

ATN
Anaheim Transportation Network

20 YEARS
OF SERVICE

ART



BUDGET TRANSMITTAL

Fiscal Year
2022 / 2023





MISSION STATEMENT

To enhance public transportation options by delivering reliable and efficient transportation solutions. Our commitment to customers consists of business integrity, excellence in customer service, can-do spirit, clear communications and private-public partnerships

VISION STATEMENT

Provide a seamless and accessible public transportation system that supports diverse needs of local community and reflects the character of our constituency

GOALS

MOBILITY – deliver transportation solutions and services to improve movement of people

PUBLIC SERVICE – enhance customer satisfaction and experience by connecting local destinations

FISCAL RESPONSIBILITY – Ensure fiscal health through prudent financial management and accountability

STEWARDSHIP – Embrace responsible measures designed to promote and implement environmental practices for sustainability

ORGANIZATIONAL LEADERSHIP – Continue tradition of high-performing and sensible organization through efficient business practices

VALUES

INTEGRITY – we deliver as promised and do so ethically, equitably and with transparency

CUSTOMER SERVICE – we treat our customers as guests, with great care, consideration, and respect. Friendly, customer-centric, and professional service is our core responsibility

CAN DO SPIRIT – we approach all challenges with innovation, strategic vision, and thorough consideration

COMMUNICATION – we provide consistent information in a user-friendly, open, and easy to understand manner

TEAMWORK – we work with a sense of shared purpose and mutual respect

the ART of connecting the dots



June 22, 2022

Dear Anaheim Transportation Network Board of Directors:

Consistent with Anaheim Transportation Network's (ATN) vision, mission, and values, and in accordance with the ATN Board of Directors approved strategic and legislative initiatives, I present to you ATN's Fiscal Year 2022/2023 Operating Budget and Capital Improvement Program (CIP).

Taking into consideration current conditions and impacts, the proposed budget is balanced at \$18.7 million, and **DOES NOT** include any COVID-19 public relief funds. The presented budget commits to continued rebuilding of ATN's fiscal position and overall brand, while providing essential public transportation programs and services to deliver on our promise to the residents, workers, businesses, and destinations of The Anaheim Resort®, Platinum Triangle™, Center City, as well as surrounding communities served by ATN.

During Fiscal Year 2022/23, ATN plans to fully reestablish its level of services, introduce new initiatives, like Everyone Ventures Everywhere (EVE), continue fleet electrification, and begin planning for transit and mobility future for our city and destinations. Planning for future transportation vision of the City of Anaheim, under the banner of Advancing Neighborhood Networks for all (ANNA), will begin with adoption of this budget.

The ATN's pledge to keep its *Eye on the Future* and be an active participant in the planning of our city's transportation vision, will ensure that upcoming developments focus on equity, diversity, and accessibility solutions to foster *Ladders of Opportunity* for our residents and employees.

Even though Fiscal Year 2022/2023 represents return to pre-pandemic budgetary expenditures and staffing levels, this financial plan takes into consideration compensatory and labor challenges facing our industry. ATN's budget demonstrates a continued commitment to providing an effective, efficient, and innovative multi-modal transportation offering as we continue on a road map to enhance mobility offering for everyone working, visiting, or living in our communities.

I look forward to another productive year with ATN and your leadership to move our organization forward.

