

ALAMEDA LANDING
TRANSPORTATION DEMAND MANAGEMENT PROGRAM
ANNUAL REPORT FOR 2025 (FINAL)

Exhibit 2 Item 6-A
Transportation
Commission Meeting
May 20, 2026

Reporting period: January 2025- December 2025
Organization: West Alameda Transportation Demand Management Association (WATDMA)
Contact: Lucy Gigli, Executive Director

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Introduction

This annual report for the Alameda Landing Transportation Demand Management Program ("TDM") represents the ninth (9th) annual report for the Alameda Landing TDM Program.

The TDM program for Alameda Landing was approved and adopted by the City of Alameda on May 14th, 2007. The TDM Program is appended to the Declaration Establishing a Plan of Traffic Demand Management for Alameda Landing and Annexed Properties, recorded on October 7, 2013, as Document No. 2013326149, Alameda County Official Records (as amended and supplemented, the "TDM Declaration"). The West Alameda Transportation Demand Management Association ("WATDMA") is the organization established under the TDM Declaration to implement the goals of the TDM Program.

“The overall goal of the Alameda Landing TDM Program is to implement on a permanently funded basis programs and measures intended to reduce weekday peak hour single occupancy vehicle (SOV) trips, weekday total SOV trips, and total emissions, and increase awareness and use of alternative modes of transportation.”
-TDM Plan page 6

This report represents the requirement of the TDM Plan page 10 to “Report results of Annual Survey and summarize key TDM activities of the previous year and anticipated changes for the upcoming year in the annual report to the Alameda City Council for review.”

Administration

The WATDMA board of directors voted to change its composition in 2025 as part of the Consolidation procedures. There is no longer a developer representative. As intended in the original design of the TMA, the developer would eventually leave the board, once their role in development ended and the project was fully approved by City Council. Per the amended bylaws dated May 19, 2025, new residential and commercial representatives were allocated.

Current representation is:

2 residential members, 2 commercial members and 1 city representative.

The TDM programs for Alameda Landing are listed on the [West Alameda TDMA website](#).

In 2025, WATDMA transition management from the Alameda TMA to self management with Lucy Gigli as Executive Director.

Consolidation

TMA Consolidation: WATDMA and the ATMA have worked to consolidate resources for years. The process is further along, but not complete.

Status

In September 18, 2025, the WATDMA board voted to allow the ATMA Management Agreement to lapse and sign a Management Agreement with Lucy Gigli. Additionally, the board voted to retain new attorneys to review all the consolidation documents. Consolidation is currently pending.

History

WATDMA was incorporated in 2013 to provide TDM services to the Alameda Landing Development. In 2017, Alameda Transportation Management Association (ATMA) was incorporated to provide TDM services to Northern Waterfront and Alameda Point developments. The 2018-2019 Alameda Landing Annual Report describes:

GOAL: Continued discussion with City Staff about joining the larger Alameda TMA (ATMA);
RESULT: On-going meetings and discussions with City Staff and the ATMA resulted in a plan for the WATDMA to join the ATMA in 2020. This will be an iterative process with the WATDMA Board of Directors voting in December 2019 to enact a transition plan to join the ATMA in 2020. As part of the transition plan, the ATMA will take over managing the WATDMA from Catellus effective 8/1/2020 subject to the ATMA and WATDMA executing a membership or management contract in early 2020. The contract will stipulate the fixed shared expenses the WATDMA will contribute for 2020 (\$3,333.33 per month) and the fixed fee to be paid to AC Transit for its planned Line 96 express bus service (\$16,666.67 per month). The 2020 Budget included in this Report reflects this arrangement.

The 2020-2021, Alameda Landing Annual report describes :

Advance plans and documentation to transition the WATDMA into a Project Area Committee (“PAC”) of the ATMA, a long-standing goal of the City’s that will allow the WATDMA to provide enhanced transportation services more efficiently. The WATDMA, the ATMA and the City of Alameda expect that this transition will occur in 2022;

In May 2023, WATDMA and ATMA signed a Management Agreement for six months, giving ATMA the authority to implement the West Alameda TDMA Program, including collection of assessments. As per the agreement, WATDMA appointed Lucy Gigli as its Executive Director in accordance with the Alameda Landing TDM Program.

