



EMERYVILLE TRANSPORTATION MANAGEMENT ASSOCIATION

Chair

Bobby Lee, At-Large
Residential Member

Vice Chair

Peter Schreiber
Pixar

Treasurer

Andrea Kirkpatrick
Oxford Properties

Secretary

Ally Fitzmaurice
Bay Center Investors, LLC

Directors

Geoffrey Sears
Wareham
Development

Colin Osborne
Employer Member

Andrew Allen
At-Large Business
Member

Laurie Berberich
SPU 2100 Powell LP.

Brooks Jessup,
At-Large Residential
Member

Christa Williams,
Bay Street/CenterCal

AGENDA

Board of Directors Meeting

June 17, 2025 @ 11:00 AM

1333 Park Avenue, Council Chambers, Emeryville, CA 94608

Hybrid [Teams](#): Meeting ID: 293 996 386 737 - Passcode: 44op37ib

1. Call to Order
2. Public Comment
3. Approval of the Minutes of the May 20, 2025 Board of Directors Meeting (Page 2)
4. Executive Directors Report
 - A. Operations Report (Page 7)
 - B. RFP Update
 - C. Strategic Plan Implementation Update
5. Business Items
 - A. Review and Consider Acceptance of the Independent Auditor's Report on the 2024 Financial Statements ([Attachment](#))
 - B. Authorize signing and filing of 2024 Federal Tax Return and State Annual Information Return ([Attachment](#))
 - C. Review and Consider Approval to Reinvest Matured CD Funds (Page 28)
 - D. Review and Consider Approval of Amendment 4 to the Professional Services Agreement with the City of Emeryville for a 1-year extension for 8 to Go Paratransit Services (Page 29)
 - E. Review and Consider Approval of Amendment 3 to the Professional Services Agreement with ALTRANS TMA, Inc. for Agency Management & Administration Services (Page 32)
6. Confirm date of Next Meeting – August 19, 2025
7. Adjournment

EMERYVILLE TRANSPORTATION MANAGEMENT ASSOCIATION

ACTION SUMMARY MINUTES

Board of Directors Meeting

May 20, 2025

LOCATION: 1333 PARK AVENUE, GARDEN ROOM

EMERYVILLE, CA 94608

Hybrid Teams: Meeting ID: 293 996 386 737 – Passcode: 44op37ib

*Directors Present: Bobby Lee, Chair
Geoffrey Sears, Treasurer
Ally Fitzmaurice, Director
Andrea Kirkpatrick, Director
Christa Williams, Director
Brooks Jessup, Director*

*Others Present: Daniel Oliver, ALTRANS
Janet Shipp, ALTRANS
Lucey Gorrill, ALTRANS
Andrew Ridley, ALTRANS (Teams)
Justine Burt, ALTRANS (Teams)
Robby Kendall, Fishnets & Film*

1. Call to Order
Bobby Lee called the Board of Director's meeting to order at 11:15 am
2. Public Comment: 11:15am
No comments
3. Approval of the Minutes of the April 15, 2025 Board of Directors Meeting: 11:15am
Geoff Sears motioned for approval of the Minutes of the April 15, 2025 Board of Directors Meeting. Christa Williams seconded the motion.

This item was approved by a unanimous vote.

Yes: 6

No: 0

Abstain: 0

4. Board of Directors Vacancies: 11:16am
*There are currently 2 vacant seats for 1 business member and 1 employer member.
Bobby Lee nominated Colin Osborne as the Employer member. Geoff Sears seconded this nomination. This will leave 1 business member seat available.*

This item was approved by a unanimous vote.

Yes: 6

No: 0

Abstain: 0

5. Appointment of Officers: 11:19am

A. Chair – Bobby Lee

Bobby Lee nominated himself to continue as Chair. Geoff Sears seconded the nomination.

This item was approved by a unanimous vote.

Yes: 6

No: 0

Abstain: 0

B. Vice Chair – Peter Schreiber

Geoff Sears nominated Peter Schreiber to continue as Vice Chair. Bobby Lee seconded the nomination.

This item was approved by a unanimous vote.

Yes: 6

No: 0

Abstain: 0

C. Secretary – Ally Fitzmaurice

Ally Fitzmaurice nominated herself to act as Secretary. Geoff Sears seconded the nomination.

This item was approved by a unanimous vote.

Yes: 6

No: 0

Abstain: 0

D. Treasurer – Andrea Kirkpatrick

Andrea Kirkpatrick nominated herself to act as Treasurer. Geoff Sears seconded the nomination.

This item was approved by a unanimous vote.

Yes: 6

No: 0

Abstain: 0

6. Executive Directors Report

A. Operations Report

In the month of April we had 43,960 passenger trips which is a 5% increase from March but it also represents a 4% decrease from last year. As to why this is happening, Shellbound ridership for the year is up 1% but Hollis is down 8% from last year. That 8% represents 1,181 passenger trips per month that Hollis has decreased from last year. The weekend is down 5%, which amounts to 703 passenger trips lost this year.

B. Operations Update

Daniel gave an update on the Hollis construction for the Sustainable Streets project. The only impact seen for the route is south bound Hollis turning on to Park where the drivers could not turn properly. The drivers used a quick detour going around the block and didn't really add any extra time. Daniel is working with the City for better communication on any upcoming roadwork.

The City contacted us wanting to add a bike share station to our Powell Avenue and fire station stop. We worked with the operations team to determine how much space would be needed and it was concluded that a minimum of 60 feet would be needed to be able to fully pull into the stop. The City had this approved by the Transportation and Sustainability Committee. After Brooks Jessup shared that there is casual carpooling sharing the white space designated for the busses, Daniel will request that the City red curb part of the white space so that the casual carpooling is not blocking the bus stop.

C. Charter Request Update

We had a request from Robby Kendall from Fishnets and Film at the April board meeting to open EGR for board approved charter services and the board approved to enter into negotiations with Fishnets and Film for an event on June 7. After discussing this with MV Transportation and the ETMA's attorney we found out that the EGR fleet is not currently registered and filed with the Public Utilities Commission to be able to provide charter services. The vehicles would need to be registered under MV's charter party permit and would require additional permitting, recording and regulatory steps to be able to offer charter services. Further research is being looked into with MV on what would be required and what the potential impacts would be to the ETMA if we did have our vehicles under that regulatory under the Public Utilities Commission. Due to these issues, Robby Kendall was notified that we wouldn't be able to accommodate the June 7 event at present. Once Daniel hears back from MV and after discussing with the attorneys we will know what the next steps would look like if we were to move forward with charter services.

D. RFP Update

We sent out the RFP to 24 vendors. The deadline for questions is June 6 and the submission deadline is June 27. After this, the RFP subcommittee will meet and review all the proposals, conduct interviews if the subcommittee feels that is necessary and then it will be brought to the board on August 19 for official selection. The agreement approval is scheduled for September 16 with service starting January 1, 2026.

E. Strategic Plan Quick Wins Update

We are researching and reaching out to marketing vendors to help us put together a marketing strategy. Developing a marketing strategy was part of the Strategic Plan. We need to put together a comprehensive fleet plan and schedule. We will also be looking into receiving help with a vendor conducting a survey.

- i. Appoint Sub-Committee for on-going Strategic Plan programs
Brooks Jessup volunteered to be part of the Sub-Committee along with Geoff Sears, Christa Williams and Bobby Lee as an alternate. This Sub-Committee will meet virtually.

7. Business Items

- A. Review and Consider Amending Article V, Section 20(1) of the ETMA Bylaws allowing the removal of directors based on non-consecutive unexcused absences. 12:03pm
At the April board meeting there was a question whether a director in question is allowed to vote regarding their removal and our attorney said that yes, our elected Directors, such as Business and Employer Directors, do get to vote regarding their removal. However, Corporate and Residential Directors, who are designated by a business or the City, would need to be removed and replaced by the entity that designated them. Another question that arose at the April board meeting was what the definition of an excused absence was. We currently show 3 absences within a term year, May to April. Daniel changed this to a rolling 12-month period.

Geoff Sears motioned for approval to amend Article V, Section 20(1) of the ETMA Bylaws allowing the removal of directors based on non-consecutive unexcused absences. Brooks Jessup seconded the motion.

This item was approved by a unanimous vote.

Yes: 6

No: 0

Abstain: 0

- B. 2025 1st Quarter Financial Report: 12:11pm

Daniel reported that we are at 100% of our anticipated revenue and 100% of our anticipated expenditures. Overall, we are seeing \$4,000 less than we anticipated for the quarter. We have one investment account that will be maturing this week and

another investment account that will be maturing at the beginning of June. Daniel will bring a recommendation for the 2 accounts to be renewed at the next meeting in June. Through all 4 of the investment accounts the ETMA has accrued \$322,381.00 in interest earned since we opened the first account in June 2023.

C. Review and Consider approval of the 2026 Preliminary Budget & PBID Levy

Recommendation to City Council: 12:17pm

Daniel explained that the main purpose of the 2026 Preliminary Budget is to secure a new PBID Levy rate. Every year we have the ability to raise the PBID levy amount up to 5%. This is part of the city's budget process which is approved in July. This will go to Council in June. The final budget is approved in October or November of each year.

Geoff Sears motioned for approval of the 2026 Preliminary Budget & 0% PBID Levy Recommendation to City Council. Christa Williams seconded the motion.

This motion was not approved.

Yes: 2

No: 4

Abstain: 0

Bobby Lee motioned for approval of the 2026 Preliminary Budget & 3% increase PBID Levy Recommendation to City Council. Brooks Jessup seconded the motion.

This motion was approved by a split vote.

Yes: 4

No: 2

Abstain: 0

D. Discussion of on-bus advertising pilot program: 12:55pm

This has been moved to the sub-committee to discuss and develop.

E. Appoint Executive Director Performance Review Committee, if desired: 12:56pm

If the Board would like to put together a review for Daniel and ALTRANS there should be about 3 or 4 Directors on the Committee. Bobby Lee has quarterly check-ins with Andrew Ridley. Andrew said we could generate templates that can be used for the review and share with the Committee. Andrea Kirkpatrick volunteered to take the lead and Ally and Bobby volunteered.

8. Confirm date of Next Meeting – June 17, 2025

The meeting date was confirmed for June 17, 2025.