Sincerely,

Diana Kotler
Executive Director



2022 ATN BOARD OF DIRECTORS



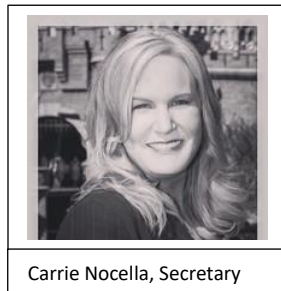
Paul Sanford, Chairman



Fred Brown, Vice Chairman



Merit Tully, Treasurer



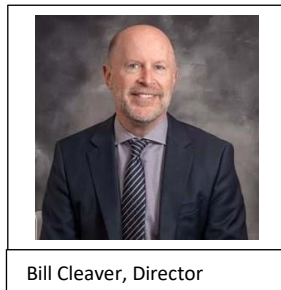
Carrie Nocella, Secretary



Phil Aldax, Director



Jay Burress, Director



Bill Cleaver, Director



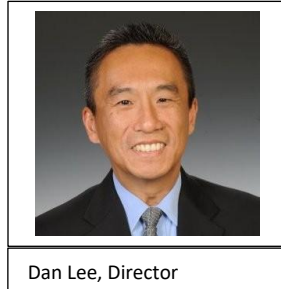
Santiago Garcia, Director



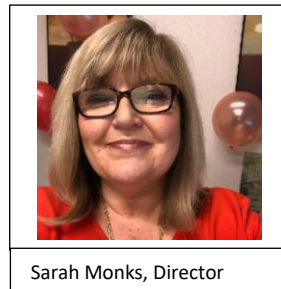
Ian Gee, Director



Ron Kim, Director



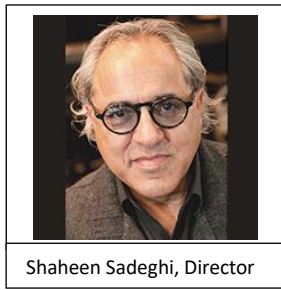
Dan Lee, Director



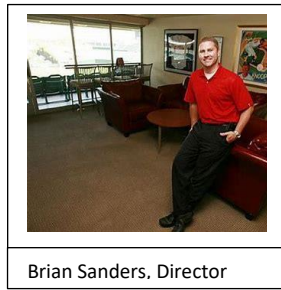
Sarah Monks, Director



Bharat Patel, Director



Shaheen Sadeghi, Director



Brian Sanders, Director



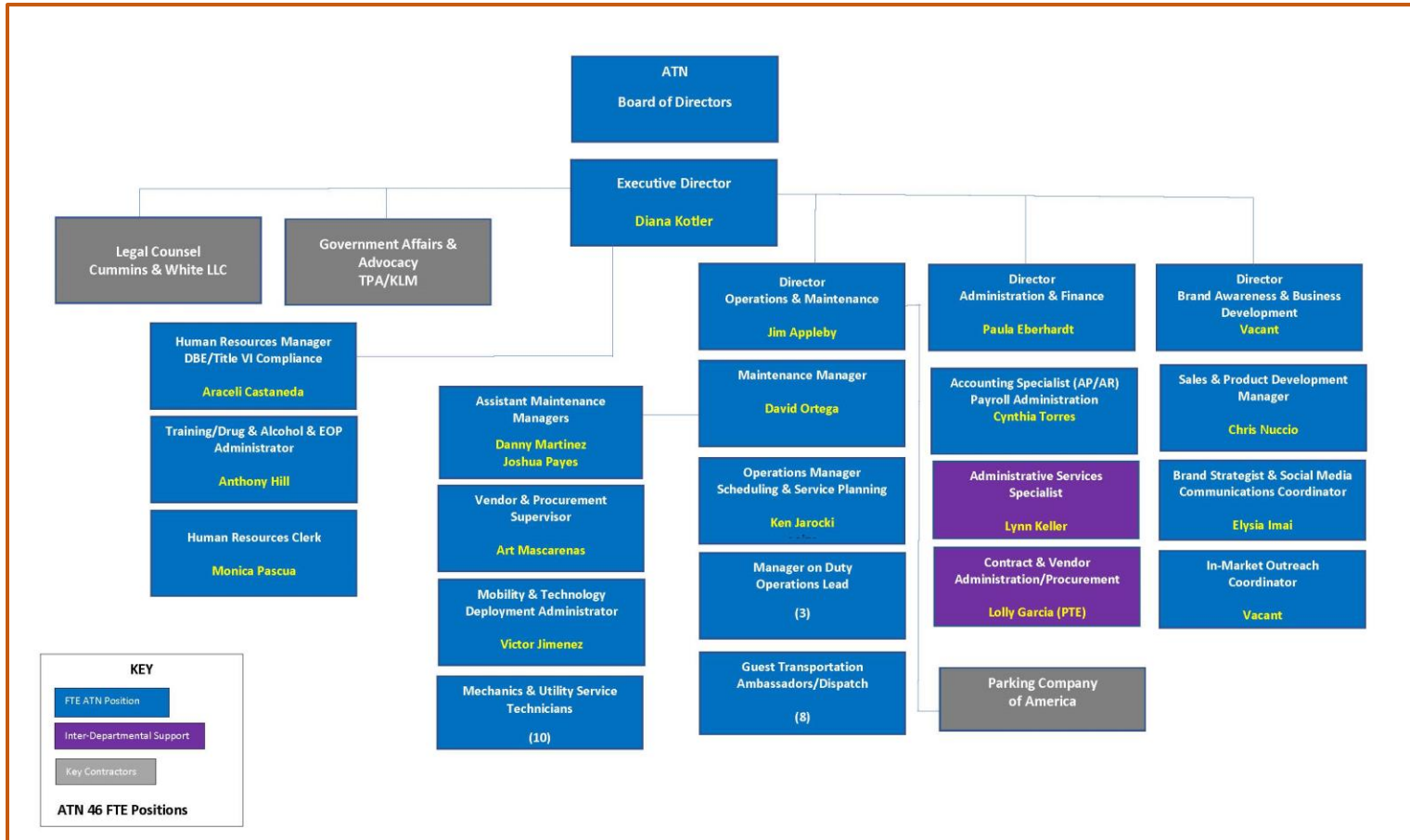
Cathy Dutton, Ex-Officio Director

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



ATN FY 2022/23 BUDGET PROGRAM

2022/23 ATN ORGANIZATIONAL CHART





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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

Regional 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 employment hubs, 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,

ATN ORGANIZATIONAL PROFILE

over 9.7 million passengers, annually, used ATN’s public transit services. ATN is

on a trajectory to return to the pre-pandemic ridership levels. Even though, ATN’s services were considerably reduced, as a direct result of Covid-19 pandemic, ATN began to reinstate its network and service in the Spring of 2021, with full come back projected by the end of Fiscal Year 2022/23. 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 received several highly competitive LowNo Emissions grant awards from in 2008, 2019 and in 2021, respectively.