The 2023, Alameda Landing Annual report describes :

Goal for 2024: Alameda Landing Transition - Fully integrate West Alameda Transportation Demand Management Association (WATDMA) members into the ATMA.

The 2024, Alameda Landing Annual report describes :

Goal for 2025: **Alameda Landing to Alameda TMA Transition** - Fully integrate West Alameda Transportation Demand Management Association (WATDMA) members into the ATMA. This consolidates staff and administrative Association (WATDMA) members into the ATMA. This consolidates staff and administrative resources.

In 2024 and 2025, Management Agreement was extended. Additionally, five documents were prepared collaboratively between WATDMA's and ATMA's legal counsel and board presidents. These documents form the basis for the consolidation vote, which requires approval from both WATDMA and ATMA Boards.

Summary of the consolidation:

- The Alameda TMA will have a new PAC called Alameda Landing PAC (AL PAC).
 - The WATDMA board of directors will appoint three directors to the ATMA board who will have voting authority.
 - The WATDMA board of directors will be composed of five members (2 commercial, 2 residential, 1 city).
 - The AL PAC will determine its TDM Programs and Budget contribute to administrative and other costs, just as the AP and NW PACs do.
 - Alameda TMA will have authority to implement the AL PAC TDM programs and AL PAC budget, just like AP and NW PACs are currently operated.
 - WATDMA board will remain in existence until it is deemed no longer necessary, but will have no authority.
- From May 19, 2025 WATDMA Board meeting agenda packet

At the May 19, 2025 WATDMA board meeting, the documents were presented to the board in the agenda packet. See Attachment A. The WATDMA board voted 4-0-1 (corrected meeting minutes to recognize the abstention) to approve all five documents to consolidate WATDMA and ATMA. The meeting minutes are Attachment B.

All five documents require signatures of particular parties to be executed.

- 1. Memorandum of Agreement** 60 day agreement to pursue consolidation e-signed June 2025. Extended and then expired on Feb. 16, 2026.
- 2. First Amendment to Bylaws of Alameda Transportation Management Association** e-signed June 2025
- 3. First Amendment to Bylaws of West Alameda Transportation Demand Management Association** e-signed June 2025. This document removed the Commercial Project Developer with two votes from the board and replaced it with additional residential and commercial board member.
- 4. First Amendment to Alameda Landing TDM Declaration** This document requires notarized signatures from the WATDMA President, Secretary and a majority of the Board of Directors of WATDMA, and by the Commercial Project Developer. This has not been executed.
- 5. WATDMA -ATMA Consolidation Notice** e-signed June 2025

The Memorandum of Agreement that guided the consolidation process lapsed on Feb 16, 2026. The WATDMA board will be discussing a process to reinstate consolidation discussions.

Membership

Member organizations are eligible to receive TDM program benefits. Most Commercial and Residential member organizations pay a mandatory TDM fee to WATDMA, with the exception of the below market rate housing. There four residential member organizations with 646 units. Additionally, there are three commercial members with over 239 employee members.

WATDMA TDM Membership by Member Type

Member Organizations	Type	* # Participants
BIT retail (Vestar) *	Commercial	100
Swire Annex Centerline *	Commercial	39
Target *	Commercial	100
Total Commercial Participants		239
Bay 37 HOA	Residential	359
Tripoint - AL HOA	Residential	199
Tripoint - symmetry	Residential	56
Stargell Commons	Residential	32
Total Residential Participants		646
Total participants		885

*The Commercial participants number is an estimate.

Budget

WATDMA accumulated a reserve through December 2024 in anticipation of funding an estuary water shuttle. An Oakland Alameda Water Shuttle began in July 2024 (see TDM Programs). Bank reserves were used in 2024 and 2025 as anticipated for funding the water shuttle along with savings made by replacing the Alameda Landing Express Shuttle with the EasyPass bus passes.