9. Adjournment

The meeting adjourned at approx. 12:58 pm



EMERYVILLE TRANSPORTATION MANAGEMENT ASSOCIATION



Emery Go-Round

Monthly Operations Report
May 2025

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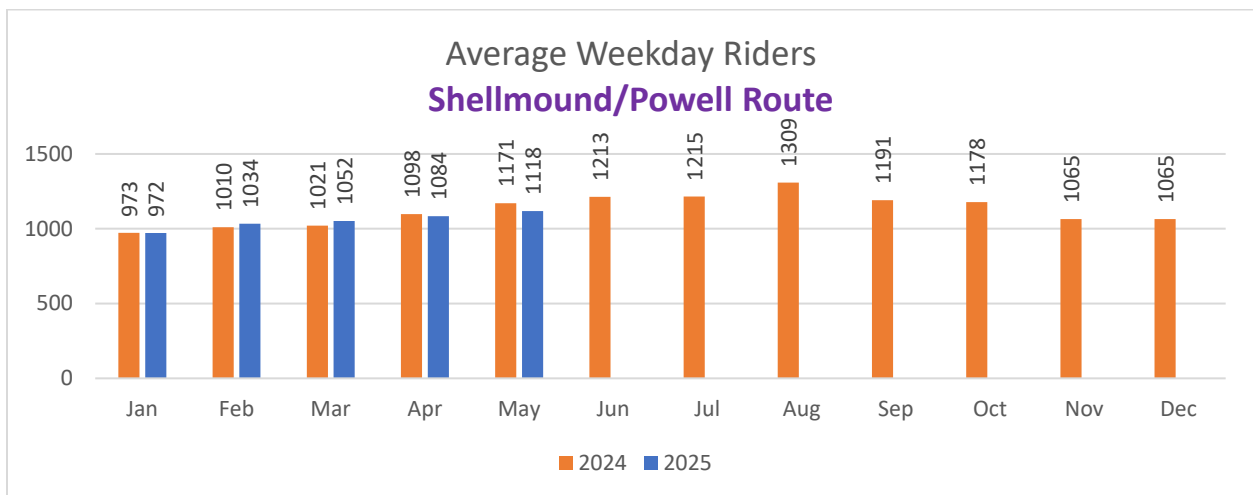
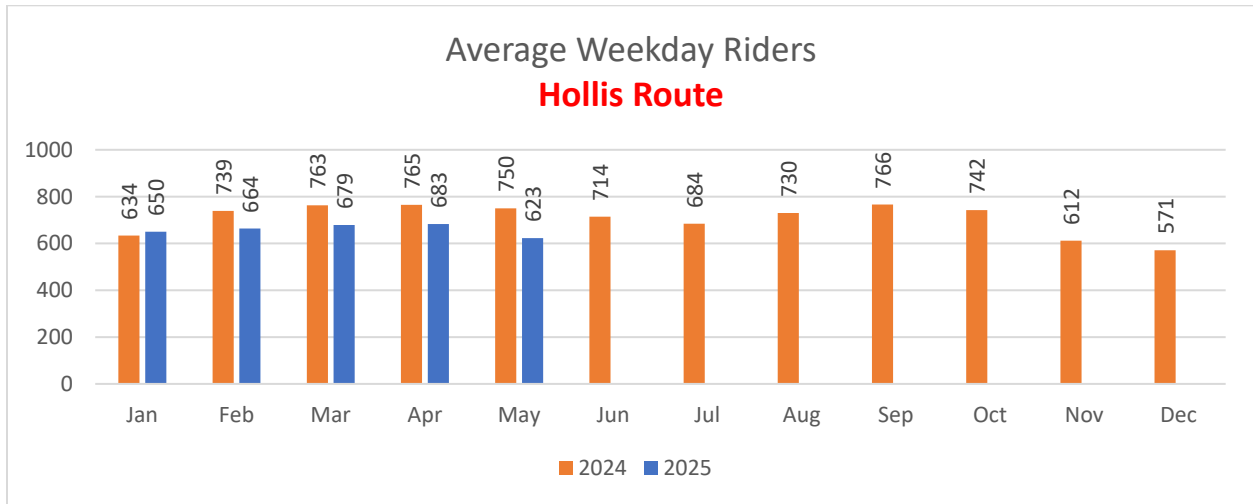
| WEEKDAY RIDERSHIP | | | | | | | | | | | | | |
|--------------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| 2025 | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total to Date |
| Total Monthly Weekday Ridership | 35,671 | 32,264 | 36,353 | 38,870 | 36,567 | | | | | | | | 179,725 |
| # of Operating Days | 22 | 19 | 21 | 22 | 21 | | | | | | | | 105 |
| Average Daily Ridership | 1621 | 1698 | 1731 | 1767 | 1741 | | | | | | | | 1,712 |
| % Increase/Decrease from Prior Month | -1% | 5% | 2% | 2% | -1% | | | | | | | | |
| % Increase/Decrease from Prior Year | 1% | -3% | -3% | -5% | -9% | | | | | | | | |
| 2024 | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total to Date |
| Total Monthly Weekday Ridership | 35,354 | 34,974 | 37,472 | 40,965 | 42,266 | 38,524 | 41,770 | 44,851 | 39,133 | 44,148 | 33,552 | 34,349 | 467,358 |
| # of Operating Days | 22 | 20 | 21 | 22 | 22 | 20 | 22 | 22 | 20 | 23 | 20 | 21 | 255 |
| Average Daily Ridership | 1607 | 1749 | 1784 | 1862 | 1921 | 1926 | 1899 | 2039 | 1957 | 1919 | 1678 | 1636 | 1,833 |
| % Increase/Decrease from Prior Month | -2% | 9% | 2% | 4% | 3% | 0% | -1% | 7% | -4% | -2% | -13% | -2% | |
| % Increase/Decrease from Prior Year | 16% | 12% | 11% | 11% | 5% | 5% | 2% | 9% | 7% | 3% | -5% | -1% | |
| WEEKEND RIDERSHIP | | | | | | | | | | | | | |
| 2025 | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total to Date |
| Total Monthly Weekend Ridership | 5292 | 5113 | 6340 | 5090 | 6661 | | | | | | | | 28,496 |
| # of Operating Days | 8 | 8 | 10 | 7 | 9 | | | | | | | | 42 |
| Average Daily Ridership | 662 | 639 | 634 | 727 | 740 | | | | | | | | 678 |
| % Increase/Decrease from Prior Month | 0% | -3% | -1% | 15% | 2% | | | | | | | | |
| % Increase/Decrease from Prior Year | 5% | -8% | -15% | 1% | 1% | | | | | | | | |
| 2024 | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total to Date |
| Total Monthly Weekend Ridership | 5032 | 5568 | 6728 | 5780 | 5862 | 7206 | 5991 | 7765 | 7236 | 6265 | 6619 | 5924 | 75,976 |
| # of Operating Days | 8 | 8 | 9 | 8 | 8 | 10 | 8 | 9 | 9 | 8 | 9 | 9 | 103 |
| Average Daily Ridership | 629 | 696 | 748 | 723 | 733 | 721 | 749 | 863 | 804 | 783 | 735 | 658 | 738 |
| % Increase/Decrease from Prior Month | -15% | 11% | 7% | -3% | 1% | -2% | 4% | 15% | -7% | -3% | -6% | -11% | |
| % Increase/Decrease from Prior Year | 20% | 28% | 23% | 7% | 7% | 7% | 6% | 18% | 12% | 4% | 0% | -11% | |
| COMBINED RIDERSHIP | | | | | | | | | | | | | |
| 2025 | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total to Date |
| Total Monthly Ridership | 40,963 | 37,377 | 42,693 | 43,960 | 43,228 | - | - | - | - | - | - | - | 208,221 |
| # of Operating Days | 30 | 27 | 31 | 29 | 30 | - | - | - | - | - | - | - | 147 |
| Total Service Hours | 2,781 | 2,444 | 2,746 | 2,781 | 2,713 | | | | | | | | 13,465 |
| Average Daily Ridership (Weighted) | 1,532 | 1,586 | 1,601 | 1,681 | 1,633 | | | | | | | | 1,416 |
| Passengers Per Service Hour (Pax/SH) | 15 | 15 | 16 | 16 | 16 | | | | | | | | 15 |
| Operations Cost | \$ 253,540.39 | \$ 230,469.07 | \$ 250,939.82 | \$ 253,608.11 | \$ 248,989.74 | | | | | | | | \$ 1,237,547.13 |
| Cost Per Passenger Trip | \$ 6.19 | \$ 6.17 | \$ 5.88 | \$ 5.77 | \$ 5.76 | | | | | | | | \$ 5.94 |
| % Increase/Decrease from Prior Month | 0% | 3% | 1% | 5% | -3% | | | | | | | | |
| % Increase/Decrease from Prior Year | 1% | -3% | -4% | -4% | -10% | | | | | | | | -7% |
| 2024 | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total to Date |
| Total Monthly Ridership | 40,386 | 40,542 | 44,200 | 46,745 | 48,128 | 45,730 | 47,761 | 52,616 | 46,369 | 50,413 | 40,171 | 40,273 | 543,334 |
| # of Operating Days | 30 | 28 | 30 | 30 | 30 | 30 | 30 | 31 | 29 | 31 | 29 | 30 | 358 |
| Total Service Hours | 2,781 | 2,556 | 2,713 | 2,781 | 2,781 | 2,634 | 2,781 | 2,826 | 2,589 | 2,893 | 2,601 | 2,555 | 32,489 |
| Average Daily Ridership (Weighted) | 1,516 | 1,642 | 1,673 | 1,756 | 1,811 | 1,777 | 1,792 | 1,917 | 1,827 | 1,818 | 1,572 | 1,530 | 1,518 |
| Passengers Per Service Hour (Pax/SH) | 15 | 16 | 16 | 17 | 17 | 17 | 17 | 19 | 18 | 17 | 15 | 16 | 17 |
| Operations Cost | \$ 232,512.72 | \$ 216,620.43 | \$ 226,964.35 | \$ 231,942.63 | \$ 232,403.25 | \$ 221,572.59 | \$ 231,900.33 | \$ 235,684.09 | \$ 219,918.03 | \$ 239,917.63 | \$ 221,512.32 | \$ 216,798.18 | \$ 2,727,746.55 |
| Cost Per Passenger Trip | \$ 5.76 | \$ 5.34 | \$ 5.13 | \$ 4.96 | \$ 4.83 | \$ 4.85 | \$ 4.86 | \$ 4.48 | \$ 4.74 | \$ 4.76 | \$ 5.51 | \$ 5.38 | \$ 5.02 |

Ridership Summary

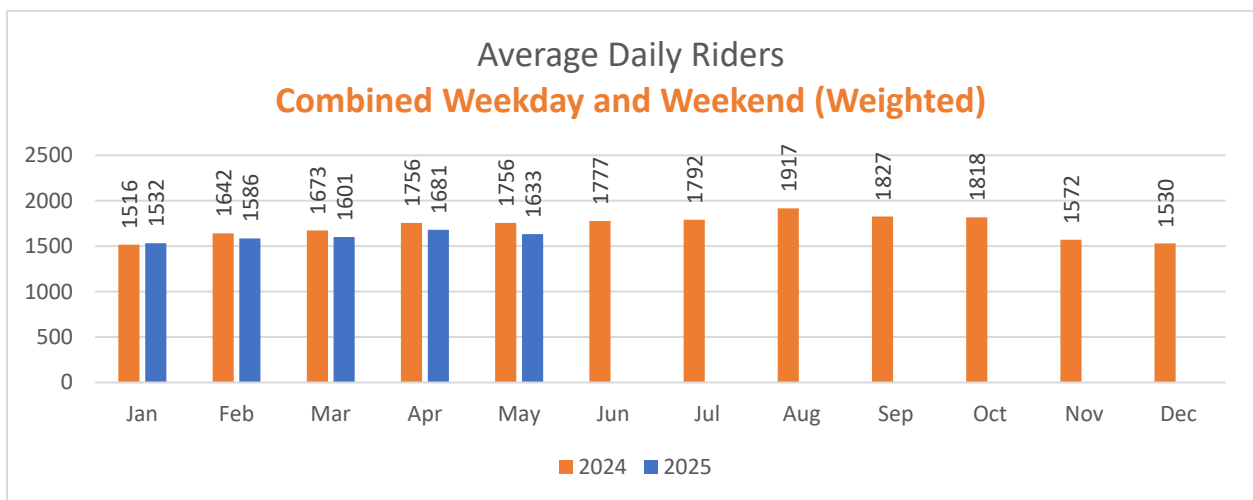
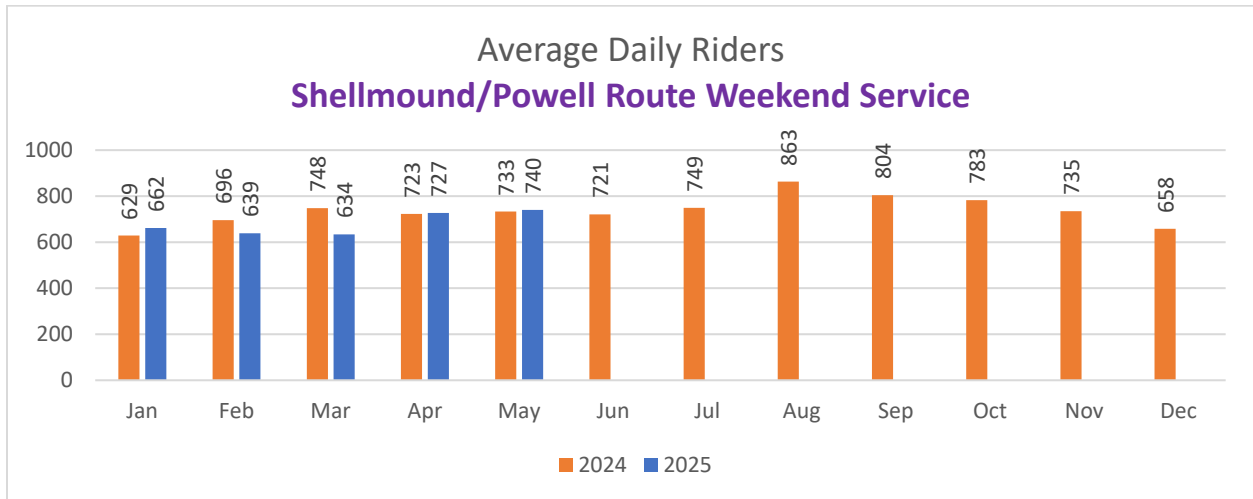
In May 2025, the Emery Go-Round ridership decreased 3% from the previous month and decreased 10% from the previous year.

Weekday ridership peaked at 5:00 PM for the Hollis Route and 4:00 PM for the Shellmound/Powell Route. Saturday ridership peaked at 3:00PM and Sunday ridership peaked at 4:00 PM

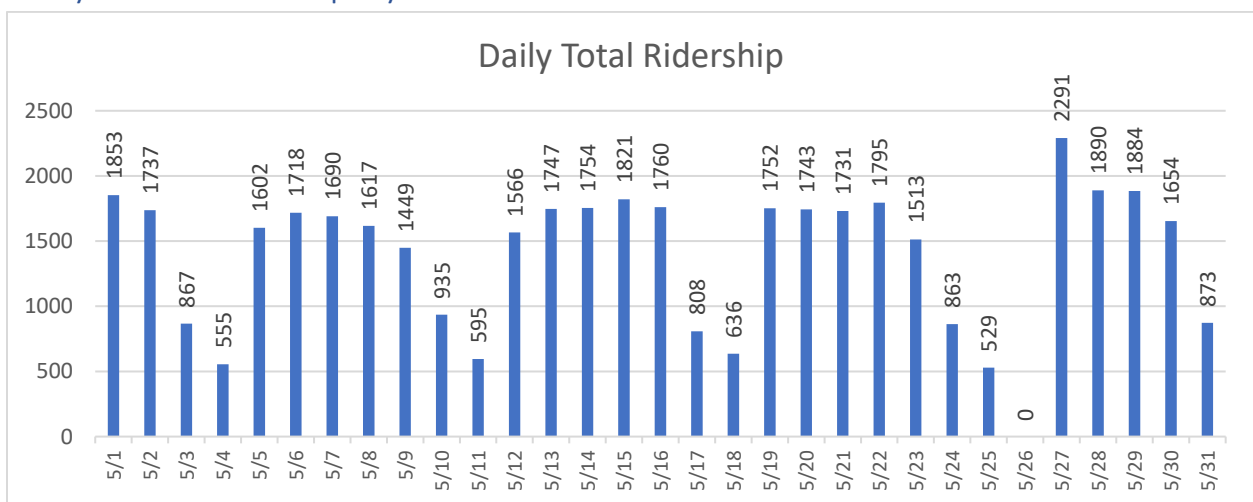
Average Daily Ridership Comparisons (YTD)