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.

To ensure financial sustainability of the agency and ongoing funding for future Anaheim initiatives, such as Advancing Neighborhood Networks for All (ANNA),



ATN worked with the Senator Umberg’s office and introduced Senate Bill 1196 (SB1196). This legislative initiative is making

its way through California State Legislature.



**STRATEGIC PRIORITIES
RETURN TO FULL SERVICE**

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.

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 Regional 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.

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. To plan for the future public transit needs of Anaheim, ATN worked with the Senator Umberg’s office and introduced Senate Bill 1196 (SB1196). Once passed, this

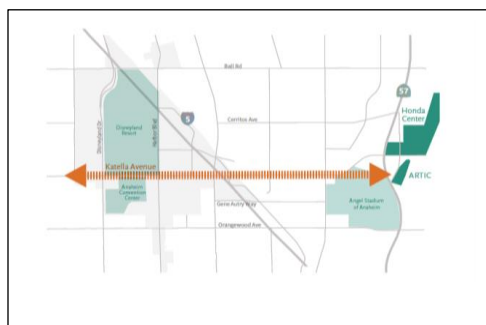
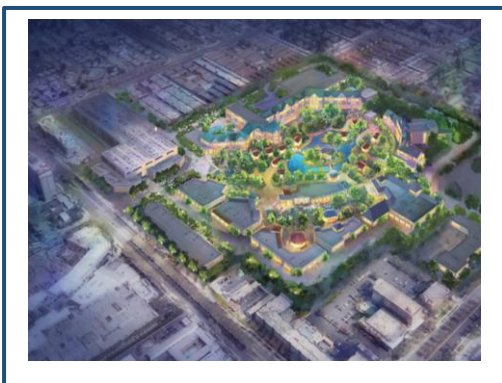
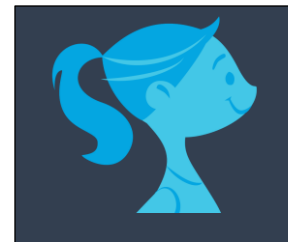
legislation will provide ATN with ongoing State Transit Assistance (STA) revenue formula funding allocation.

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 plans to maintain GBAC certification into foreseeable future.



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. Through FY 2022/23, ATN will engage consulting efforts, funded by Caltrans Sustainability Grant, and in partnership with the City of Anaheim, to lay the foundation for the future transit vision of our City.





ATN FY 2022/23 BUDGET PROGRAM

INTERNAL PRIORITIES

REBUILD REBUILD REBUILD

- ✓ Re-build ATN and Contracted Work Force
- ✓ Return to pre-pandemic service levels

BUILD MULTI-MODAL SERVICE PROVISION METHODOLOGY

- ✓ Strategically expand fixed route operations
- ✓ Explore deviated fixed route options
- ✓ Enhance MictroTransit 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 polices in support of sustainable funding and viable long-term financial future

the **ART** of connecting the dots

In November, the ATN Board of Directors, unanimously, approved its 2022/23 Local, State and Federal Legislative Platform, as a framework to guide ATN’s policy, administrative, and regulatory activities.

LOCAL PRIORITIES
ADVANCING NEIGHBORHOOD NETWORKS FOR ALL

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, through secured planning funding will lead the conversation to identify and define future transportation priorities and funding options to secure sustainable, long-term operations for current and future public transportation initiatives in Anaheim.

STATE PRIORITIES – SENATE BILL 1196

Advance legislative efforts to secure ongoing operation Sec. 99314 State Transit Assistance (STA) funds. STA funding allocation to local public transit agencies to bring new money/additional transit funding to Orange County. ATN would be eligible to receive approximately \$930k annually. In addition, ATN will continue to seek capital funding to”

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. Pursue capital funding to secure future fleet expansion and to seek Governor’s Olympic Transportation Fund set-aside

FEDERAL PRIORITIES
INFRASTRUCTURE INVESTMENT AND JOBS ACT

Several legislative initiatives will impact ATN with the enactment of the Infrastructure Bill to allow ATN will to seek federal investment 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.





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) funds; the focus of ATN for FY 2022/23 will be to return to sustainable operating model by:

- 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 2022/23 budget projections are based on compilation of the outlook projections based on the FY 2019/20 budget and forecasts from Visit California and Visit Anaheim.