Revenues	2025 Actual	2026 Budget
Total	\$ 470,513	\$ 468,622

Expenses	2025 Actual	2026 Approved
AL Express Shuttle Operations (thru June 2025)	\$ 95,187	\$ 0
Transportation Services (AC Transit bus local and transbay EasyPass) May 2025-April 2026	\$ 79,640	\$ 83,187
Expanded Transit or other TDM Program	\$ 0	\$ 119,827
Water Shuttle Operations	\$ 270,000	\$ 172,500
Operations	\$ 83,427	\$ 70,186
Subtotal Expenses	\$ 528,254	\$ 445,700
Reserve (5% of expenses)	\$ 0	\$ 21,797
Total Expenses	\$ 528,254	\$ 467,497
Net Income	\$ (57,741)	\$ 1,125

WATDMA Accomplishments for 2025

A. TDM Programs

Oakland Alameda Water Shuttle (OAWS)

The OAWS is a public-private partnership consisting of the Alameda TMA, City of Alameda, SF Bay Ferry, and the Port of Oakland, with significant funding from Alameda County Transportation Commission and Bay Area Air Quality Management District.

WATDMA is a major funding partner of the new, free Oakland Alameda Water Shuttle pilot service. WATDMA committed to \$600,000 contribution for the two-year pilot and has approved \$475,000 for the extended pilot for two more years.

With its dock directly outside the front doors of Alameda Landing residents, and within two blocks of most Alameda Landing employees, the OAWS contributes substantially to the mission of WATDMA's TDM programming.

OAWS provides a "bridge" directly between Alameda Landing and the mainland of Oakland five days a week which facilitates access to BART, SF Bay Ferry and other transit now within walking distance of Alameda Landing residents and employees. The OAWS partnership hopes to expand to six and seven days a week service as additional funding is identified. Additionally, OAWS facilitates leisure and recreation, boosts local business for both Alameda and Oakland, and it increases members' ability and willingness to commute.

Alameda Landing Express

The **Alameda Landing Express** shuttle was a weekday, commute shuttle connecting 5th Street near Alameda Target with 12th Street BART station. This shuttle was a key component of the TDM program since 2016. WATDMA terminated the shuttle as of June 2025 in conjunction with the start of an EasyPass free bus pass program.

Goal

As indicated in the Alameda Landing TDM Plan:

“It is not the intent of the TDM Program to fund a private shuttle that would compete with ACTransit, nor to fund AC Transit's provision of basic levels of service. However, in the near term, a supplementary ground shuttle operated by the TDM Program will probably represent the most viable operational alternative. **Alameda Landing Commercial Developer will continue to work with AC Transit to collaborate and to implement AC Transit service and Eco Pass [now known as Easy Pass] on site as soon as it is feasible.**”

Providing bus passes instead of a shuttle, will save approximately \$70k annually.

ACTransit EasyPass

WATDMA began the EasyPass free bus pass program in May 2025 to replace the Alameda Landing Express. All 646 residential units were allocated one bus pass per the contract with ACTransit. This program is identical to the original Alameda TMA EasyPass program. Residents at Bay37, Alameda Landing HOA, Symmetry HOA and Stargell Commons are offered the pass for free. Residents can also buy a second pass for a fee equivalent to the fee WATDMA pays for the passes plus an administrative fee.

Since this is a beginning program, only two commercial members are eligible for the program - Safeway and Michaels. This decision was based on the experience of the Alameda TMA. Historically, it was very difficult to distribute the bus passes to employees of small, retail organizations. Management is reluctant to offer benefits, engage with TMA staff and turnover is high. Safeway and Michaels were the two retail members who regularly responded to annual surveys and other outreach materials.

ACTransit Lines 96 circles the Alameda Landing area and connects to Alameda Point, Webster St, 12th St and Lake Merritt BART (red, green, yellow, orange), Brooklyn Basin, Diamond District. 7 days a week from 6am - 10pm at 30 minute headways.

ACTransit Line 19 connects to Webster Street, Park St, 12th St and Fruitvale BART (red, green, yellow, orange), and Seminary. 7 days a week from 6am - 10pm every 65 minutes.

Other Transbay and local lines are summarized on the [Alameda Landing website](#).

AC Transit has 2 bus stops within Alameda Landing area which increases access compared to the Landing Express' one shuttle stop.