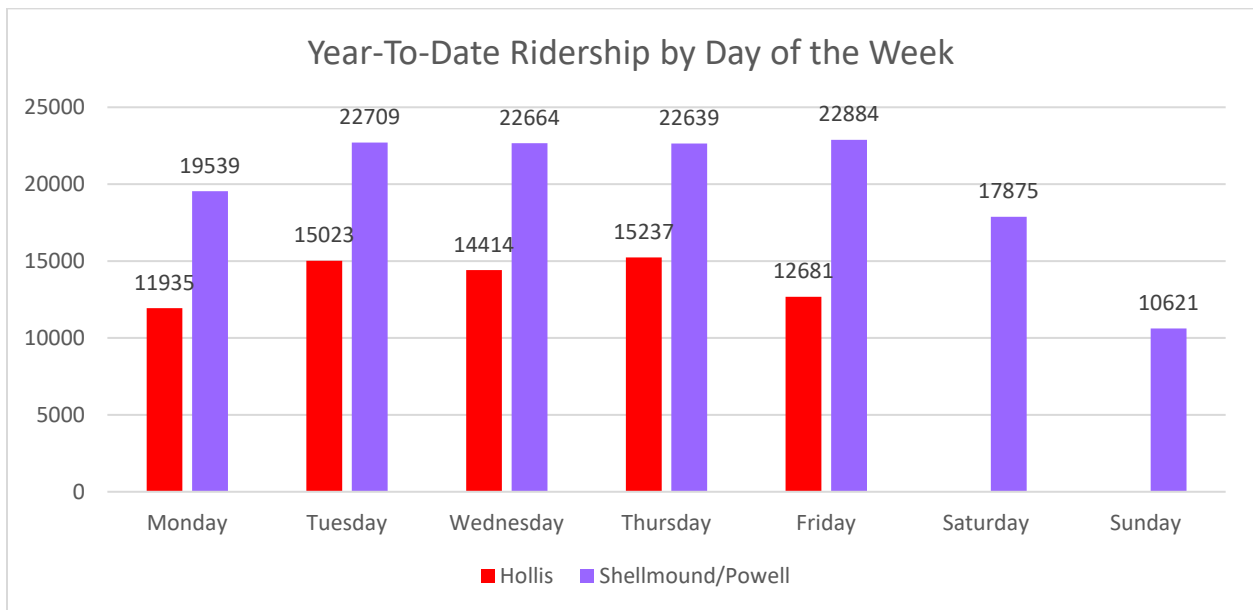
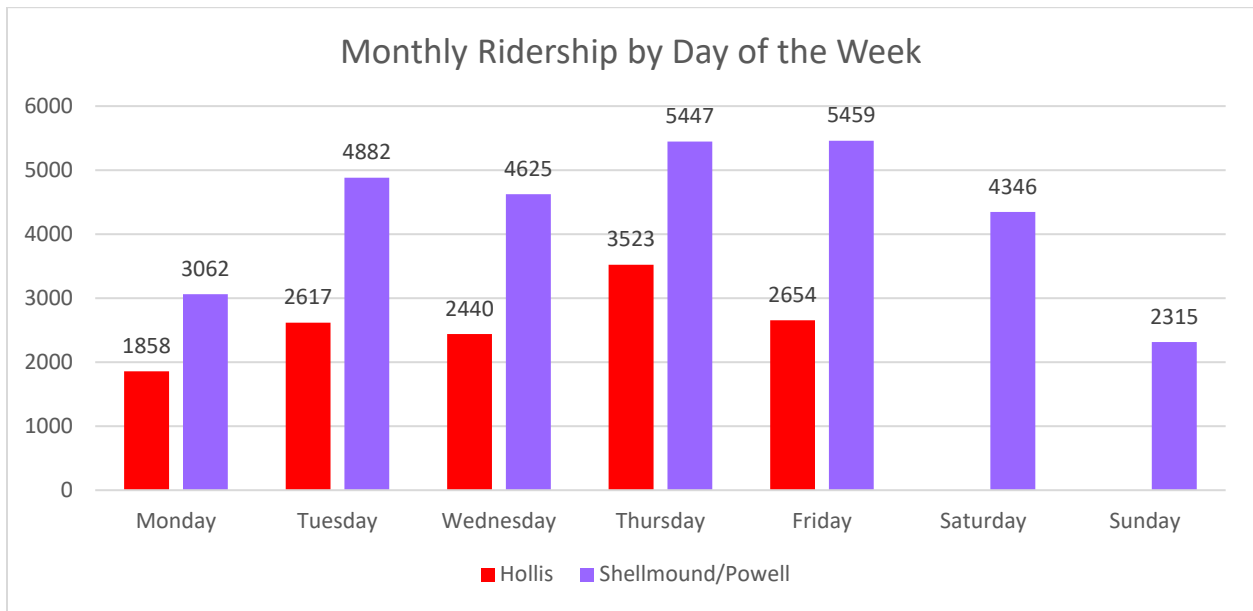
Average Daily Ridership Comparisons (YTD) (cont'd)



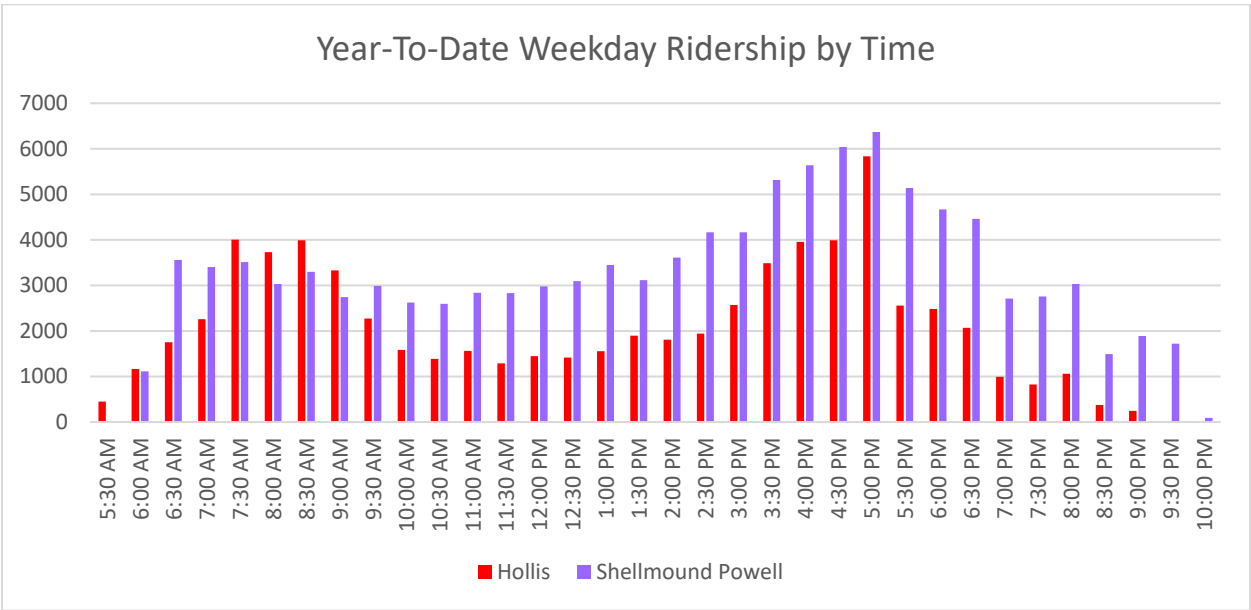
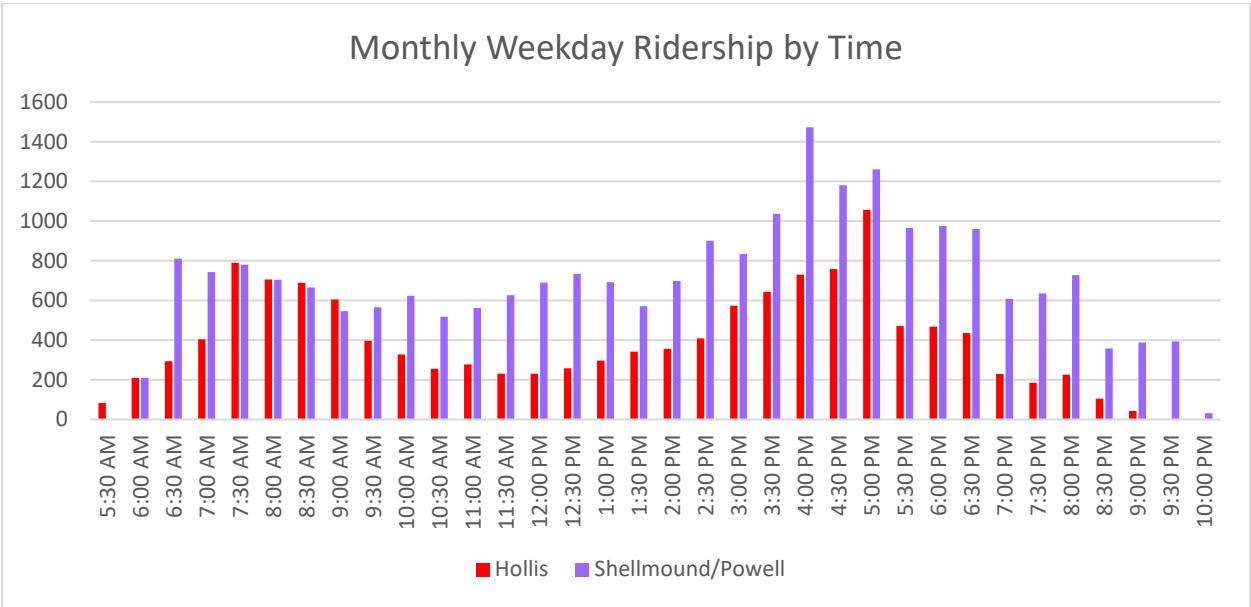
Daily Total Ridership by Date



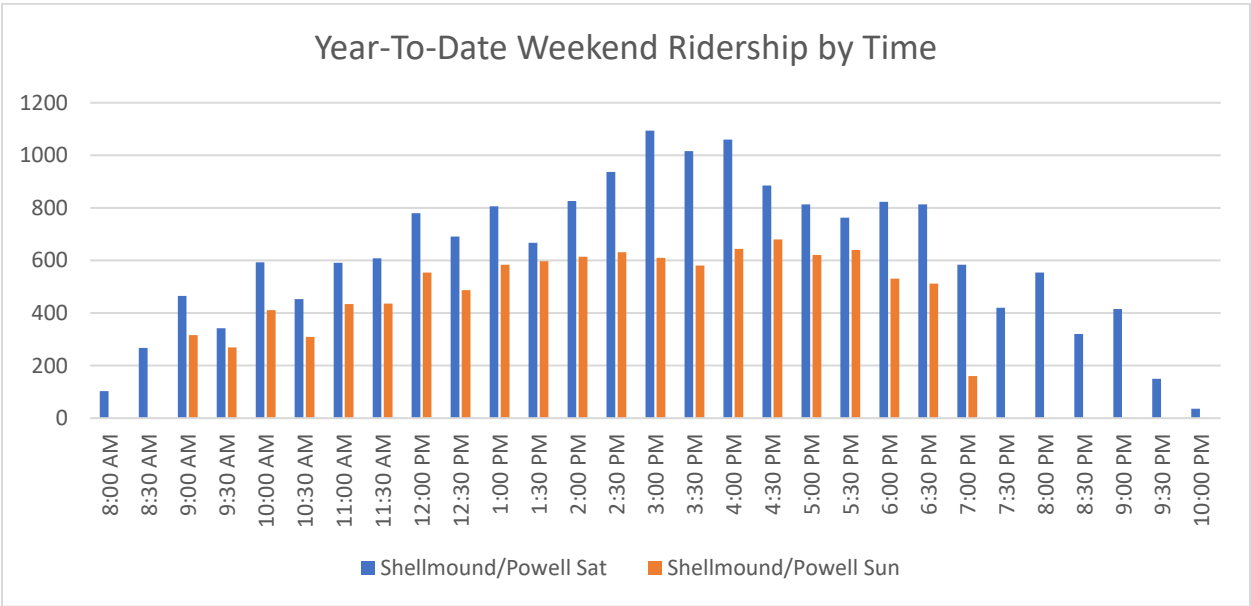
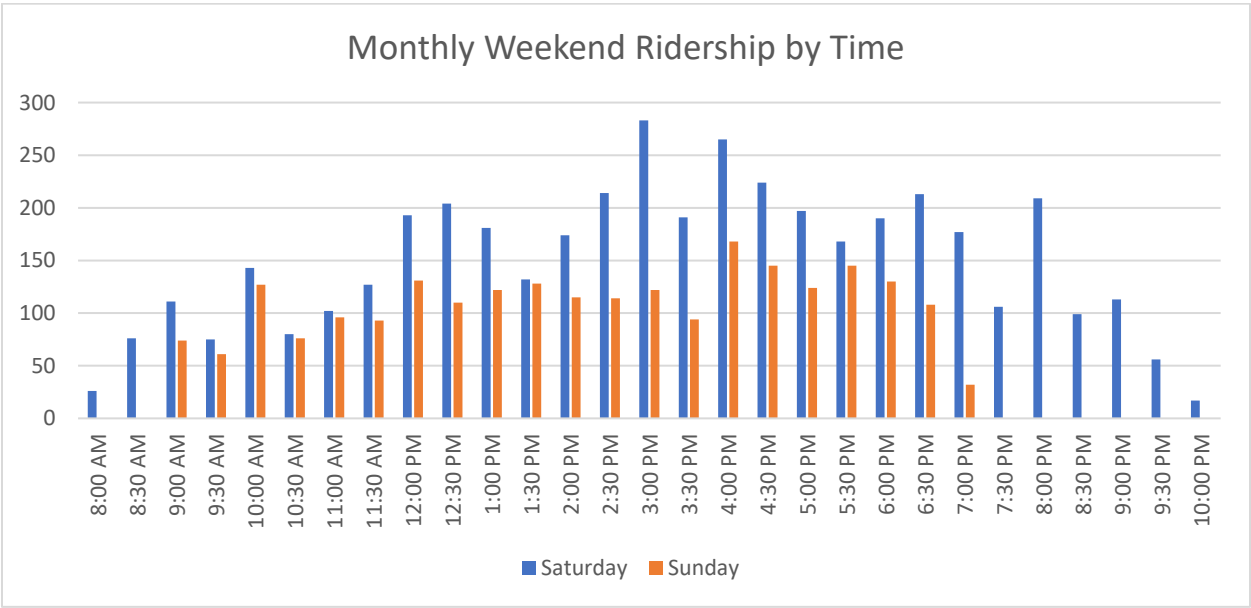
Ridership by Day of the Week