Cognizant of the economic outlook, ATN Fiscal Year 2022/23 Operating Budget reflects changing and adopting economic realities and builds its financial projections based on local attendance guidance and with measured increase in occupancy to pre-pandemic levels.

Reinstatement of Toy Story Route, on-demand mid-day operations for core ART routes and reinstatement of FRAN service began on previous fiscal year 2021/2022, with return to full level operations in FY 2022/23. The operating budget represents a 7.46% increase in operating costs. The increase in Uses of Funds is a direct result on the increase of 18% direct transportation costs. These increases in the proposed Uses of Funds are due to the pressures created by the "great resignation" and corresponding increase in demands for adjustments to the compensation structure and work-life balance expectations.

To present a balanced budget, a 9.83% increase in Sources of Funds through return to pre-pandemic revenue generation and adjustments to certain agreements. Even through FY2022/23 is balanced, further considerations will have to be discussed in the future fiscal years.

The ATN's Capital Improvement Program (CIP) will continue to move forward, as planned, with continued fleet electrification, facility construction and negotiations for the receipt of five new zero emission buses from Arrival. Planning for future transportation initiatives will also begin, in earnest, this fiscal year with capital grant application submittal shortly thereafter.



SOURCES OF FUNDS

ATN is presenting a balanced budget for FY 2022/2023 with no reliance on federal Covid-19 relief funds. ATN is returning to the pre-pandemic revenue generation structure. The following highlights each funding source.

Fares

ATN fare revenue generated through operation of Anaheim Regional Transportation (ART) public transit services, represented 64% of total ART revenue. ATN anticipates this level farebox recovery ratio will be maintained fiscal year with the anticipated revenue of \$4.80 Million.

Local Sources

ATN plans to receive \$10.5 Million (compared to \$9.6 Million in Fiscal Year 2019/20) from local sources, which are comprised of assessment payments from lodging and retail establishments, sporting venues and theme parks.

Advertising

For Fiscal Year 2022/23 advertng revenue is projected at \$360,000, which represents 50% of the advertising revenue generated in 2019. ATN is working to re-build relationships with advertising partners to bring this revenue source to pre-pandemic levels.

Public Sources

Public sources of funds constitute rail feeder funding, cooperative fare agreements, and other grants. ATN anticipates \$2.3 Million in revenue from these sources.

Public sources in ATN's FY2022/23 budget represent funding from an \$930,000 in annual federal apportionment of 5307 and 5339 funds; operation of rail feeder services, Senior Mobility Programs; and grants from California Air Resources Board (\$200,000) and Caltrans

(\$700,000). The two later project represent grant-specific projects and planning initiatives.

Assessments

Throughout Covid-19 pandemic, ATN suspended collection of local City of Anaheim public transit assessment fees. Tiered assessment structure was re-instated starting with the second quarter of FY22, with full assessment rates returning in December 2022.

For FY 2022/23, ATN projects to collect \$10.5 million in public transit assessment fees from hospitality industry and \$260,000 public transit assessment fees from retail establishments and \$7.6 Million in public transit assessment fees from theme parks.

With no new properties planned for opening in a foreseeable future. The current level of assessment at \$.55 per room per day is carried through FY 2022/23.

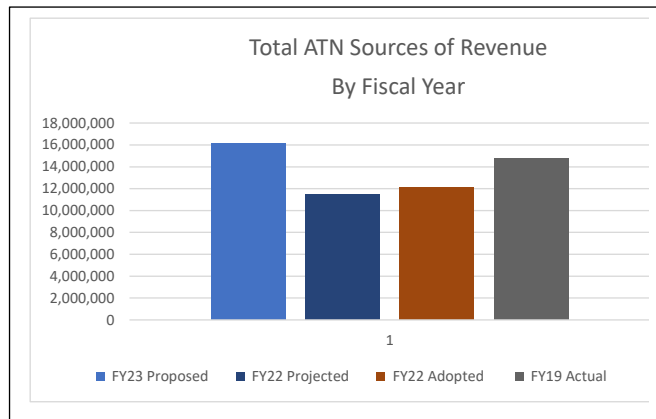
Service related assessment to off-set ATN's operating expenses are slated to increase by five percent from a billing rate of \$66.00 to \$68.00 per revenue service hour. This increase is necessary to address continued increase in compensation for driving and field personnel.

The upcoming fiscal year, still represents a year of dedicated to rebuilding of ATN services and revenue generation. Work will continue to rebuild:

- 1. ART fare box recovery to pre-pandemic levels of 70%

- 2. Advertising partners and overall promotional program needs to return to \$800,000 level of revenue

By rebuilding the above mentioned revenue sources, ATN should be able to meet staff compensation pressures.