Ridership

The Alameda Landing EasyPass program began in May 2025.

Total Boards for the Month graph show usage steadily climbed until November and December. Where usage dropped off a little.

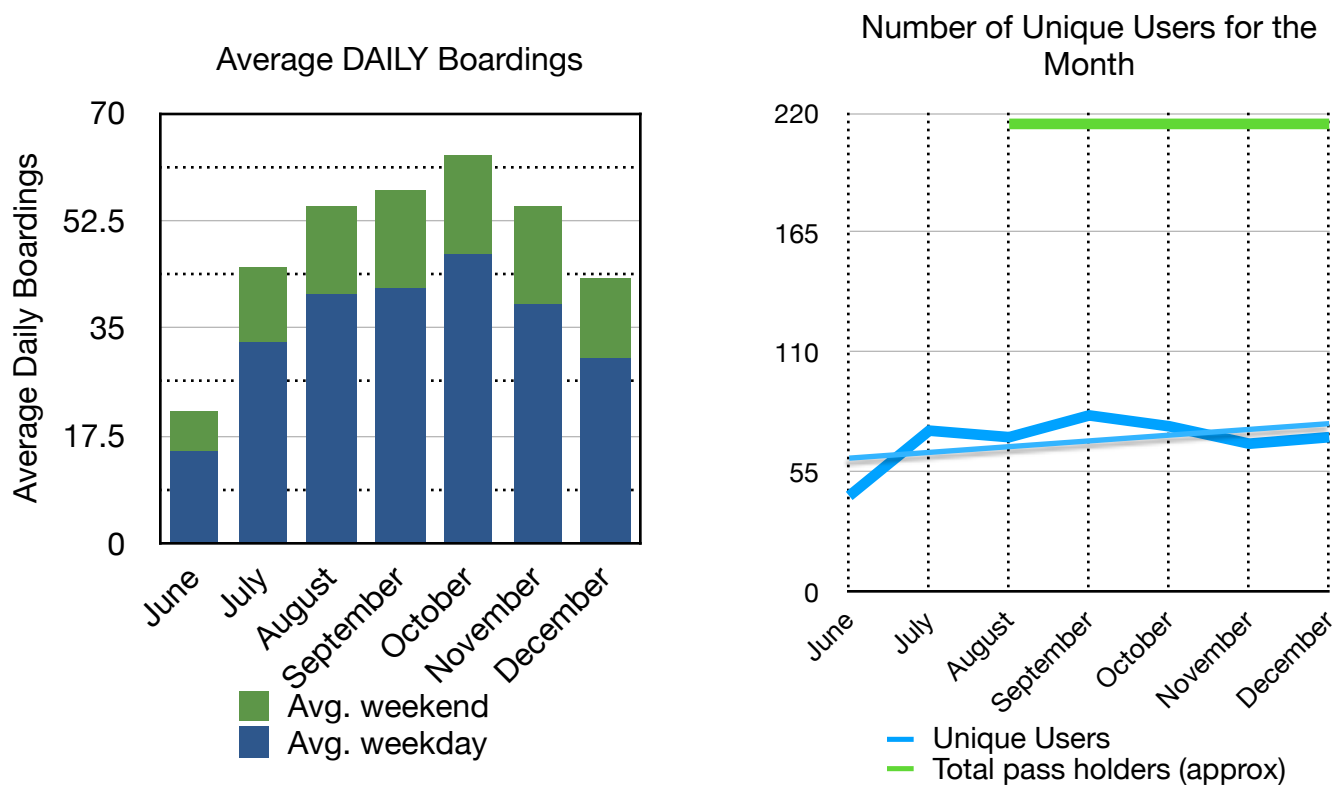
Ridership By October, 215 passes had been distributed. Using the Number of Unique Users Graph it appears that approximately 33% of pass holders use their pass at least once a month.

Line Ridership The Boardings by ACTransit Line graph shows that Line 96 is used more than 3 times any other line.