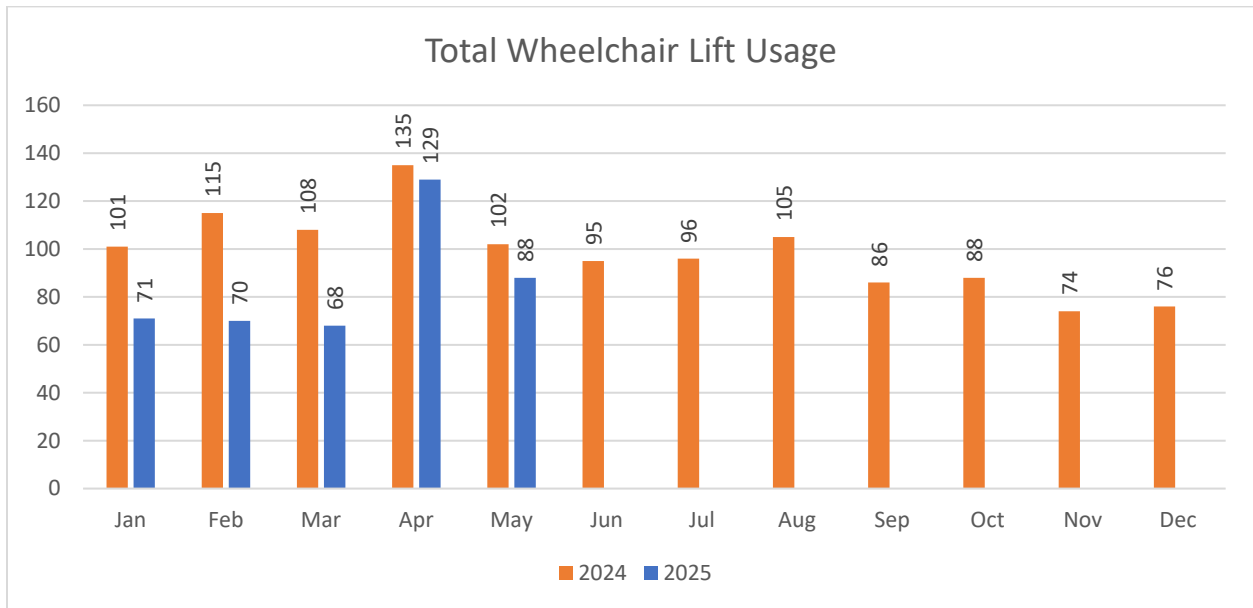
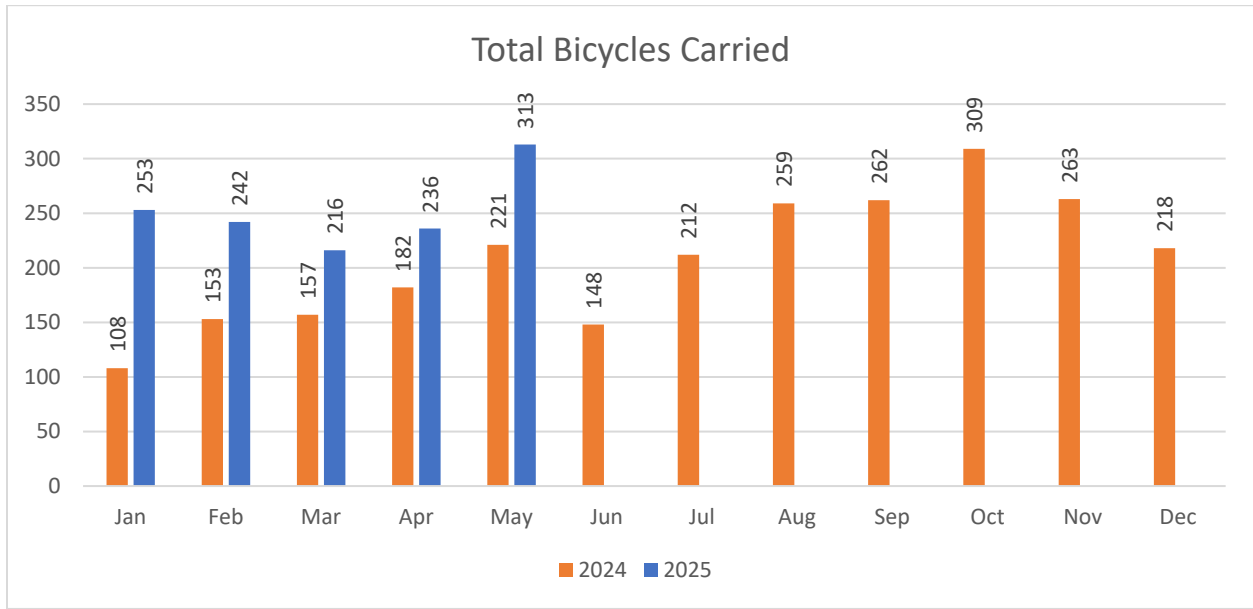
Total Ridership by Time



Total Ridership by Time, Cont'd



Additional Ridership Data



Total Use (Boarding & Alighting) by Stop

Hollis Weekday Service

| Hollis | Boarding | Alighting | Monthly Total Use | % of Monthly Total Use |
|--------------------------------|--------------|--------------|-------------------|------------------------|
| MacArthur BART Station | 5330 | 5281 | 10611 | 40.6% |
| Berkeley Bowl SB | 1206 | 1116 | 2322 | 8.9% |
| Hollis @ 59th SB | 1739 | 219 | 1958 | 7.5% |
| Hollis @ 65th SB | 1254 | 329 | 1583 | 6.1% |
| Park Ave @ San Pablo (IHOP) WB | 624 | 731 | 1355 | 5.2% |
| Horton @ 59th (Amtrak) NB | 206 | 1149 | 1355 | 5.2% |
| Hollis @ 65th NB | 110 | 783 | 893 | 3.4% |
| Hollis @ 53rd SB | 681 | 180 | 861 | 3.3% |
| Hollis @ 59th NB | 125 | 644 | 769 | 2.9% |
| Emery St @ 40th EB | 222 | 459 | 681 | 2.6% |
| Hollis @ 53rd NB | 84 | 467 | 551 | 2.1% |
| Stanford Ave @ Horton WB | 52 | 475 | 527 | 2.0% |
| Park Ave @ Pixar EB | 363 | 157 | 520 | 2.0% |
| Hollis @ 63rd SB | 485 | 28 | 513 | 2.0% |
| Park Ave @ Pixar WB | 192 | 310 | 502 | 1.9% |
| Hollis @ 45th SB | 283 | 184 | 467 | 1.8% |
| Hollis @ 64th NB | 16 | 371 | 387 | 1.5% |
| Hollis @ 45th NB | 120 | 188 | 308 | 1.2% |
| Total | 13092 | 13071 | 26163 | 100.0% |

| Year to Date Total Use | % of Year to Date Total Use |
|------------------------|-----------------------------|
| 56963 | 41.2% |
| 13006 | 9.4% |
| 5949 | 4.3% |
| 7676 | 5.5% |
| 7312 | 5.3% |
| 8077 | 5.8% |
| 4651 | 3.4% |
| 4300 | 3.1% |
| 6447 | 4.7% |
| 3126 | 2.3% |
| 3004 | 2.2% |
| 2956 | 2.1% |
| 2669 | 1.9% |
| 3993 | 2.9% |
| 2358 | 1.7% |
| 2213 | 1.6% |
| 2334 | 1.7% |
| 1358 | 1.0% |
| 138392 | 100.0% |

Total Use (Boarding & Alighting) by Stop (cont'd)

Shellmound/Powell Weekday Service

| Shellmound/Powell Weekday | Boarding | Alighting | Monthly Total Use | % of Monthly Total Use |
|---------------------------------|--------------|--------------|-------------------|------------------------|
| MacArthur BART Station | 7735 | 8296 | 16031 | 35.8% |
| Christie @ Trader Joe's SB | 2209 | 746 | 2955 | 6.6% |
| 40th @ San Pablo EB | 1556 | 1047 | 2603 | 5.8% |
| Shellmound @ Bay St (IKEA) NB | 297 | 2099 | 2396 | 5.4% |
| 40th @ San Pablo WB | 1222 | 1171 | 2393 | 5.3% |
| Shellmound @ Christie NB | 491 | 1525 | 2016 | 4.5% |
| Powell @ Police/Fire Station EB | 1575 | 336 | 1911 | 4.3% |
| 40th @ Horton WB | 758 | 843 | 1601 | 3.6% |
| 40th @ Horton EB | 1045 | 551 | 1596 | 3.6% |
| Powell @ Watergate Market WB | 253 | 986 | 1239 | 2.8% |
| Shellmound @ Public Market NB | 346 | 766 | 1112 | 2.5% |
| 40th @ Hollis WB | 618 | 488 | 1106 | 2.5% |
| 40th @ Emery EB | 298 | 731 | 1029 | 2.3% |
| 65th @ Shellmound | 327 | 657 | 984 | 2.2% |
| 40th @ Emery WB | 577 | 387 | 964 | 2.2% |
| Christie @ 64th SB | 236 | 691 | 927 | 2.1% |
| Powell @ The Marina | 453 | 452 | 905 | 2.0% |
| The Towers | 367 | 472 | 839 | 1.9% |
| Christie @ Public Market SB | 488 | 291 | 779 | 1.7% |
| 40th @ Hollis EB | 476 | 226 | 702 | 1.6% |
| Powell @ Hilton Garden Inn WB | 127 | 155 | 282 | 0.6% |
| Christie @ FedEx SB | 122 | 140 | 262 | 0.6% |
| Christie @ 65th SB | 62 | 47 | 109 | 0.2% |
| Shellmound @ Marriott SB | 0 | 0 | 0 | 0.0% |
| Total | 21638 | 23103 | 44741 | 100.0% |

| Year to Date Total Use | % of Year to Date Total Use |
|------------------------|-----------------------------|
| 74849 | 34.9% |
| 13818 | 6.5% |
| 11840 | 5.5% |
| 10731 | 5.0% |
| 12592 | 5.9% |
| 9397 | 4.4% |
| 9010 | 4.2% |
| 7830 | 3.7% |
| 8254 | 3.9% |
| 5824 | 2.7% |
| 4267 | 2.0% |
| 5862 | 2.7% |
| 4793 | 2.2% |
| 4096 | 1.9% |
| 4655 | 2.2% |
| 4538 | 2.1% |
| 3366 | 1.6% |
| 4257 | 2.0% |
| 3832 | 1.8% |
| 3270 | 1.5% |
| 1413 | 0.7% |
| 1282 | 0.6% |
| 746 | 0.3% |
| 3677 | 1.7% |
| 214199 | 100.0% |

Total Use (Boarding & Alighting) by Stop (cont'd)

Shellmound/Powell Weekend Service

| Shellmound/Powell Weekend | Boarding | Alighting | Monthly Total Use | % of Monthly Total Use |
|---------------------------------|-------------|-------------|-------------------|------------------------|
| MacArthur BART Station | 1955 | 2040 | 3995 | 32.0% |
| Christie @ Trader Joe's SB | 702 | 243 | 945 | 7.6% |
| Shellmound @ Bay St (IKEA) NB | 92 | 849 | 941 | 7.5% |
| 40th @ San Pablo WB | 421 | 331 | 752 | 6.0% |
| Shellmound @ Christie NB | 172 | 496 | 668 | 5.4% |
| 40th @ San Pablo EB | 334 | 310 | 644 | 5.2% |
| 40th @ Horton WB | 351 | 283 | 634 | 5.1% |
| 40th @ Horton EB | 262 | 328 | 590 | 4.7% |
| Powell @ Police/Fire Station EB | 364 | 92 | 456 | 3.7% |
| 65th @ Shellmound | 137 | 234 | 371 | 3.0% |
| Powell @ The Marina | 165 | 179 | 344 | 2.8% |
| 40th @ Emery EB | 73 | 243 | 316 | 2.5% |
| Shellmound @ Public Market NB | 84 | 204 | 288 | 2.3% |
| 40th @ Emery WB | 183 | 79 | 262 | 2.1% |
| Powell @ Watergate Market WB | 55 | 199 | 254 | 2.0% |
| 40th @ Hollis WB | 141 | 101 | 242 | 1.9% |
| Christie @ 64th SB | 122 | 91 | 213 | 1.7% |
| 40th @ Hollis EB | 107 | 59 | 166 | 1.3% |
| Christie @ Public Market SB | 88 | 43 | 131 | 1.1% |
| The Towers | 22 | 67 | 89 | 0.7% |
| Christie @ FedEx SB | 32 | 46 | 78 | 0.6% |
| Powell @ Hilton Garden Inn WB | 42 | 32 | 74 | 0.6% |
| Christie @ 65th SB | 6 | 7 | 13 | 0.1% |
| Shellmound @ Marriott SB | 0 | 0 | 0 | 0.0% |
| Total | 5910 | 6556 | 12466 | 100.0% |

| Year to Date Total Use | % of Year to Date Total Use |
|------------------------|-----------------------------|
| 17018 | 31.1% |
| 4107 | 7.5% |
| 3926 | 7.2% |
| 3420 | 6.2% |
| 2940 | 5.4% |
| 2928 | 5.3% |
| 2462 | 4.5% |
| 2509 | 4.6% |
| 1911 | 3.5% |
| 1557 | 2.8% |
| 1117 | 2.0% |
| 1334 | 2.4% |
| 1290 | 2.4% |
| 1123 | 2.1% |
| 1003 | 1.8% |
| 1553 | 2.8% |
| 887 | 1.6% |
| 768 | 1.4% |
| 626 | 1.1% |
| 294 | 0.5% |
| 328 | 0.6% |
| 312 | 0.6% |
| 119 | 0.2% |
| 1226 | 2.2% |
| 54758 | 100.0% |