**ATN Sources of Revenue
FY2022/23**

	FY23 Proposed	FY22 Projected	FY22 Adopted	FY19 Actual
Sources of Revenue				
CofA Transit Assessment_Hospitality	10,319,913	7,523,189	8,518,911	9,438,055
CofA Transit Assessment_Retail	265,008	244,764	224,250	170,386
ART Ticket Sales	4,800,000	3,167,229	2,898,785	4,215,427
ART Group Sales	400,000	258,709	130,000	412,077
Advertising	360,000	258,709	360,000	570,244
Total ART Revenue	16,144,921	11,452,600	12,131,946	14,806,189
4112 - Amtrak	12,000	-	-	-
4114 - Senior Service Program	24,000	-	-	-
Cooperative Fare Transger Agreements	36,000	11,368	15,024	19,722
Grant Income	2,230,800	3,291,726	4,196,438	1,518,635
Membership Revenues	62,950	62,943	63,123	64,158
Total Sources of Income	18,476,471	15,079,318	16,534,186	16,822,093

ATN is proposing a balanced budget. ATN proposing to return to pre-pandemic operating levels with reinstated revenues and service levels equivalent to FY 2019/22.

USES OF FUNDS

Preparing for FY 2022/23 budget, ATN proposing:

1. Re-introduction of service commensurate with demand
2. Enhanced 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



	FY23 Proposed Budget	
Uses of Funds		
6000 · Personnel Expenses	3,383,269	Includes necessary 17% increase in compensation
6051 · Employee Benefit Contribution	14,000	
7000 · Transportation Service Provider	9,463,262	Includes necessary 18% increase in compensation
7830 · Bus Maintenance - In-house	460,568	Represents 45% reduction in maintenance costs
7240 · Fuel Supplies	734,330	Represents 60% reduction in maintenance costs
8100 · Facilities Maintenance	197,800	
7300 · Marketing & Promotions	241,000	
7600 · Professional Services	1,120,310	
8310 · Grant Admin & Implementation	1,200,000	Includes grant administration for new grants
8002 · Human Resources & Recruitment	24,000	New budget line items
8003 · Human Resources & Training	58,300	New budget line items
7250 · Supplies	138,000	
8200 · Telecommunications	102,000	
7500 · Dues & Subscriptions	61,000	
7110 · Tax Expense	133,143	Represents new property obligation for Claudina Site
7210 · Postage and Delivery	6,000	
7700 · Auto Expense-Gas/Mileage/Parkng	24,000	
7900 · Equip/Furniture/Software Exp	108,000	
8500 · Finance charges	159,900	
8600 · Insurance	402,000	Represents increased costs for value of new ATN fleet
Uses of Funds	18,030,882	
Excess Revenue	440,579	

ATN FY 2022/23 Operating Budget	FY23 Proposed Budget	FY22 Projected	FY22 Adopted	FY19 Actual
Total Sources of Income	18,471,461	15,079,318	16,534,186	16,822,093
Uses of Funds	18,030,882	13,638,504	14,693,558	16,453,717
Excess Revenue	440,579	1,440,814	1,840,628	368,376

- FISCAL YEAR 2023
OPERATING BUDGET HIGHLIGHTS**
1. Rebuild ATN’s Reserve Fund
 2. Service expansion to service John Wayne Airport
 3. Planning for future transportation services – Advancing Neighborhood Networks for All
 4. Robust marketing and communication programs to celebrate 20 years of ART service
 5. Rebuilding of pre-arrival and in-marketing marketing, sales strategies and presence
 6. Mobility as a Services Initiative – MicroTransit, digital/app-based ticketing and website content



Uses of Funds

Uses of Funds						
6000 · Personnel Expenses	3,383,269	2,526,381	3,004,494	2,888,534	17.13%	
6051 · Employee Benefit Contribution	14,000	7,425	-	-		
7000 · Transportation Service Provider	9,463,262	6,513,199	7,812,092	7,983,221	18.54%	
7830 · Bus Maintenance - In-house	460,568	616,923	398,400	849,444	-45.78%	
7240 · Fuel Supplies	734,330	787,224	218,000	1,841,234	-60.12%	
8100 · Facilities Maintenance	197,800	198,857	90,601	101,764	94.37%	
7300 · Marketing & Promotions	241,000	216,506	454,800	505,879	-52.36%	
7600 · Professional Services	1,120,310	1,136,473	986,400	801,847	39.72%	
8310 · Grant Admin & Implementation	1,200,000	479,849	319,992	218,945	N/A	
8002 · Human Resources & Recruitment	24,000	26,903	927	928	2486.21%	
8003 · Human Resources & Training	58,300	36,380	6,000	25,371	129.79%	
7250 · Supplies	138,000	147,149	201,500	152,851	-9.72%	
8200 · Telecommunications	102,000	107,787	96,000	148,195	-31.17%	
7500 · Dues & Subscriptions	61,000	55,598	54,551	59,657	2.25%	
7110 · Tax Expense	133,143	133,143	145,000	68,120	95.45%	
7210 · Postage and Delivery	6,000	2,670	12,000	7,666	-21.73%	
7700 · Auto Expense-Gas/Mileage/Parkng	24,000	49,201	6,000	9,878	142.96%	
7900 · Equip/Furniture/Software Exp	108,000	139,948	156,000	160,021	-32.51%	
8500 · Finance charges	159,900	153,071	439,801	363,507	-56.01%	
8600 · Insurance	402,000	303,817	291,000	266,655	50.76%	
Uses of Funds	18,030,882	13,638,504	14,693,558	16,453,717	9.59%	
Excess Revenue	440,579	1,440,814	1,840,628	368,376		