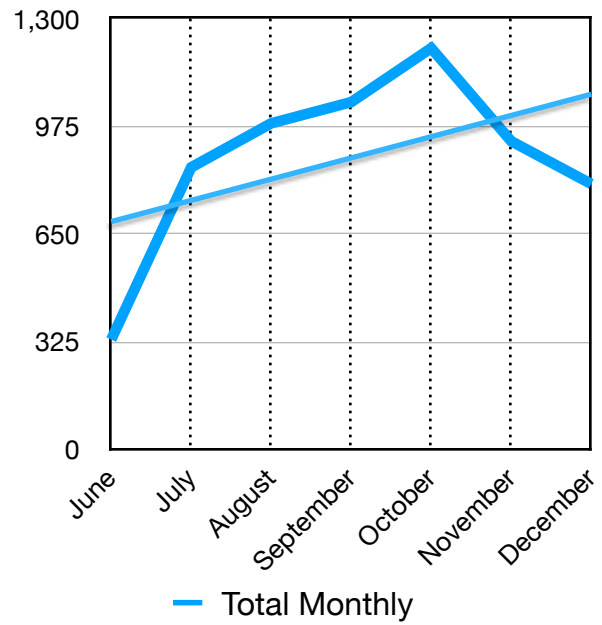
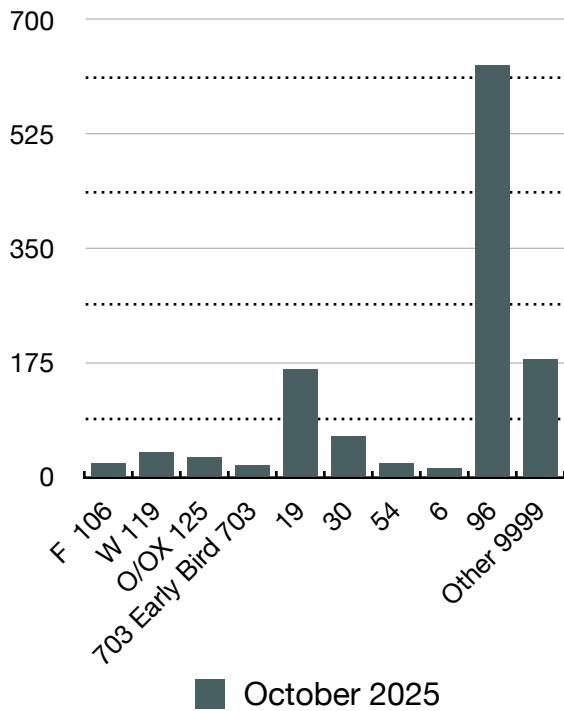
It is anticipated that as more marketing of the program is done, there will be more usage and more pass holders. After a new marketing email was sent to residents in early February, 10 new applications were received.

Cost per trip The Contract vs Ridership Analysis table indicates that for the seven months of 2025, the EasyPass program cost more than each ride would have without the EasyPass. This calculation uses the percentage of Transbay ridership from October. Disregarding Transbay vs local usage, each trip cost \$8.50 which is \$2 to \$6 more than a standard Clipper fare.

Commute vs Casual ridership In addition, approximately 54%-68% of trips occur during the weekday. These weekday trips are more likely the commuter trips that TDM programming is targeting.



Boardings by ACTransit Line



Contract vs Ridership analysis

Year June - Dec	Total boardings annual June - Dec	Number of Local trips	Number of Transbay trips	Contract payments (prorated 7 mo)	Total Cost Without EasyPass	Average cost per trip Overall	Average cost per Transbay trip	Average cost per Local trip
2025	6,156	5701	455	\$46,456.85	\$17,209.30	\$8.15	\$17.55	\$6.75

Constants Chart

Percent of Transbay Ridership ¹	7%
Clipper Local Fare	2.50
Clipper Transbay Fare	6.50
Ratio of Local to Transbay fare	0.38

¹ based on October 2025 Line Ridership Report

B. Annual Survey Results Summary

The West Alameda Transportation Management Association (WATDMA) conducted annual surveys for the Alameda Landing residential and commercial regions of Alameda, CA to understand:

- Commuter behaviors, including typical commute times, days, and destinations.
- TDM program interest and participation, including gauging the interest of future programs.
- General Alameda Landing transit feedback.