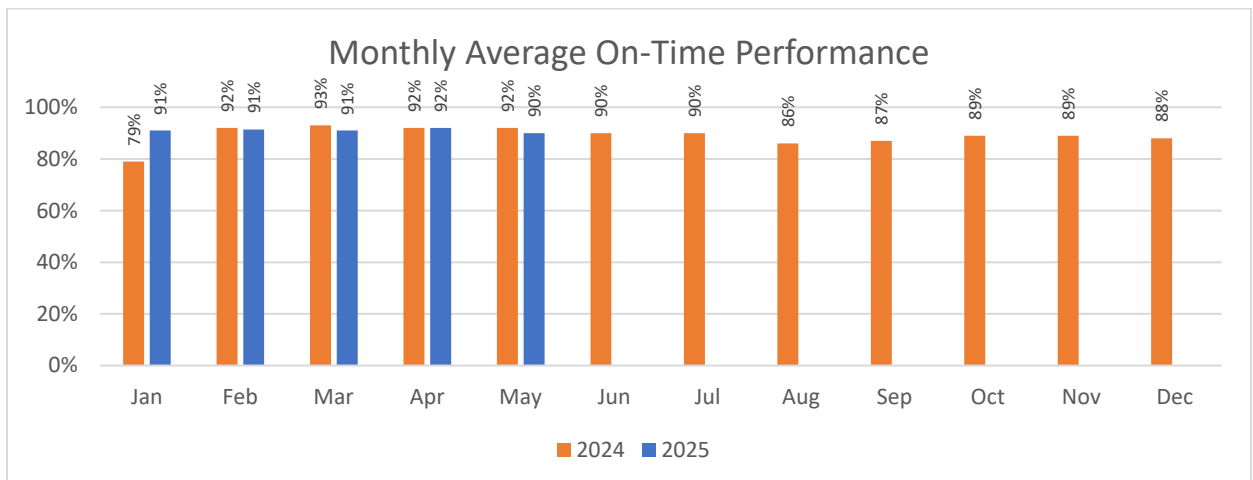
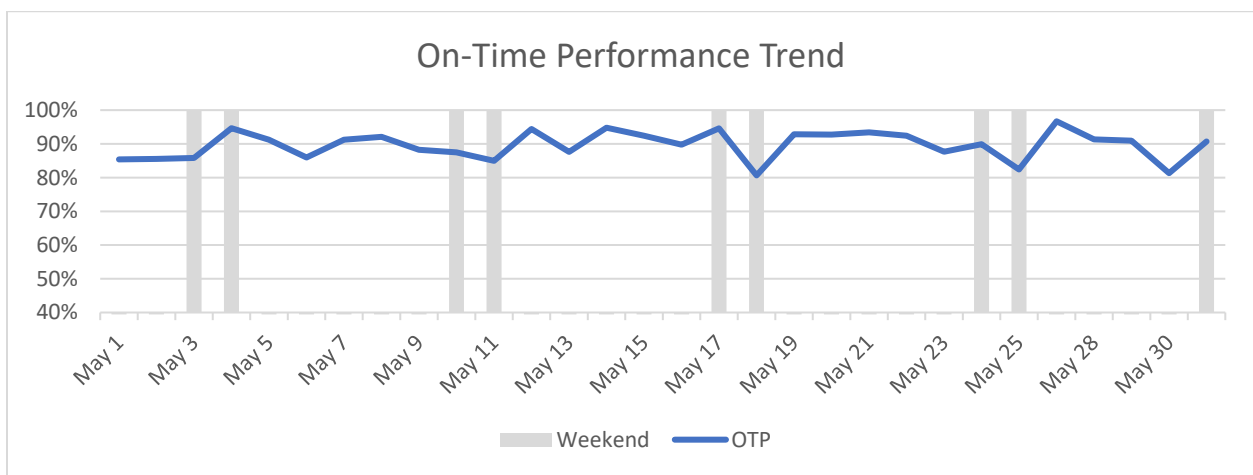
On-Time Performance

On-Time Performance (OTP) data is gathered from the TripShot app, which provides accurate GPS data for the shuttles and records the arrival and departure times for each of the timepoints along each route.

A shuttle is considered On-Time if it arrives up to 5 minutes after the scheduled time or departs no earlier than 1 minute before the scheduled time.

Throughout the month:

- The Hollis Route averaged an OTP of 92%
- The Shellmound/Powell Weekday Route averaged an OTP of 89%
- The Shellmound/Powell Weekend Route averaged an OTP of 88%
- The Average Total Monthly OTP for all routes was 90%

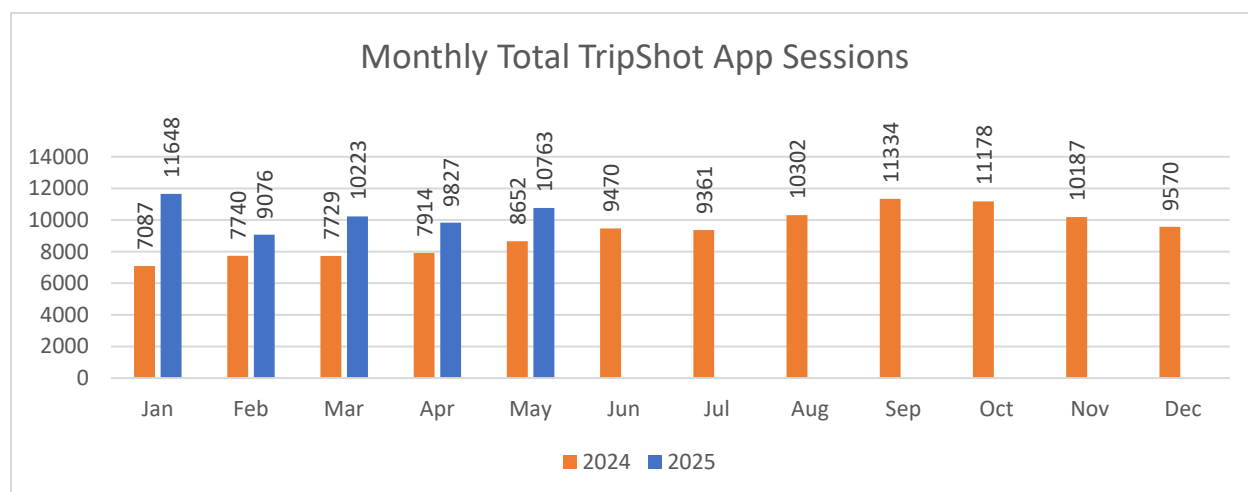
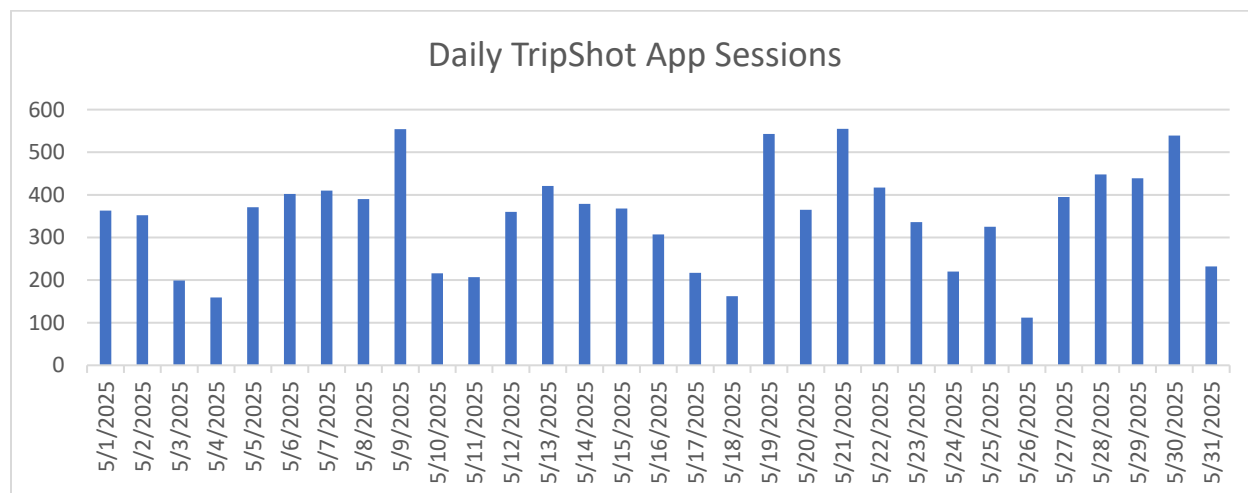


TripShot App Usage

Utilization

The TripShot app does not require users to create accounts and the only data that is gathered is the IP address of the device, which changes based on the networks or cell towers that the device connects to. Because of this, it is not possible to track the number of TripShot app users, however, it is possible to track the number of app “sessions.” While this does not allow us to know how many people are using the app, it does tell us how often it is used.

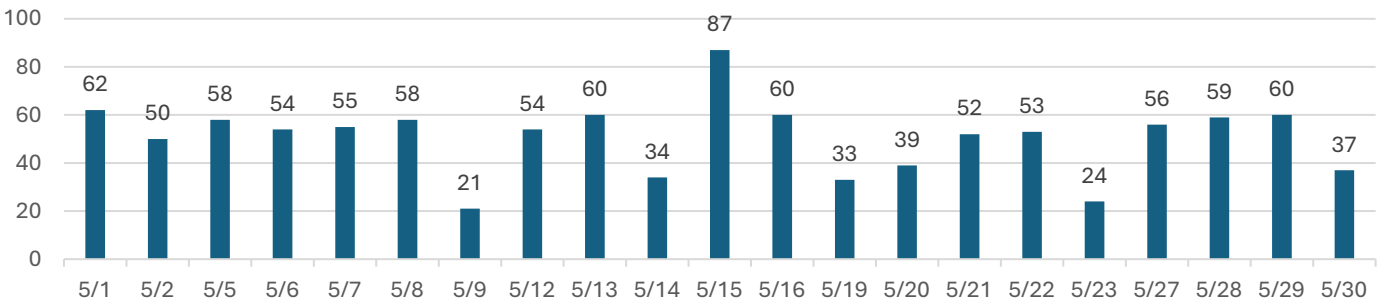
Total Monthly App Sessions: 10,763



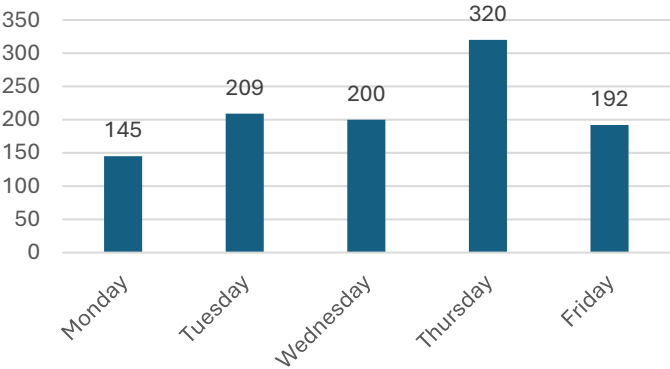


May 2025 Operations Report

Daily Ridership

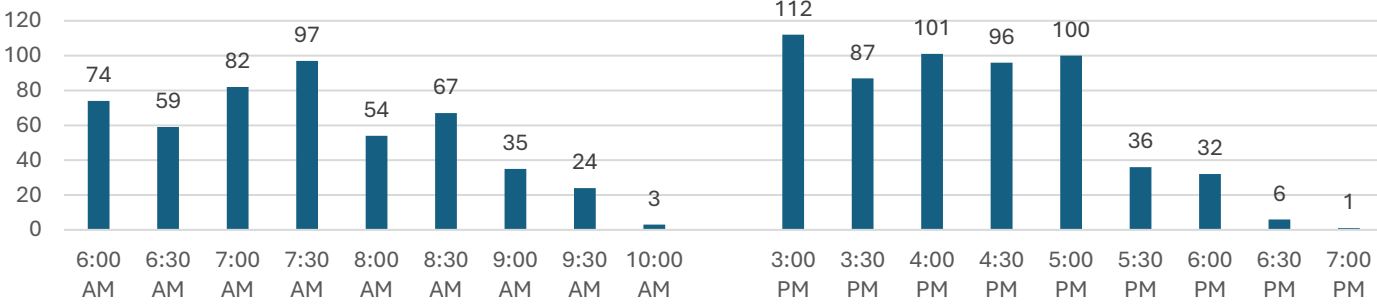


Ridership by Day of the Week



| Stop | Boarding | Alighting | Usage | % |
|----------------|----------|-----------|-------|--------|
| Ashby BART | 476 | 572 | 1048 | 49.3% |
| Dwight @ 6th | 232 | 202 | 434 | 20.4% |
| #700 Heinz | 132 | 72 | 204 | 9.6% |
| 2600 10th St. | 82 | 62 | 144 | 6.8% |
| 7th @ Parker | 49 | 56 | 105 | 4.9% |
| Potter @ 7th | 33 | 49 | 82 | 3.9% |
| Heinz @ 7th | 36 | 35 | 71 | 3.3% |
| #725 Potter | 14 | 13 | 27 | 1.3% |
| 9th @ Carleton | 12 | 0 | 12 | 0.6% |
| Total | 1066 | 1061 | 2127 | 100.0% |