CAPITAL IMPROVEMENT PROGRAM - AMENDMENT

On June 6, 2018, ATN adopted its first Capital Improvement Program (CIP) which represents ATN's short-range plan and identifies capital projects and large equipment purchases. The CIP also provides a planning schedule and identifies options for financing the plan. This document represented a five-year planning process spanning from Fiscal Year 2022/23 through 2027/2028. The proposed CIP program represents a \$59.5 Million, in funded, capital investments and \$15.8 million in value-add capital investment. The total CIP program of \$75.3 million is fully funded to complete:

1. Electrification of 46 buses – Completed
2. Purchase of five new Zero Emission Buses from Arrival
3. Facility construction and relocation – Claudina and 1354 S. Anaheim Blvd. Sites
4. MicroGrid & Solar Installation through a Power Purchase Agreement

The ATN's CIP program will be enhanced and amended to include findings from the Advancing Neighborhood Networks of All, Center City Corridors and Areas of Persistent Poverty planning activities. The next generation of funding priorities will focus on completion of fleet electrification, Mobility as a Service, MicroTransit, vehicle automation deployment, East/West connections, digital information, as well as post-Covid re-building activities.

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.

Capital Improvement Program Initiatives

	Capital Improvement Program												
	Proposed	TIRCP	Local Match	MSRC	HVIP Credit	Assessments	ATID	Carl	FTA	Financing	CEC	SGIP	Total Available
	Budget	Grant	Match		Vouchers	Center City		Moyer	LoNo				Funds/Budget
COMPLETED PROJECTS													
MICROTRANSIT													
TOTAL MICROTRANSIT -Complete	\$ 959,175	\$ 610,536	\$ 258,640	\$ 90,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 959,175
Two 30' ZEV Buses													
TOTAL 2 - 30' ZEV BUSES - Complete	\$ 957,502	\$ -	\$ -	\$ -	\$ 270,000	\$ 50,000	\$ 500,000	\$ 39,000	\$ -	\$ -	\$ -	\$ -	\$ 859,000
CONTINUING PROJECTS													
Forty ZEV Buses													
10-30' BYD Buses- Complete	4,545,900	2,443,150		149,650	1,310,000		625,000	187,356	500,000				5,715,156
Addon Equipment 30'- Complete	50,000												-
30' Chng Orders - Complete	371,210	198,525											198,525
20-40' BYD Buses-Complete	14,820,000	10,314,500			3,220,000		1,250,000	372,770	970,000				16,127,270
Addon Equipment 40'-Complete	100,000	397,050											397,050
40' Chng Orders-Complete	846,902												-
10-60' BYD Buses-In Process	11,400,000	8,897,250			2,047,000		636,000	185,414	500,000				12,265,664
Addon Equipment 60'-In Process	50,000	198,525											198,525
60' Chng Orders-In Process	639,041												-
Sales Tax @ 3.8125%- Updated - In Process	-	191,464											191,464
REI Cameras- 40 Buses- in Process	-												-
Energy Storage Consultant Contract-In Process	30,000												-
Inspection Services VTC-In Process	126,000												-
Add'l Grant Administration Cost to SCAG-In Process	100,000												-
40-ft ZEB Arrival Buses									2,010,000				-
Project Management (ATN 5-yr Staff Time)	208,000	408,000											408,000
TOTAL FORTY ZEB BUSES	\$ 33,287,053	\$ 23,048,464	\$ -	\$ 149,650	\$ 6,577,000	\$ -	\$ 2,511,000	\$ 745,540	\$ 3,980,000		\$ -	\$ -	\$ 35,501,654
Administration, Maintenance & Charging Facility													
Ow ners Representative Consulting Services	792,000	474,000	387,078										861,078
On-Call_ Construction Management & Design Services	-		90,122										90,122
Facility Construction-CMAR	8,227,013	4,958,000	1,915,000										6,873,000
City of Anaheim_Permits & Inspection Services	100,000												-
Operations Local Support tow ards Electrification Project							4,345,000						4,345,000
Financing										3,000,000			3,000,000
CEC-Microgrid and Infrastructure	4,111,296										5,000,000		5,000,000
SGIP-Battery Storage	1,989,850											1,989,850	1,989,850
Charging Infrastructure(included w ith buses)					-								-
TOTAL ADMINISTRATION, MAINTENANCE & CHARGING FACI	15,220,159	5,432,000	2,392,200	-	-	-	4,345,000	-	3,980,000	3,000,000	5,000,000	1,989,850	22,159,050
TOTAL OF GRANT PROGRAMS	\$ 50,423,888	\$ 29,091,000	\$ 2,650,840	\$ 239,650	\$ 6,847,000	\$ 50,000	\$ 7,356,000	\$ 784,540	\$ 7,960,000		\$ 5,000,000	\$ 1,989,850	\$ 59,478,880