Data collected was compared to historical survey data to understand trends in respondent behaviors and needs over time.

Key Findings

The residential survey received a total of 158 responses. This captured feedback from 25% of residential units, an increase over the 18% from 2024. (646 AL residential units total). However, we do not limit responses to one per unit. This increased engagement is attributed to the new ability to reach out directly to program members who have provided contact information through the EasyPass program. These are particularly engaged individuals.

Both residential and commercial surveys were released later than usual this the year, due to the transition of management from Alameda Transportation Management Association to self managed WATDMA. The survey is usually released in late September. This year, the survey was not released until mid October, subsequent to the transition to self management. And more emphasis was placed on the residential survey than the commercial. Consequently, while a survey was created and distributed to Transportation Contacts for the commercial entities, no responses were received from the Commercial survey.

Residential Key Findings

1. High Participation from Symmetry Residents

- Assuming that each unit has only responded once, Symmetry has a big response rate at 42%. With Bay37 at 16% and Alameda Landing HOA at 37%.

2. Commuting has increased several days a week and leaving earlier

- Commuting patterns changed again after shifting significantly over the years, with the percentage of residents commuting 5 or more days per week remaining at 32% in 2024 and 2025. However, those commuting 3-4 and 1-2 have swapped.
 - 32% commute 5+ days/week.
 - 46% commute 3–4 days/week. (Increase from 31% 2024)
 - 22% commute 1–2 days/week. (Decrease from 30% 2024)
- Peak commute start times have moved earlier at where more respondents are commuting 6:00–8:00 AM.

3. Top Commute Destinations

- Most residential respondents commute to San Francisco (44%) with the second most popular destination being Oakland (19%). Alameda and other unidentified destinations are 17%). This is consistent with previous years, however the Peninsula increased from 7% to 15%.

4. Driving Alone is Dominant

- Out of a total of 158 residents approximately 55% frequently drive alone for their commute. This is higher than in previous years. Ferry remains steady at 47-49%.

5. Public Transit Usage

- ACTransit usage has increased significantly to 39% from 22% in 2023. This is double the usage of the combined ACTransit and Alameda Landing Express reported in 2024. This is probably largely due to the termination of the Alameda Landing Express and the new free EasyPass bus pass program that began in May 2025 that offered transbay service and local service.
- BART usage has decreased significantly from 48% in 2023 to 33%. Perhaps, again, due to the EasyPass free bus pass that includes Transbay service to San Francisco for free. ACTransit Ridership numbers in October indicate approximately 18% of riders using Transbay buses.
- 17% of residents bike for a portion of their commute. Up slightly from 2023.
- When asked why respondents take public transit, the top two reasons were “hate driving in rush hour traffic” and “less stressful” for 44%. The third reason at 19% is “parking is limited and too expensive”.

6. Oakland Alameda Water Shuttle

- 33% of residents responded they use the Oakland / Alameda Water shuttle as part of their commute.
- 82% of respondents use the water shuttle recreationally on the weekends. With only 10% of respondents never using it.
- The schedule ranks as the most important aspect of the water shuttle service that should match commuting needs.

7. Active Transportation and Carpooling

- Walking is relatively popular, with 34% of users reporting some typical use, while biking remains similarly common, with 34% of users.
- Carpooling and rideshare services remain steady, with 18% of respondents on a typical day

8. ACTransit awareness

- 67% of respondents are aware of the two bus lines that stop in Alameda Landing.

Residential Recommendations

1. Improved Transit Information:

- Develop a centralized, user-friendly platform (e.g., website) with:
 - i. Service schedules, maps, FAQs, and information on our programs.
- Distribute printed transit guides to residential communities, including materials that highlight bike/pedestrian-friendly routes to work/ transit connections.

2. Targeted Outreach Campaigns

- Host informational sessions at residential complexes, focusing on underutilized services (e.g., water shuttle for commuting).
- Leverage digital and physical signage at popular transit points, including transit connections.