Ridership by Half Hour

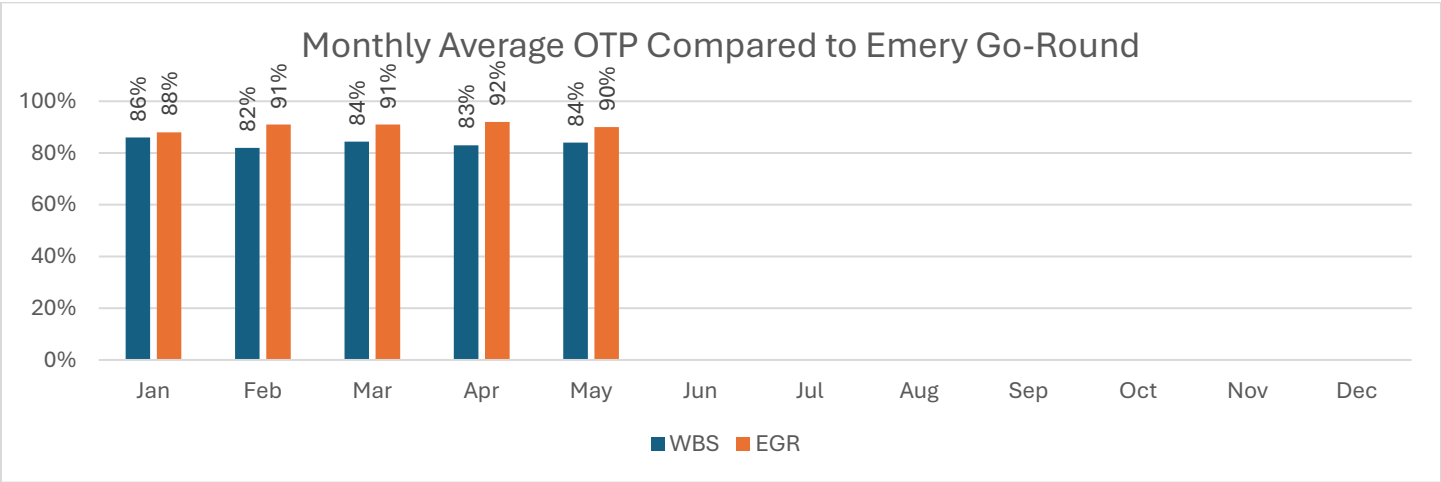
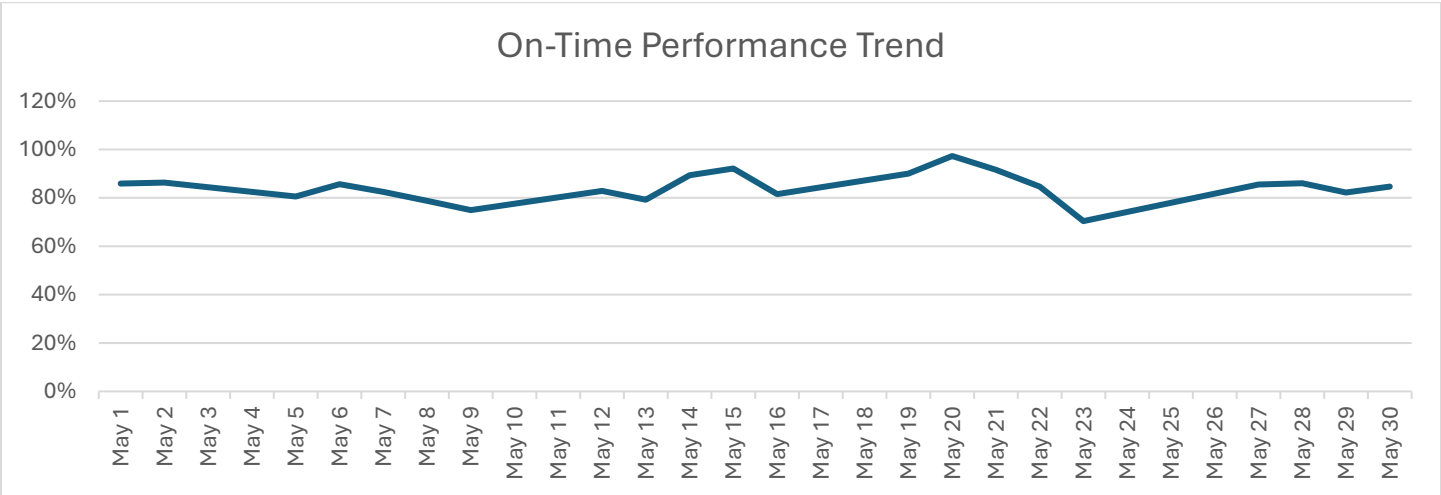


On-Time Performance

On-Time Performance data is gathered from the TripShot app, which provides accurate GPS data for the shuttles and records the arrival and departure times for each of the timepoints along each route.

A shuttle is considered On-Time if it arrives up to 5 minutes after the scheduled time or departs no earlier than 1 minute before the scheduled time.

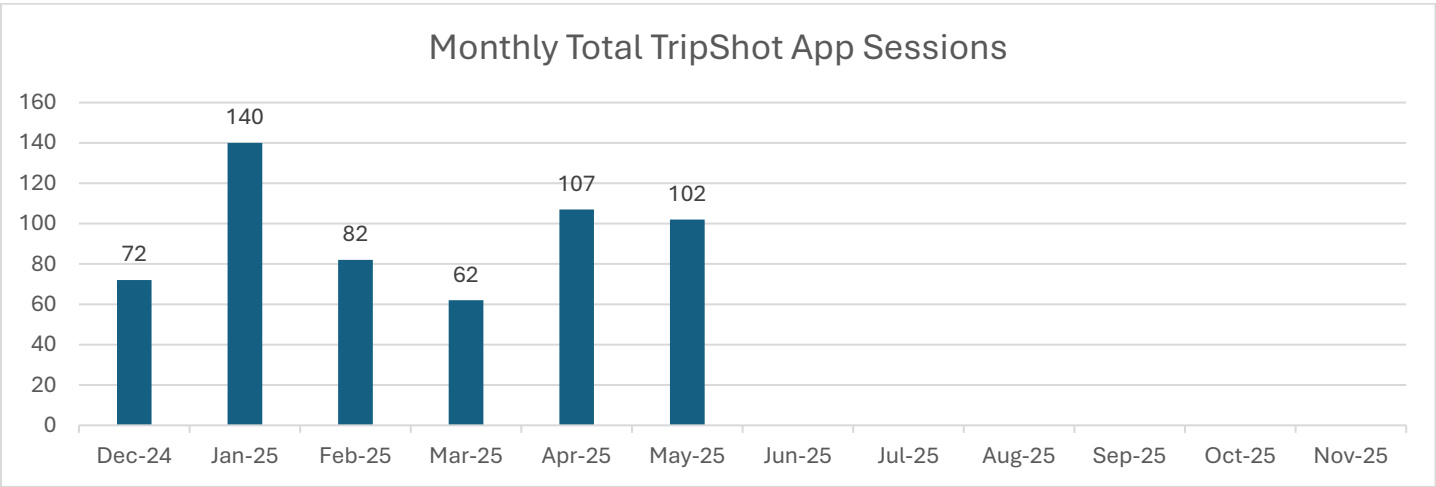
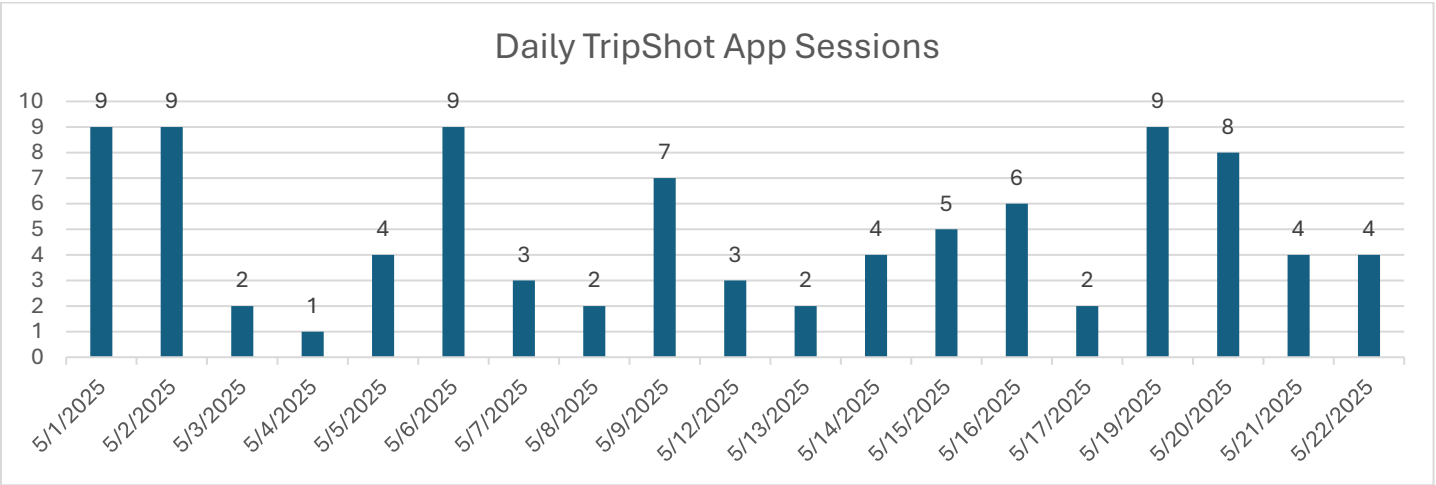
Overall On-Time Performance: 84%



TripShot App Usage:

The TripShot app does not require users to create accounts and the only data that is gathered is the IP address of the device, which changes based on the networks or cell towers that the device connects to. Because of this, it is not possible to track the number of TripShot app users, however, it is possible to track the number of app “sessions.” While this does not allow us to know how many people are using the app, it does tell us how often it is used.