Attachments

Capital Improvement Program Initiatives

	VALUE-ADD INITIATIVES										
Power Purchase Agreement (P3 - PPA)	5,375,000										5,375,000
TOTAL POWER PURCHASE AGREEMENT (PPA)	\$ 5,375,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,375,000
Local Real-Estate Value Match											
Land Value_Claudina Street	\$ 7,250,000		\$ 7,250,000								\$ 7,250,000
Land Value_Manchester Sliver	\$ -		\$ -								\$ -
TOTAL LOCAL REAL-ESTATE VALUE MATCH	\$ 7,250,000	-	\$ 7,250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,250,000
	Yr 1-2022	Yr 2-2023	Yr 3-2024	Yr 4-2025	Yr 5-2026	Yr 7-2027	Yr 8-2028	Yr 9-2029	Yr 10-2030		Total LCFS
Low Carbon Fuel Savings Credits (Cap & Trade developed by Sage)	\$ 500,000	1,353,000	1,302,000	1,257,000	1,211,000	1,998,000	1,915,000	1,846,000	1,775,000		15,223,000
Commission/Brokerage Fees	\$ 75,000	\$ 202,950	\$ 195,300	\$ 188,550	\$ 181,650	\$ 299,700	\$ 287,250	\$ 276,900	\$ 266,250		\$ 2,283,450
Additional Mortgage Expense	\$ 234,000	\$ 234,000	\$ 234,000	\$ 234,000	\$ 234,000	\$ 234,000	\$ 234,000	\$ 234,000	\$ 234,000		\$ 2,340,000
Net Contribution of LCFS Credits	\$ 191,000	\$ 916,050	\$ 872,700	\$ 834,450	\$ 795,350	\$ 1,464,300	\$ 1,393,750	\$ 1,335,100	\$ 1,274,750		\$ 10,599,550
Land Contribution at 70%	\$ (133,700)	\$ (641,235)	\$ (610,890)	\$ (584,115)	\$ (556,745)	\$ (1,025,010)	\$ (975,625)	\$ (934,570)	\$ (892,325)	\$ -	\$ (7,419,685)
Equity Contribution	\$ 57,300	\$ 274,815	\$ 261,810	\$ 250,335	\$ 238,605	\$ 439,290	\$ 418,125	\$ 400,530	\$ 382,425	\$ -	\$ 3,179,865

**Anaheim Transportation Network
Operating Budget_Detail
Fiscal Year 2022/2033**

	FY2023 Proposed	FY2022 Projected	FY2022 Adopted	FY2019 Actual
4000 · ART Revenue				
401 · City of Anaheim Transit Assessm	\$ 10,319,913	\$ 7,523,189	\$ 8,518,911	\$ 9,438,055
4020 · City of Anaheim Ret.Trans.Ass.	\$ 265,008	\$ 244,764	\$ 224,250	\$ 170,386
4040 · Ticket Sales	\$ 4,800,000	\$ 3,167,229	\$ 2,898,785	\$ 4,215,427
4050 · ART Group Sales	\$ 400,000	\$ 258,709	\$ 130,000	\$ 412,077
4070 · Advertising	\$ 360,000	\$ 258,709	\$ 360,000	\$ 570,244
4110 · Cooperative Agreements	\$ 36,000	\$ 11,368	\$ 15,024	\$ 19,722
4300 · Grant Income	\$ 2,230,800	\$ 3,291,726	\$ 4,196,438	\$ 1,518,635
4400 · Membership Revenues	\$ 62,950	\$ 62,943	\$ 63,123	\$ 64,158
4700 · Other Income	\$ 1,800	\$ 238,502	\$ 127,655	\$ 323,291
Total Sources of Funds	\$ 18,476,471	\$ 15,079,318	\$ 16,534,186	\$ 16,822,093
Uses of Funds				
6000 · Personnel Expenses	\$ 3,383,269	\$ 2,526,381	\$ 3,004,494	\$ 2,888,534
6051 · Employee Benefit	\$ 14,000	\$ 7,425	\$ -	\$ -
7000 · Transportation Service Provider	\$ 9,463,262	\$ 6,513,199	\$ 7,812,092	\$ 7,983,221
7040 · Rideshare	\$ -	\$ 364	\$ 12,000	\$ 12,096
7110 · Tax Expense	\$ 133,143	\$ 133,143	\$ 145,000	\$ 68,120
7180 · Fees and Permits	\$ 24,000	\$ 13,273	\$ 24,000	\$ 2,364
7210 · Postage and Delivery	\$ 6,000	\$ 2,670	\$ 12,000	\$ 7,666
7240 · Fuel Supplies	\$ 734,330	\$ 787,224	\$ 218,000	\$ 1,841,234
7250 · Supplies	\$ 138,000	\$ 147,149	\$ 201,500	\$ 152,851
7300 · Website Develop/Maint Exp	\$ 100,000	\$ 6,828	\$ 132,500	\$ 36,215
7310 · Marketing	\$ 72,000	\$ 163,608	\$ 209,700	\$ 372,900
7400 · Board and Committee Expenses	\$ 3,000	\$ 7,326	\$ 6,000	\$ 4,542
7500 · Dues & Subscriptions	\$ 61,000	\$ 55,598	\$ 54,551	\$ 59,657
7600 · Professional Services				
7610 · Legal and Government Affairs	\$ 420,000	\$ 482,614	\$ 456,000	\$ 475,900
7620 · Accounting, Audit & Tax	\$ 30,000	\$ 26,829	\$ 45,400	\$ 30,265
7630 · Technology	\$ 563,510	\$ 496,447	\$ 306,000	\$ 158,489
7640 · Grant Writing	\$ 60,000	\$ 79,556	\$ 126,000	\$ 58,925
7650 · ADP Service	\$ 4,800	\$ 3,347	\$ 3,600	\$ 1,789
7670 · Marketing and Advertising Svcs	\$ 9,000	\$ 505	\$ 31,400	\$ 59,447
7680 · Copy Machine Maintenance	\$ 24,000	\$ 18,156	\$ 18,000	\$ 16,532
7690 · Other Consulting	\$ 9,000	\$ 25,019	\$ -	\$ 500
7600 · Professional Services - Other	\$ -	\$ 4,000		
7600 · Professional Services	\$ 1,120,310	\$ 1,136,473	\$ 986,400	\$ 801,847
7700 · Auto Expense-Gas/Mileage/Parkng	\$ 24,000	\$ 49,201	\$ 6,000	\$ 9,878
7710 · Travel & Entertainment	\$ 66,000	\$ 38,772	\$ 107,100	\$ 96,437
7800 · Repairs and Maint-Facilities	\$ 30,000	\$ 65,983	\$ 36,000	\$ 36,927
7801 · Repairs - Bus Accidents	\$ 30,000	\$ 78,923	\$ -	\$ 159,183
7820 · Bus Maintenance - Contracted	\$ 144,000	\$ 201,295	\$ 136,000	\$ 136,089
7830 · Bus Maintenance - In-house	\$ 249,600	\$ 310,675	\$ 192,000	\$ 849,444
7840 · Lubricants	\$ 30,000	\$ 10,218	\$ 12,000	\$ 1,950
7850 · Batteries	\$ 24,000	\$ -	\$ -	\$ -
7880 · Facility Rental	\$ 60,000	\$ 65,524	\$ 68,400	\$ 76,292
7890 · Vehicle Leases	\$ 37,068	\$ 35,775	\$ 90,000	\$ 24,559
7900 · Equip/Furniture/Software Exp	\$ 108,000	\$ 139,948	\$ 156,000	\$ 160,021
8002 · Prof Development & Training	\$ 24,000	\$ 26,903	\$ 927	\$ 928
8003 · Conferences and Assn Events	\$ 22,300	\$ 18,940	\$ -	\$ 19,525
8100 · Facilities Maintenance	\$ 30,000	\$ 23,897	\$ -	\$ -
81300 · Utilities - Building	\$ 167,800	\$ 174,857	\$ 90,601	\$ 101,764
8200 · Telecommunications	\$ 102,000	\$ 107,787	\$ 96,000	\$ 148,195
8310 · Grant Expense	\$ 1,200,000	\$ 479,849	\$ 319,992	\$ 218,945
8400 · Miscellaneous Expense				
8403 · Drug and Alcohol Program	\$ 36,000	\$ 17,440	\$ 6,000	\$ 6,119
8400 · Miscellaneous Expense	\$ 36,000	\$ 292	\$ -	\$ 11,365
8500 · Finance charges	\$ 159,900	\$ 153,071	\$ 439,801	\$ 363,507
8600 · Insurance	\$ 402,000	\$ 303,817	\$ 291,000	\$ 266,655
8669 · California Income Taxes	\$ 1,600	\$ 1,695	\$ 2,000	\$ 17,302
Total Uses of Funds	18,030,882	13,805,523	14,868,058	16,936,332
Working Capital	445,589	1,273,795	1,666,128	(114,239)