesting payment project that has need though through in transit industry in North America, a model of where most urban transit agencies should look to achieve. The vision to connect end-user experience to maximize revenue opportunities align ART’s and RouteMatch’s vision and business development direction.*

The next step in the process will be negotiations of the agreement between ATN and RouteMatch and development of a Project Implementation Plan to outline detailed deployment schedules, roles and responsibilities of both parties, revenue sharing arrangements/benchmarks, sequence of functionality deployment, agreements with key stakeholders, attractions, wholesalers and service providers, and other pertinent project development goals.

It is the goal of ATN to use the remainder of 2017 for contract negotiations in order to begin project implementation in January 2018. Tiered functionality deployment will occur throughout 2018, with primary functions ready for testing in January 2019.

|  |  |  |
| --- | --- | --- |
| Functional Area | Function | Required/ Desired |
| A. Ticketing (customer-facing functions) | 1. Sale of ART tickets | Required |
| 2. Sale of other transportation services including Lyft and Super Shuttle | Required |
| 3. Sale of partner event and theme park tickets | Strongly Desired |
| 4. Web-based ticket sales, email disrtibution of tickets, with activation in a mobile phone app | Desired |
| 5. Mobile ticket sales | Required |
| B. Ticketing (agencyfacing / administrative) | 1. Visual validation with fraud prevention | Required |
| 2. (Non-visual) contactless ticket validation, including onboard vehicles | Required |
| 3. Reporting functions to review transactions, sales, and activated and unused tickets. Functions to support auditing and remittance for 3rd party services sold. | Required |
| 4. Management function for editing products and other management of the ticketing system | Required |
| C. Traveler information (customer-facing) | 1. Customer experience that brings travel planning and ticketing/purchasing into a seamless process in mobile apps(s) | Required |
| 2. Custom branding for ART mobile app | Strongly Desired |
| 3. Transit trip planner | Required |
| Multimodal trip planner that shows transit, demand-responsive transit ("microtransit" and taxi/TNC/ridehail), and airport transportation, and which combines options to provide optimal trips. | Desired |
| 5. Ability to itegrate transportation services with standard and common data formats | Required |
| 6. Ability to show real-time transportation information, including for fixed-route public transportation, using GTFS-real-time and/or the Synchromatics real-time API | Required |
| 7. Ability to show marketing messages and announcments from Anaheim Transportation | Required |
| 8. Ability to show service advisories targeted at particular routes, stops, and trips, providing using a GTFS-real-time feed | Required |
| D. Traveler information (agency-facing / administrative) | 1. Secure data logging to see where customers use the app, which trips they plan and for what times | Required |

**Chairman Sanford inquired as to whether there would be a paper version of the tivket available for those with dying phones. Director Kotler responded that guests will be able to print their tickets through an e-mail, but that ATN hoping to minimize the use of paper tickets.**

1. **Receive and file Climate Change & Traffic Congenstion Mitigation Benefits White Paper.** Staff informed the Baord that in August, ATN Board of Directors requested preparation of report to quantify environmental benefits resulting from the provision of Anaheim Transportation Network’s (ATN) services.  The report describes quantitative measures of effectiveness, to the extent feasible, related to the air quality and traffic congestion mitigation benefits of Anaheim Resort Transportation (ART).

The enclosed report discusses in greater detail the environmental benefits of ART public transit service.  It shows that ART achieves – on an annual basis – a reduction in Greenhouse Gas Emissions (GHG) on the order of 7,325 metric tons.  That’s greater than 16 million pounds of carbon dioxide air pollution that doesn’t enter the atmosphere.  This reduction is based on 9.5 million riders who use the ART network to access major resorts and venues in The Anaheim Resort® area in lieu of using automobiles.

ART eliminates on the order of 3.7 million automobile trips annually.  That equates to over 10,000 automobiles each day that aren’t contributing to traffic congestion in-and-around the City of Anaheim.  Those automobile trips – the one’s that don’t occur – avoid the air pollution emissions equivalent of greater than 26 million automobile miles, or approximately 72,000 automobile miles that are not driven in Anaheim each and every day.  Given that 100% of the ART fleet operates exclusively on alternative fuel, including zero-emission electric, the use of ART displaces over 807,000 gallons of gasoline fuel each year.

Imagine how much worse Anaheim’s traffic congestion would be with an additional 10,000 cars each day, especially considering that 10,000 vehicles - lined end-to-end - represents a line of traffic 32 miles long.  It is arguable that this additional number of vehicles on Anaheim city streets each day would overwhelm existing available parking, resulting in endless roaming, perpetual gridlock, driver frustration, and ultimately a loss of revenue.  In reality, Anaheim could not function as a major destination city without a robust, major destination oriented ART system.

Chairman Sanford inquired about the distribution of this information. Todd Priest informed the Board that information will be circulated to the appropriate community members. Linda Johnson requested copy of this information for the City of Anaheim to use for confirmation of specific plan mitigation measures’ accomplishments.

By motion, Sanford/ O’Connell, the Board received and filed Climate Change & Traffic Congenstion Mitigation Benefits White Paper

Yeas: Alder, Lee, Runsten, Abel, Runsten, Nielsen, Patel

Notes:  None

Abstain: None

*The Board ajourned Regular ATN Board of Directors Meeting at 3:50 pm.*

*Chairman Sanford called to Order ATN General Membership Meeting at 3:51 pm.*

1. Receive and file proposed 2018 ATN Work Program

The 2018 ATN Work Program will build upon to continue work efforts started in 2017 and concentrate on initiatives that facilitate ATN’s and ART’s preparation and transportation service provision for projects that facilitate growth in the City of Anaheim and The Anaheim Resort:

1. Permanent Location for the ATN

Continue to work with City of Anaheim to find a long-term solution for ATN location

2. Cost Allocation Model

Establish ATN/ART fees for membership and services within the Cost Allocation Model for all ATN current and future members.  Develop a pricing model for all future developments to institutionalize fees to create stability for ATN members and ATN, respectively.