3. Service Enhancements

- Water Shuttle
 - i. Adjust water shuttle schedules to better connect with SF Bay Ferry schedules at Jack Long Square..
- The most frequently requested service enhancement is shuttle or bus service to SF Bay Ferry terminals and Webster or Park St
 - ii. Pilot a shuttle that connects Alameda Landing residents to the Seaplane Lagoon ferry during commute hours.
 - iii. Highlight the ease and direct route of the bike path route to the Seaplane Ferry terminal from Alameda Landing

WATDMA Goals for 2026

1. **OAWS** – Continue funding
2. **Transit pass** – Explore other avenues to encourage transit use including expanded transit service or a new TDM program.
3. **Administrative** - Onboard a new commercial board member. Onboard a new city representative.
4. **Annual survey** - Change the frequency of the annual survey to every two years to align with and match the Alameda Transportation Management Association (ATMA) requirements Alameda Point PAC requirements and practices.

B. ATMA WATDMA Consolidation vote

At previous Board meetings, we have circulated the WATDMA/ATMA consolidation documents. The attached documents represent the final documents before signatures will implement the consolidation with WATDMA. These documents were prepared collaboratively between WATDMA's and ATMA's legal counsel. Below is a summary of each document's purpose.

These documents will form the basis for the consolidation vote, which requires approval from both WATDMA and ATMA Boards.

Action: Vote

Summary of the consolidation:

- The Alameda TMA will have a new PAC called Alameda Landing PAC (AL PAC).
- The WATDMA board of directors will appoint three directors to the ATMA board who will have voting authority.
- The WATDMA board of directors will be composed of five members (2 commercial, 2 residential, 1 city).
- The AL PAC will determine its TDM Programs and Budget contribute to administrative and other costs, just as the AP and NW PACs do.
- Alameda TMA will have authority to implement the AL PAC TDM programs and AL PAC budget, just like AP and NW PACs are currently operated.
- WATDMA board will remain in existence until it is deemed no longer necessary, but will have no authority.

Summary of the documents

1. **Alameda Landing - Final Memorandum of Agreement between WATDMA and ATMA (PDF) (16722060.7)** This is our agreement to consolidate WATDMA's operations with ATMA's. Includes steps to take after signing of agreements:

No later than ten (10) business days after signing of agreements:

- ATMA will assume operating agreements for transit services and service contracts from WATDMA
- Send a TDM Consolidation Notice to the record owner of the Alameda Landing Shopping Center, Target Corporation, Tri Pointe Neighborhood Association(s), as representative of its, constituent residential owners/members, the Bay 37 Homeowners Association(s), as representative of its constituent residential owners/members, and Bay Ship and Yacht.
- WATDMA's bank account(s) shall be closed and all funds transferred to an ATMA account or accounts for the benefit of the Alameda Landing Project Area.
- Governing Documents. ATMA's Bylaws, as amended by the ATMA Bylaws Amendment, together with the Alameda Landing TDM Declaration, will govern and control ATMA's operations with respect to the Alameda Landing TDM Program.
- First Amendment to Alameda Landing TDM Declaration: As mentioned in the last Board meeting, this document outlines WATDMA's transportation demand management obligations at Alameda Landing. The amendment specifies the process for electing or appointing ALPAC Representatives.
- First Amendment to WATDMA Bylaws: This aligns the WATDMA bylaws with ATMA bylaws regarding committee creation and governance.
- First Amendment to ATMA Bylaws: This modifies the ATMA bylaws to accommodate the expansion to include Alameda Landing.

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- Modified Consolidation Notice: This notification will be sent to all WATDMA entities. It is for notification purposes only and doesn't require consent from WATDMA members.

2. First Amendment to Bylaws of Alameda Transportation Management Association (ATMA) (Final)(16588622.7).pdf

First Amendment to ATMA Bylaws: This modifies the ATMA bylaws to accommodate the expansion to include Alameda Landing.