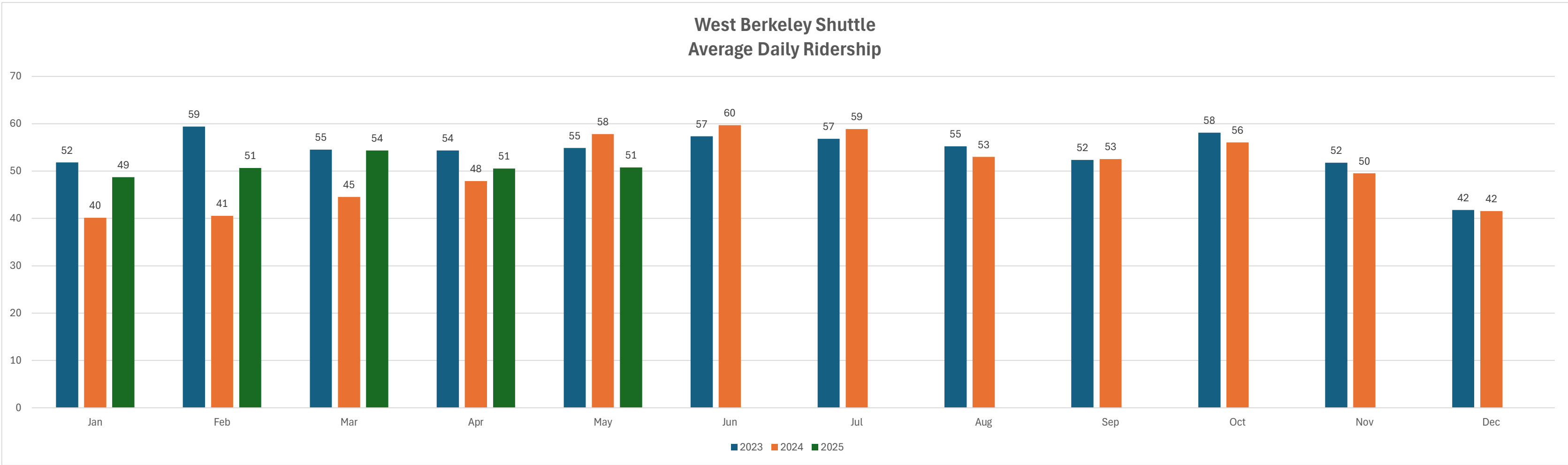
Total Monthly App Sessions: 102





West Berkeley Shuttle

| 2025 | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|--------------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Total Monthly Ridership | 1,023 | 963 | 1,141 | 1,112 | 1,066 | | | | | | | | 5,305 |
| # of Operating Days | 21 | 19 | 21 | 22 | 21 | | | | | | | | 104 |
| Average Daily Ridership | 49 | 51 | 54 | 51 | 51 | | | | | | | | 51 |
| Cost Per Passenger Trip | \$ 25.18 | \$ 24.78 | \$ 22.36 | \$ 23.49 | \$ 23.75 | | | | | | | | \$ 23.86 |
| % Increase/Decrease from Prior Month | 17% | 4% | 7% | -7% | 0% | | | | | | | | |
| % Increase/Decrease from Prior Year | 21% | 25% | 22% | 6% | -12% | | | | | | | | 2% |
| % of Pre COVID Baseline | 19% | 21% | 24% | 23% | 23% | | | | | | | | 0% |
| 2024 | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
| Total Monthly Ridership | 883 | 811 | 936 | 1,054 | 1,272 | 1,194 | 1,296 | 1,166 | 998 | 1,289 | 941 | 873 | 12,713 |
| # of Operating Days | 22 | 20 | 21 | 22 | 22 | 20 | 22 | 22 | 19 | 23 | 19 | 21 | 253 |
| Average Daily Ridership | 40 | 41 | 45 | 48 | 58 | 60 | 59 | 53 | 53 | 56 | 50 | 42 | 50 |
| Cost Per Passenger Trip | \$ 26.68 | \$ 27.37 | \$ 24.43 | \$ 22.34 | \$ 18.19 | \$ 18.58 | \$ 18.22 | \$ 20.25 | \$ 22.10 | \$ 18.70 | \$ 22.79 | \$ 25.64 | \$ 21.61 |
| % Increase/Decrease from Prior Month | -4% | 1% | 10% | 7% | 21% | 3% | -1% | -10% | -1% | 7% | -12% | -16% | |
| % Increase/Decrease from Prior Year | -23% | -32% | -18% | -12% | 5% | 4% | 4% | -4% | 0% | -4% | -4% | -1% | -7% |
| % of Pre COVID Baseline | 16% | 17% | 19% | 22% | 26% | 28% | 28% | 24% | 21% | 21% | 19% | 21% | 22% |
| 2023 | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
| Total Monthly Ridership | 1,140 | 1,129 | 1,254 | 1,087 | 1,207 | 1,262 | 1,137 | 1,271 | 1,047 | 1,278 | 1,035 | 836 | 13,683 |
| # of Operating Days | 22 | 19 | 23 | 20 | 22 | 22 | 20 | 23 | 20 | 22 | 20 | 20 | 253 |
| Average Daily Ridership | 52 | 59 | 55 | 54 | 55 | 57 | 57 | 55 | 52 | 58 | 52 | 42 | 54 |
| Cost Per Passenger Trip | \$ 17.79 | \$ 16.33 | \$ 17.16 | \$ 18.07 | \$ 17.34 | \$ 16.52 | \$ 17.17 | \$ 16.96 | \$ 19.04 | \$ 16.40 | \$ 19.10 | \$ 23.75 | \$ 17.78 |
| % Increase/Decrease from Prior Month | 8% | 15% | -8% | 0% | 1% | 5% | -1% | -3% | -5% | 11% | -11% | -19% | |
| % Increase/Decrease from Prior Year | 53% | 54% | 34% | 37% | 20% | 14% | 10% | 8% | -5% | -7% | -3% | -13% | 14% |
| % of Pre COVID Baseline | 20% | 25% | 24% | 25% | 25% | 27% | 27% | 25% | 21% | 22% | 20% | 21% | 23% |





May 2025 8 to Go Ridership Report

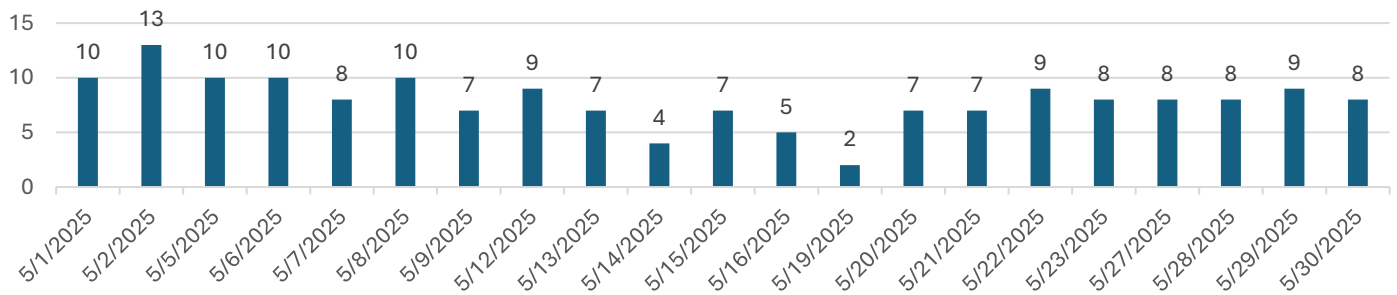
Monthly Statistics

Total Number of Trips: 161
Daily Average Trips: 8
Number of Users: 21

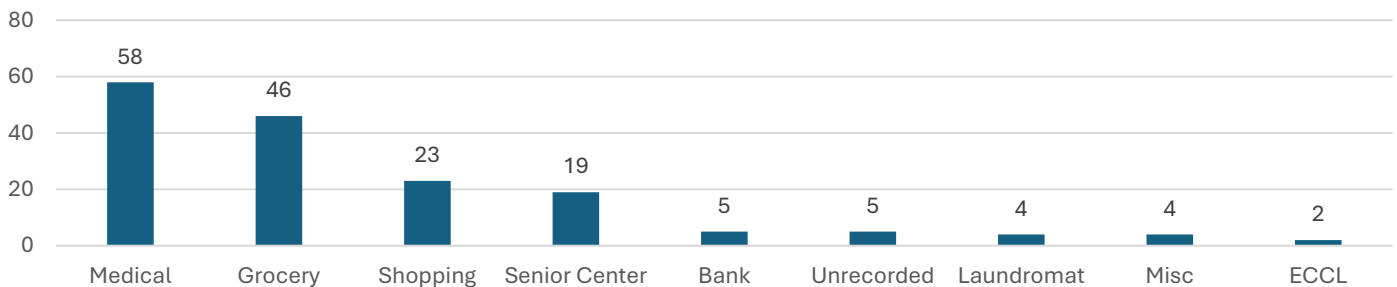
How Trips Are Scheduled

Scheduled: 68%
Add-On: 32%

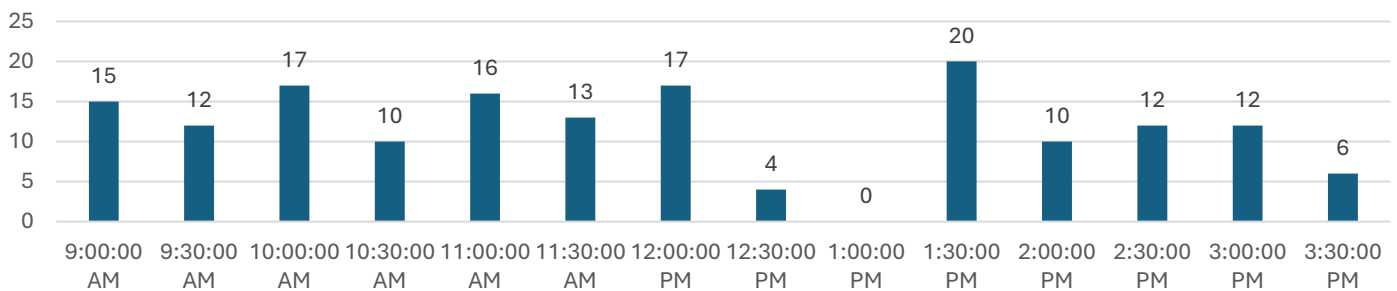
Daily Ridership



Ridership by Trip Use



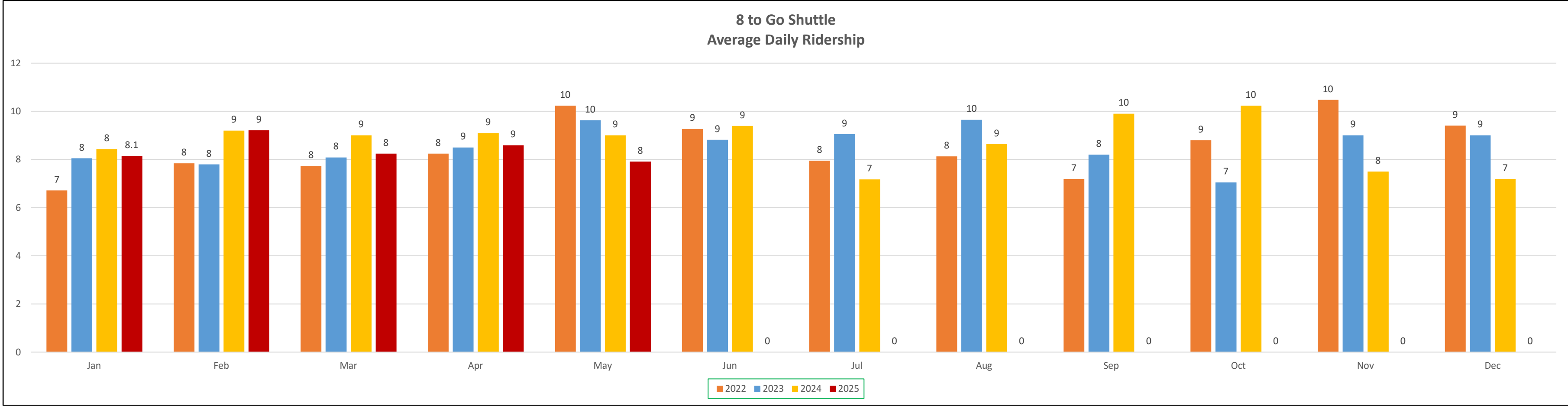
Ridership by Time





8 to Go Paratransit

| 2025 | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|--------------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Total Monthly Ridership | 171 | 175 | 173 | 189 | 166 | | | | | | | | 874 |
| # of Operating Days | 21 | 19 | 21 | 22 | 21 | | | | | | | | 104 |
| Average Daily Ridership | 8.1 | 9 | 8 | 9 | 8 | | | | | | | | 8 |
| Cost per Passenger Trip | \$ 70.97 | \$ 63.73 | \$ 69.59 | \$ 67.73 | \$ 73.82 | | | | | | | | \$ 69.09 |
| % Increase/Decrease from Prior Month | 13% | 13% | -11% | 4% | -8% | | | | | | | | |
| % Increase/Decrease from Prior Year | -3% | 0% | -8% | -6% | -12% | | | | | | | | |
| 2024 | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
| Total Monthly Ridership | 177 | 184 | 189 | 200 | 198 | 169 | 122 | 190 | 198 | 215 | 120 | 151 | 2,113 |
| # of Operating Days | 21 | 20 | 21 | 22 | 22 | 18 | 17 | 22 | 20 | 21 | 16 | 21 | 241 |
| Average Daily Ridership | 8 | 9 | 9 | 9 | 9 | 9 | 7 | 9 | 10 | 10 | 8 | 7 | 9 |
| Cost per Passenger Trip | \$ 60.44 | \$ 57.64 | \$ 57.74 | \$ 57.41 | \$ 57.43 | \$ 58.66 | \$ 79.38 | \$ 61.78 | \$ 54.93 | \$ 56.14 | \$ 79.20 | \$ 68.33 | \$ 61.13 |
| % Increase/Decrease from Prior Month | -10% | 9% | -2% | 1% | -1% | 4% | -24% | 20% | 15% | 3% | -27% | -4% | |
| % Increase/Decrease from Prior Year | 5% | 18% | 11% | 7% | -6% | 6% | -21% | -11% | 21% | 45% | -17% | -24% | |
| 2023 | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
| Total Monthly Ridership | 177 | 148 | 186 | 170 | 202 | 194 | 172 | 222 | 164 | 155 | 171 | 188 | 2,149 |
| # of Operating Days | 22 | 19 | 23 | 20 | 21 | 22 | 19 | 23 | 20 | 22 | 19 | 20 | 250 |
| Average Daily Ridership | 8 | 8 | 8 | 9 | 10 | 9 | 9 | 10 | 8 | 7 | 9 | 9 | 9 |
| Cost per Passenger Trip | \$ 47.21 | \$ 50.24 | \$ 47.64 | \$ 45.69 | \$ 42.56 | \$ 43.21 | \$ 42.10 | \$ 40.39 | \$ 46.09 | \$ 50.92 | \$ 43.80 | \$ 42.25 | \$ 44.90 |
| % Increase/Decrease from Prior Month | -14% | -3% | 4% | 5% | 13% | -8% | 3% | 7% | -15% | -14% | 28% | 4% | |
| % Increase/Decrease from Prior Year | 20% | -1% | 4% | 3% | -6% | -5% | 14% | 19% | 14% | -20% | -14% | 0% | 1% |