3. Mobility as a Service Initiatives

Direct deployment of:

 Real-Time Passenger Information & Signage System

 MicroTransit Service and e-Hailing Technology

 Multi-Modal/Multi-Purpose Ticketing and Transportation Planning Mobility App

4. Local Development Oversight in Coordination of Transportation Service Development Needs

Monitor developments in The Anaheim Resort® and develop corresponding transportation services

5. Institutional Structure – ATN Franchise with the City of Anaheim

Prepare and oversee approval processes for the extension and renewal of the ATN franchise agreement with the City of Anaheim.  Develop a comprehensive transportation service delivery concepts that incorporate local needs and funding priorities.

1. 2018 ATN Board of Directors Nominations and Elections:

At the last meeting of each calendar year, the Anaheim Transportation Network’s membership holds elections for its incoming Board of Directors.  This year, ATN General Membership will be electing directors for four (4) two-year positions.  The term for these positions will run through December 2019.

According to the ATN’s By-Laws, the ATN Board of Directors consists of an odd number of Directors, not smaller than nine (9) nor greater than fifteen (15).  The membership has currently authorized thirteen (13) Board positions.  Board members serve a staggered two-year term.  Any current voting ATN member is eligible to serve on the ATN Board and there is no limit on the number of terms a person may serve.

Candidates have been nominated in advance to ensure sufficient time to secure the consent of the nominee.  Nominations will also be accepted from the floor at the General Membership Meeting.

Board members attend regularly scheduled meetings – approximately two hours once a quarter – and may also choose to serve on a committee.  Meetings of the 2018 ATN Board of Directors will be held at the Anaheim Regional Intermodal Transportation Center (ARTIC). Meetings are typically held on the fourth Wednesday of every month from 3:00 p.m. to 5:00 p.m. The current ATN Board of Directors roster is:

|  |  |  |
| --- | --- | --- |
| **Board Member** | **Organization** | **Current Board Position** |
| **SEATS UP FOR ELECTION IN 2017** |  |  |
| ***Dan Lee*** | *City of Anaheim* | *Director* |
| ***Bill O’Connell*** | *Stovall Properties* | *Director* |
| ***Bhavesh “Bo” Patel*** | *Anaheim Marriott* | *Director* |
| ***Jeffrey Runsten*** | *Hilton Anaheim* | *Director* |
| **TERMS EXPIRING IN 2018** |  |  |
| Jerry Alder | Anaheim GardenWalk | Director |
| Fred Brown | Desert Palm Hotel & Suites | Director (Vice Chair) |
| Jay Burress | Visit Anaheim | Director |
| Ronald Kim | Prospera Hotels | Director |
| Bharat Patel | Castle Inn & Suites | Director |
| Paul Sanford | Wincome | Director (Chairman) |
| **PERMANENT SEATS PER BYLAWS** |  |  |
| Carrie Nocella | Disneyland® Resort | Director (Secretary) |
| Brian Sanders | Angels Baseball | Director |
| Merit Tully | Honda Center/Anaheim Ducks | Director |
| **EXECUTIVE STAFF *(Non-Voting Members)*** |  |  |
| Diana Kotler | ATN | Executive Director |
| Fred M. Whitaker | Cummins & White LLP | Legal Counsel |

With no nominations from the floor, ATN members present conducted Vote for 2018 ATN Board of Directors. The new ATN board of directors is:

|  |  |  |  |
| --- | --- | --- | --- |
| **Board Member** | **Organization** | **Current Board Position** | **Term** |
| Jerry Alder | Anaheim GardenWalk | Director | December 2018 |
| Fred Brown | Desert Palm Hotel & Suites | Director (Vice Chair) | December 2018 |
| Jay Burress | Visit Anaheim | Director | December 2018 |
| Ian Gee | Sheraton Park | Director | December 2019 |
| Ronald Kim | Prospera Hotels | Director | December 2018 |
| Dan Lee | City of Anaheim | Director | December 2019 |
| Bharat Patel | Castle Inn & Suites | Director | December 2018 |
| Bhavesh “Bo” Patel | Anaheim Marriott | Director | December 2019 |
| Jeffrey Runsten | Hilton Anaheim | Director | December 2019 |
| Paul Sanford | Wincome | Director (Chairman) | December 2018 |
| **PERMANENT SEATS PER BYLAWS** |  |  |  |
| Carrie Nocella | Disneyland® Resort | Director (Secretary) |  |
| Brian Sanders | Angels Baseball | Director |  |
| Merit Tully | Honda Center/Anaheim Ducks | Director |  |
| **EXECUTIVE STAFF *(Non-Voting Members)*** |  |  |  |
| Diana Kotler | ATN | Executive Director |  |
| Fred M. Whitaker | Cummins & White LLP | Legal Counsel |  |

Chairman Sanford congratulated the incoming 2018 Board of Directors and wishes everybody happy holidays.

ATN General Membership Meeting adjourned at 4:06 pm.

Chairman Sanford reconvened Anaheim Transportation Network Board of Directors Meeting at 4:07 pm.

Next regular ATN Board of Directors and General Membership meeting will take place at the Anaheim Regional Transportation Intermodal Center (ARTIC) 2nd Floor Conference Room 2626 East Katella Avenue, Anaheim, on Wednesday, January 24, 2018.