- Adds Alameda Landing TDM Project Area
- Adds documents referring to the AL PAC legally binding documents - TDM Declaration, TDM Program and WATDMA bylaws.
- Purpose - ATMA shall be deemed to have assumed the obligation and responsibility to manage and administer the implementation of Alameda Landing TDM Program by the Alameda Landing Project Area Committee (as herein defined) and to facilitate shared TDM services as appropriate among the Alameda Landing TMA Project Areas and the other TMA Project Areas.
- Membership in the ATMA board - WATDMA can appoint three AL PAC directors to the ATMA Board per ATMA board bylaws.
- Assessments WATDMA / AL PAC members still need to pay their TDM fees
- New map of Alameda Landing

3. First Amendment to Bylaws of West Alameda Transportation Demand Management Association(16582241.9).pdf

First Amendment to WATDMA Bylaws: This aligns the WATDMA bylaws with ATMA bylaws regarding committee creation and governance. And Assigns the WATDMA board directors to be the Alameda Landing PAC.

- member voting rights (section 2)
- TDMA powers moved to within ATMA ((seciton 3a mou)
- WATDMA directors serve as AL PAC (according to ATMA bylaws) (section 3d)
- WATDMA Board members - remove developer director, add one more residential director (to 2), add one more commercial director (to 2), retains the city director.

4. Catellus_Alameda Landing First Amendment to TDM CC&Rs (Final) (17676228.6).pdf

First Amendment to Alameda Landing TDM Declaration: This document outlines WATDMA's transportation demand management obligations at Alameda Landing. The amendment specifies the process for electing or appointing ALPAC Representatives.

5. WATDMA -ATMA Consolidation Notice(16588377.4).pdf

This notification will be sent to all WATDMA entities. It is for notification purposes only and doesn't require consent from WATDMA members. The TDM Consolidation Notice shall notify the AL Member Representatives of the consolidation of WATDMA's operations into ATMA and that each member of WATDMA has been granted a membership as a General Member in ATMA. Each TDM Consolidation Notice will further notify the AL Member Representatives that Alameda Landing has become a TMA Project Area under the ATMA.

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WATDMA Board Meeting Minutes **DRAFT**

Date: Monday, May 19, 2025

Attendance: Manisha P, Sean W, Jake Huerta, and Lucy G. Randy joined at 3:30pm.

Meeting Duration: 3:12-4:30pm

Meeting held on zoom, notes taken by Skylar from zoom recording.

Meeting started at 3:12pm

Previous Meeting Minutes

Motion to approve (made by Sean, seconded by Manisha)

Motion approved, 4-0 (Sean's vote counts for 2)

ATMA-WATDMA Consolidation Vote

- Will ATMA have decision-making authority over the Alameda Landing PAC (AL PAC)?
 - No. Each PAC retains autonomy over its own programming decisions. The consolidation pertains only to operational functions.
- How will PAC funds be managed?
 - Each PAC maintains control over its funds, with the exception of shared costs, which are primarily fixed expenses such as staff and operations. ATMA Board members vote to approve the overall ATMA budget, too.
- How much funding will be pooled into shared expenses?
 - Lucy was unsure of the number exactly, but it is a fixed cost.
- Does AL PAC have the authority to determine how much it contributes to shared expenses, such as the Water Shuttle?
 - Theoretically, yes. AL PAC can decide its contribution levels.
- ATMA, including AL PAC, has committed to two years of Water Shuttle funding.
 - Manisha and Jake believed the commitment was only for one year.
 - Lucy clarified that a vote was taken to extend it to two years and will follow up with details on when the vote occurred and who participated. Manisha found a record of the vote which was taken over email. *(LG updated Vote was taken on 10/22/24. \$550k for two years. Unanimous vote (Manisha, Randy, Sean))*
- AL PAC Membership Composition
 - Manisha requested clear language specifying that the AL PAC must include two residential members and one commercial member.
 - Randy expressed a preference for flexibility regarding the composition of the PAC.

Motion to approve all 5 documents in their entirety to consolidate WATDMA and ATMA

(Made by Randy, seconded by Jake)

Motion passes, 4-0 (Sean's vote counts for 2)

*Manisha abstained from voting

Randy wants to keep residents informed about service changes to AC Transit.

EasyPass Bus Pass Program Implementation Update

- Briefly discussed.
- EasyPass is live. Please encourage your residents/ neighbors to apply.

Water Shuttle Update

- Did not discuss.

Meeting Schedule

Next Meeting: August 5, 2025, in person

Meeting adjourned at ~4:30pm