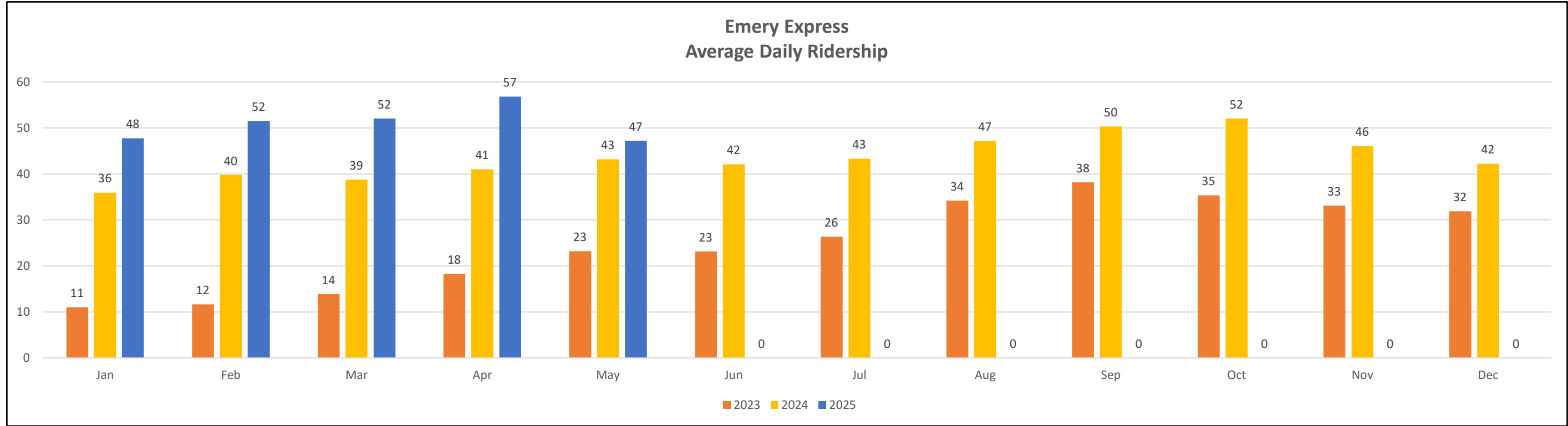




ANNUAL RIDERSHIP SUMMARY (YTD)/COMPARISON

Emery Express Shuttle

| 2025 | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|--------------------------------------|-----------|-----------|-----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|
| Total Monthly Ridership | 1,051 | 979 | 1,093 | 1,250 | 944 | | | | | | | | 5,317 |
| # of Operating Days | 22 | 19 | 21 | 22 | 20 | | | | | | | | 104 |
| Average Daily Ridership | 48 | 52 | 52 | 57 | 47 | | | | | | | | 51 |
| Cost per Passenger Trip | \$ 19.13 | \$ 17.51 | \$ 17.36 | \$ 16.12 | \$ 20.09 | | | | | | | | \$ 17.93 |
| % Increase/Decrease from Prior Month | 13% | 8% | 1% | 9% | -17% | | | | | | | | |
| % Increase/Decrease from Prior Year | 33% | 30% | 34% | 39% | 9% | | | | | | | | |
| 2024 | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
| Total Monthly Ridership | 791 | 795 | 814 | 902 | 950 | 842 | 866 | 1,037 | 1,006 | 1,197 | 968 | 887 | 11,055 |
| # of Operating Days | 22 | 20 | 21 | 22 | 22 | 20 | 20 | 22 | 20 | 23 | 21 | 21 | 254 |
| Average Daily Ridership | 36 | 40 | 39 | 41 | 43 | 42 | 43 | 47 | 50 | 52 | 46 | 42 | 44 |
| Cost per Passenger Trip | \$ 23.81 | \$ 21.46 | \$ 22.02 | \$ 20.87 | \$ 19.85 | \$ 20.33 | \$ 21.76 | \$ 18.17 | \$ 17.02 | \$ 16.46 | \$ 17.62 | \$ 20.21 | \$ 19.73 |
| % Increase/Decrease from Prior Month | 13% | 11% | -2% | 6% | 5% | -3% | 3% | 9% | 7% | 3% | -11% | -8% | |
| % Increase/Decrease from Prior Year | 227% | 242% | 179% | 124% | 86% | 82% | 64% | 38% | 32% | 47% | 39% | 32% | |
| 2023 | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
| Total Monthly Ridership | 242 | 221 | 319 | 366 | 487 | 509 | 527 | 787 | 764 | 778 | 662 | 638 | 6,300 |
| # of Operating Days | 22 | 19 | 23 | 20 | 21 | 22 | 20 | 23 | 20 | 22 | 20 | 20 | 252 |
| Average Daily Ridership | 11 | 12 | 14 | 18 | 23 | 23 | 26 | 34 | 38 | 35 | 33 | 32 | 25 |
| Cost per Passenger Trip | \$ 113.72 | \$ 120.42 | \$ 100.77 | \$ 75.37 | \$ 38.80 | \$ 37.09 | \$ 32.56 | \$ 25.08 | \$ 22.85 | \$ 24.66 | \$ 27.61 | \$ 26.99 | 41 |
| % Increase/Decrease from Prior Month | 17% | 6% | 19% | 32% | 27% | 0% | 14% | 30% | 12% | -7% | -6% | -4% | |
| % Increase/Decrease from Prior Year | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2157% | 976% | 413% | 239% | |
| 2022 | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
| Total Monthly Ridership | - | - | - | - | - | - | - | - | 22 | 69 | 129 | 207 | 427 |
| # of Operating Days | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 21 | 20 | 22 | 76 |
| Average Daily Ridership | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 6 | 9 | 6 |
| Cost per Passenger Trip | | | | | | | | | \$ 667.76 | \$ 284.59 | \$ 149.48 | \$ 105.05 | \$ 176.48 |
| % Increase/Decrease from Prior Month | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 94% | 96% | 46% | |





EMERYVILLE TRANSPORTATION MANAGEMENT ASSOCIATION

STAFF REPORT MEMORANDUM

DATE: June 17, 2025
SUBJECT: June 2025 Certificate of Deposit (CD) Reinvestment

Background

Improvement Project CD:

At the May 2023 ETMA Board Meeting, the board elected to open a 7-month CD account at Bank of America with a starting balance of \$138,878.17. The funds were earmarked for an improvement project to be discussed and recommended by sub-committee. Upon maturity, the board elected to reinvest in subsequent 7-month CDs in March 2024 and October 2024. On May 27, 2025, the account was closed and the funds were transferred to the ETMA's Savings Account.

| | Opening Amt | Opening Date | Maturity Date | Maturity Amt. | Acct. Growth | Funds Growth |
|--------------|-------------|--------------|---------------|---------------|--------------|--------------|
| Initial Inv. | \$138,878 | 7/12/23 | 2/12/24 | \$142,609 | \$3,731 | \$3,731 |
| Maturity 1 | \$142,609 | 3/24/24 | 10/24/24 | \$146,544 | \$3,935 | \$7,666 |
| Maturity 2 | \$146,544 | 10/24/24 | 5/27/25 | \$150,218 | \$3,674 | \$11,340 |

IP-Fund A CD:

At the September 2023 ETMA Board Meeting, the board elected to open a 7-month CD account in the amount of \$1,750,000 as part of the September 2023 Investment Plan. Upon maturity, the board elected to reinvest the funds in a 13-month CD. On June 9, 2025, the account was closed and the funds were transferred to the ETMA's Savings Account.

| | Opening Amt | Opening Date | Maturity Date | Maturity Amt. | Acct. Growth | Funds Growth |
|--------------|-------------|--------------|---------------|---------------|--------------|--------------|
| Initial Inv. | \$1,750,000 | 10/6/23 | 5/6/24 | \$1,800,472 | \$50,472 | \$50,472 |
| Maturity 1 | \$1,800,472 | 5/8/24 | 6/9/25 | \$1,884,674 | \$84,202 | \$134,674 |

Recommendation

Improvement Project CD: 7 Month Term

Management recommends to reinvest the matured **Improvement Project** funds into another 7-month CD, which currently has an interest rate of 3.93%*. At the maturity of this investment, the balance of the account will be an estimated \$153,696, a gain of \$3,478.

IP-Funds A CD: 7 Month Term

Management recommends to reinvest the matured **IP-Funds A** funds into a 7-month CD, which currently has an interest rate of 3.93%*. At the maturity of this investment, the balance of the account will be an estimated \$1,928,307, a gain of \$43,633.

*As of June 10, 2025

While 7-month CDs are more impacted by market fluctuations, they currently provide the highest interest rate compared to 10 and 13-month accounts and provide the ETMA with the most flexibility to use the funds as needed.



City of Emeryville

CALIFORNIA

PROFESSIONAL SERVICES CONTRACT

FOURTH AMENDMENT

THIS FOURTH AMENDMENT TO THE PROFESSIONAL SERVICES CONTRACT

("Amendment") is effective as of _____ (the "Effective Date"), by and between **THE CITY OF EMERYVILLE**, a municipal corporation, ("City") and **EMERYVILLE TRANSPORTATION MANAGEMENT ASSOCIATION (ETMA)** ("Contractor"), individually referred to as a "Party" and collectively as the "Parties".

WITNESSETH THAT

WHEREAS, the City and Contractor entered into a Professional Services Contract dated September 13, 2021 ("Contract") for the purpose of retaining the services of Contractor to provide Paratransit Services to residents of the 94608 zip code; and

WHEREAS, the City and Contractor entered into a first amendment of the contract on July 18, 2022 for the purpose of increasing the contract amount and/or extending the termination date of the contract; and

WHEREAS, the City and Contractor entered into a second amendment of the contract on June 20, 2023 for the purpose of increasing the contract amount and/or extending the termination date of the contract; and

WHEREAS, the City and Contractor entered into a third amendment of the contract on July 16, 2024 for the purpose of increasing the contract amount and/or extending the termination day of the contract; and

WHEREAS, the City and Contractor desire to amend the Contract; and

WHEREAS, the public interest will be served by this Amendment.

NOW, THEREFORE, the Parties hereto do mutually agree as follows:

1. AMENDMENT

The Parties agree to amend the Contract as checked below:

1.1 Exhibit A

- ☐ Exhibit A of the Contract is hereby amended in its entirety and replaced with **Exhibit A-***Revision Number*;

| FOR CITY USE ONLY | | | |
|-------------------|--|-------------|--|
| Contract No. | | CIP No. | |
| Resolution No. | | Project No. | |

City of Emeryville | Professional Services Contract Amendment
REV 06/2020

OR

- ☒ Exhibit A of the Contract is hereby amended to include the provisions of **Exhibit A-1**, attached hereto and incorporated herein by this reference.

1.2 Termination Date

- ☒ The Parties desire to extend the termination date. Section 1.3 of the Contract is hereby amended to extend the termination date to **JUNE 30, 2026**.

1.3 Total Compensation Amount

- ☒ The Parties desire to increase the Total Compensation Amount as set forth in Section 3.2 of the Contract by **ONE HUNDRED SEVENTY THREE THOUSAND SEVEN HUNDRED ONE DOLLARS AND NO CENTS (\$173,701.00)**. The total amount paid under the Contract as compensation for Services performed and reimbursement for costs incurred shall not, in any case, exceed **SEVEN HUNDRED FIFTY ONE THOUSAND NINE HUNDRED EIGHTY FIVE DOLLARS AND NO CENTS (\$751,985.00)**.

2. CONTINUING EFFECT OF CONTRACT

Except as amended by this Amendment, all other provisions of the Contract remain in full force and effect and shall govern the actions of the Parties under this Amendment. From and after the date of this Amendment, whenever the term "Contract" appears in the Contract, it shall mean the Contract as amended by this Amendment.

3. ADEQUATE CONSIDERATION

The Parties hereto irrevocably stipulate and agree that they have each received adequate and independent consideration for the performance of the obligations they have undertaken pursuant to this Amendment.

4. SEVERABILITY

If any portion of this Amendment is declared invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect.

5. WAIVER

The City's failure to enforce any provision of this Amendment or the waiver in a particular instance shall not be construed as a general waiver of any future breach or default.

SIGNATURES ON FOLLOWING PAGE

6. SIGNATURE PAGE TO PROFESSESIONAL SERVICES CONTRACT
FOURTH AMENDMENT

IN WITNESS WHEREOF the City and the Contractor have executed this Contract,
which shall become effective as of the date first written above.

Approved As To Form:

DocuSigned by:
John Kennedy
2C934D02DB55467

City Attorney

Dated: CITY OF EMERYVILLE

City Manager

Dated: EMERYVILLE TRANSPORTATION MANAGEMENT
ASSOCIATION (ETMA)

Bobby Lee, Board Chair (Signature)

| | | |
|-----------------------------|---|---|
| <i>Attach: W-9 Form</i> | <i>Attach: Business License Certificate</i> | <i>Attach: Insurance Certificate and Endorsements</i> |
| | | |

**AMENDMENT NO. 3 TO AGREEMENT BETWEEN
EMERYVILLE TRANSPORTATION MANAGEMENT ASSOCIATION AND ALTRANS TMA, INC.
FOR EXECUTIVE DIRECTOR SERVICES**

THIS IS AMENDMENT NO. 3 ("Amendment No. 3") to the agreement dated March 1, 2023 between the Emeryville Transportation Management Association, a California non-profit corporation, herein called the "Association," and ALTRANS TMA, Inc., a California "S" corporation, herein called the "Consultant."

RECITALS

WHEREAS, by means of a Professional Services Agreement dated as of March 1, 2023 ("Agreement"), Association retained Consultant to provide Executive Director services for the Association from March 1, 2023 through June 30, 2024; and

WHEREAS, Association and Consultant desire to enact the second of two annual options contained in Section 2 of the Agreement for an extension of the contract to include the time period from July 1, 2025 through June 30, 2026, and

WHEREAS, Association and Consultant also desire to modify Section 3 of the agreement to an "Annual Cost Cap" of \$437,760 to be applied to the extended term, a 3% increase over the prior year.

NOW, THEREFORE, BE IT MUTUALLY AGREED

1. That the second of two annual extensions listed in Section 2 of the Agreement be opted for, extending the term of the agreement to July 1, 2025 through June 30, 2026
2. That Section 3.A. of the Agreement be modified to an Annual Cost Cap of \$437,760, applying to the extended term of July 1, 2025 through June 30, 2026.
3. That the monthly invoice listed in Section 3.C. of the Agreement be modified to \$36,480.

IN WITNESS WHEREOF, the Association and Consultant have executed Amendment No. 3 to the Agreement as of _____.

EMERYVILLE TRANSPORTATION
MANAGEMENT ASSOCIATION

ALTRANS TMA, Inc.

BY: _____

NAME: Bobby Lee

TITLE: Chair

DATE: _____

BY: _____

NAME: Andrew Ridley

TITLE: COO

DATE: _____

APPROVED AS TO FORM

BY:

NAME: Michael Conneran

TITLE: Legal Counsel

DATE:
