



TREASURE ISLAND MOBILITY MANAGEMENT AGENCY

1455 Market Street, 22ND Floor, San Francisco, CA 94103

415-522-4800

info@timma.org

www.timma.org

AGENDA

TREASURE ISLAND MOBILITY MANAGEMENT AGENCY Meeting Notice

Date: Tuesday, May 24, 2022; 9:00 a.m.

Location: Legislative Chamber, Room 250, City Hall (hybrid)
Watch SF Cable Channel 26 or 99 (depending on your provider)
Watch www.sfgovtv.org

PUBLIC COMMENT CALL-IN: 1 (415) 655-0001; Access Code: 2497 176 0216 # #

To make public comment on an item, when the item is called, dial '*3' to be added to the queue to speak. Do not press *3 again or you will be removed from the queue. When the system says your line is unmuted, the live operator will advise that you will be allowed 2 minutes to speak. When your 2 minutes are up, we will move on to the next caller. Calls will be taken in the order in which they are received.

Commissioners: Mandelman (Vice Chair), Chan, Dorsey, Mar, Melgar, Peskin, Preston, Ronen, Safai, Stefani, and Walton

Clerk: Angela Tsao

Remote Access to Information and Participation:

This meeting will be held in person at the location listed above. As authorized by California Government Code Section 54953(e), it is possible that some members of the Treasure Island Mobility Management Agency Board may attend this meeting remotely. In that event, those members will participate by teleconferencing. Members of the public may attend the meeting to observe and provide public comment at the physical meeting location listed above or may watch SF Cable Channel 26 or 99 (depending on your provider) or may visit the SFGovTV website (www.sfgovtv.org) to stream the live meeting or may watch them on demand.

Members of the public may comment on the meeting during public comment periods in person or remotely. In-person public comment will be taken first; remote public comment will be taken after.

Written public comment may be submitted prior to the meeting by emailing the Clerk of the Transportation Authority at clerk@sfcta.org or sending written comments to Clerk of the Transportation Authority, 1455 Market Street, 22nd Floor, San Francisco, CA 94103. Written comments received by 5 p.m. on the day before the meeting will be distributed to Board members before the meeting begins.

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Consent Agenda

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5.	Internal Accounting Report for the Six Months Ending December 31, 2021 and Nine Months Ending March 31, 2022- INFORMATION*	35

Other Items

6.	Election of Chair and Vice Chair - ACTION	
7.	Executive Director's Report - INFORMATION	
8.	Amend the Adopted Fiscal Year 2021/22 Budget to Increase Revenues by \$114,491, Decrease Expenditures by \$19,562 and Decrease Other Financing Sources by \$134,053 - ACTION*	43
9.	[Public Hearing] Proposed Fiscal Year 2022/23 Annual Budget and Work Program- INFORMATION*	49
10.	Introduction of New Items - INFORMATION During this segment of the meeting, Board members may make comments on items not specifically listed above or introduce or request items for future consideration.	
11.	Public Comment	
12.	Adjournment	

*Additional Materials

The meeting proceedings can be viewed live or on demand after the meeting at www.sfgovtv.org. To know the exact cablecast times for weekend viewing, please call SFGovTV at (415) 554-4188 on Friday when the cablecast times have been determined.

The Legislative Chamber (Room 250) and the Committee Room (Room 263) in City Hall are wheelchair accessible. Meetings are real-time captioned and are cablecast open-captioned on SFGovTV, the Government Channel 26 or 99 (depending on your provider). Assistive listening devices for the Legislative Chamber and the Committee Room are available upon request at the Clerk of the Board's Office, Room 244. To request sign language interpreters, readers, large print agendas, or other accommodations, please contact the Clerk of the Transportation Authority at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability. Attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products.

If any materials related to an item on this agenda have been distributed to the TIMMA Board after distribution of the meeting packet, those materials are available for public inspection at the Transportation Authority at 1455 Market Street, Floor 22, San Francisco, CA 94103, during normal office hours.

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [SF Campaign & Governmental Conduct Code Sec. 2.100] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the San Francisco Ethics Commission at 25 Van Ness Avenue, Suite 220, San Francisco, CA 94102; (415) 252-3100; www.sfethics.org.



**TREASURE ISLAND
MOBILITY MANAGEMENT AGENCY**

TB052422

RESOLUTION NO. 22-02

RESOLUTION MAKING FINDINGS TO ALLOW TELECONFERENCED MEETINGS UNDER
CALIFORNIA GOVERNMENT CODE SECTION 54953(E)

WHEREAS, California Government Code Section 54953(e) empowers local legislative bodies to convene by teleconferencing technology during a proclaimed state of emergency under the State Emergency Services Act so long as certain conditions are met; and

WHEREAS, In March, 2020, the Governor of the State of California proclaimed a state of emergency in California in connection with the Coronavirus Disease 2019 (COVID-19) pandemic, and that state of emergency remains in effect; and

WHEREAS, In February 25, 2020, the Mayor of the City and County of San Francisco (City) declared a local emergency, and on March 6, 2020, the City's Health Officer declared a local health emergency, and both those declarations also remain in effect; and

WHEREAS, On September 16, 2021, the Governor signed AB 361, a bill that amends the Brown Act to allow local legislative bodies to continue to meet by teleconferencing during a state of emergency without complying with restrictions in state law that would otherwise apply, provided that the legislative bodies make certain findings at least once every 30 days; and

WHEREAS, While Federal, State, and local health officials emphasize the critical importance of vaccination and consistent mask-wearing, regardless of vaccination status, to prevent the spread of COVID-19, and the City's Health Officer has issued at least one order (Health Officer Order No. C19-07y, available online at www.sfdph.org/healthorders) and one directive (Health Officer Directive No. 2020-33i, available online at www.sfdph.org/directives) that continue to recommend measures to promote safety for indoor gatherings, such as vaccination, masking, improved ventilation, and other measures, in certain contexts; and

WHEREAS, The California Department of Industrial Relations Division of Occupational Safety and Health has promulgated Section 3205 of Title 8 of the California Code of Regulations, which requires most employers in California, including in the City, to train and instruct employees about measures that can decrease the spread of COVID-19, including



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TB052422

RESOLUTION NO. 22-02

physical distancing and other social distancing measures; and

WHEREAS, Without limiting any requirements under applicable federal, state, or local pandemic-related rules, orders, or directives, the City's Department of Public Health, in coordination with the City's Health Officer, has advised that for group gatherings indoors, such as meetings of boards and commissions, people can increase safety and greatly reduce risks to the health and safety of attendees from COVID-19 by maximizing ventilation, wearing well-fitting masks regardless of vaccination status (and as required for unvaccinated people by the State of California's indoor masking order), encouraging vaccination (including a booster as soon as eligible), staying home when sick or when experiencing any COVID-19 symptom discouraging consumption of food or beverages in the meeting, following good hand hygiene practices, and making informed choices when gathering with people who vaccination status is not known; and

WHEREAS, The Treasure Island Mobility Management Agency (TIMMA) Board will begin meeting in person on May 24, 2022, allowing members to participate by teleconferencing from a separate location for COVID-related health reasons and providing members of the public an opportunity to observe and provide public comment either in person or remotely; now, therefore, be it

RESOLVED, That the TIMMA Board finds as follows:

1. As described above, the State of California and the City remain in a state of emergency due to the COVID-19 pandemic. At this meeting, the TIMMA Board has considered the circumstances of the state of emergency.

2. As described above, because of the COVID-19 pandemic, conducting meetings of this body and its committee in person without allowing certain members of this body to attend remotely would present imminent risks to the health or safety of certain attendees due to COVID-19, and the state of emergency continues to directly impact the ability of members to meet safely in person; and, be it further

RESOLVED, That for at least the next 30 days, meetings of the TIMMA Board and the



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TB052422

RESOLUTION NO. 22-02

TIMMA Committee will hold in-person meetings, with some members possibly appearing remotely. If all members of the TIMMA Board are unable to attend in person for COVID-related health reasons, then the TIMMA Board will hold the meeting remotely without providing an in-person meeting location. All meetings of the TIMMA Board and TIMMA Committee will provide an opportunity for members of the public to address this body and its committee and will otherwise occur in a manner that protects the statutory and constitutional rights of parties and the members of the public attending the meeting via teleconferencing.

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TREASURE ISLAND MOBILITY MANAGEMENT AGENCY

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DRAFT MINUTES

TREASURE ISLAND MOBILITY MANAGEMENT AGENCY

Tuesday, September 28, 2021

1. Roll Call

Chair Haney called the meeting to order at 9:36 a.m.

Present at Roll Call: Commissioners Chan, Haney, Preston, Ronen, Stefani, and Walton (6)

Absent at Roll Call: Commissioners Mandelman, Mar, Melgar, Peskin, and Safai (5)

2. Chair's Report - INFORMATION

Chair Haney gave an update on new homes for sale on treasure island and and the future permanent ferry service. He also discussed support to the Water Emergency Transit Authority's application for ferry vessel and charging funds and thanked staff for collaborating this effort with the region and state on further grant opportunities for the TIMMA program. Chair Haney recommended people to visit one of the valued local businesses from the ferry terminal and looked forward to the very near future of being able to make a ferry ride out to the island.

There was no public comment.

3. Executive Director's Report - INFORMATION

Tilly Chang, Executive Director, presented the item.

There was no public comment.

4. Approve the Minutes of the June 22, 2021 Meeting - ACTION

There was no public comment.

Chair Haney moved to approve the minutes, seconded by Commissioner Chan.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Chan, Haney, Preston, Ronen, Safai, Stefani, and Walton (7)

Absent: Commissioners Mandelman, Mar, Melgar, and Peskin (4)

Items Recommended from the TIMMA Committee

5. [Final Approval] Approve the Toll Affordability Program Business and Worker Recommendations - ACTION

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Haney, Preston, Ronen, Safai, Stefani, and Walton (7)

Absent: Commissioners Mandelman, Mar, Melgar, and Peskin (4)

Other Items**6. Introduction of New Items - INFORMATION**

There were no new items introduced.

7. Public Comment

During general public comment, Jim Morowsky of Treasure Island Wines commented that stakeholders in the community needed more information at the outreach events regarding revised projected transit service levels, travel demand forecast given the COVID crisis, and toll subsidies before being asked to comment on those issues.

8. Adjournment

The meeting was adjourned at 9:48 a.m.



**TREASURE ISLAND
MOBILITY MANAGEMENT AGENCY**

TC012522

MOTION NO. 22-01

MOTION ACCEPTING THE TREASURE ISLAND MOBILITY MANAGEMENT AGENCY'S
AUDIT REPORT FOR THE FISCAL YEAR ENDED JUNE 30, 2021

Pursuant to the annual audit requirements in its Fiscal Policy, the Treasure Island Mobility Management Agency hereby accepts the audit report for the fiscal year ended June 30, 2021.

Attachment:

1. Audit Report for the Fiscal Year Ended June 30, 2021

Annual Financial Report

For the Fiscal Year
Ended June 30, 2021



a component unit of the San Francisco County Transportation Authority

Annual Financial Report

For the Fiscal Year Ended June 30, 2021

Prepared by the Finance and Administration Division



a component unit of the San Francisco County Transportation Authority

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FRONT COVER: Treasure Island Community Development
BACK COVER: Abe Bingham, flickr.com/gp/8838/d86551

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Independent Auditor's Report

Board of Commissioners
Treasure Island Mobility Management Agency
San Francisco, California

We have audited the accompanying financial statements of the governmental activities and the general fund of the Treasure Island Mobility Management Agency (Agency), a component unit of the San Francisco County Transportation Authority (Transportation Authority), as of and for the year ended June 30, 2021, and the related notes to the financial statements, as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditors' Responsibility

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and the general fund of the Agency as of June 30, 2021, and the changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters*Required Supplementary Information*

Accounting principles generally accepted in the United States of America require that the management discussion and analysis and the budgetary comparison schedule be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

A handwritten signature in black ink that reads "Eide Bailly LLP". The signature is written in a cursive, flowing style.

Menlo Park, California
December 21, 2021

Treasure Island Mobility Management Agency
Management's Discussion and Analysis
June 30, 2021

As management of the Treasure Island Mobility Management Agency (Agency), we offer readers of the financial statements this narrative overview and analysis of the financial activities of the Agency for the fiscal year (FY) ended June 30, 2021.

Financial Highlights

- **Net Position** - The assets exceeded its liabilities by \$1.1 million (net position) at FY ended June 30, 2021. All of which is considered unrestricted net position and may be used to meet the Agency's ongoing obligations.
- **Total Assets** - Total assets increased by \$606 thousand, which is mainly due to an increase in receivable from the City and County of San Francisco.
- **Total Liabilities** - Total liabilities increased by \$703 thousand, which is mainly due to an increase in payable to the San Francisco County Transportation Authority (Transportation Authority) for costs incurred and paid for by the Agency.
- **Operating Grants and Contributions Revenues** - Total operating grants and contributions increased by \$240 thousand. This is mainly due to reimbursements from the Treasure Island Development Authority (TIDA) for FY2019/20 activities but collected in FY2020/21.
- **Transportation Improvement Expenses** - Total transportation improvement expenses increased by \$219 thousand in FY2020/21 as compared to the prior year, which is mainly due to increased level of effort and activities in preparation for operations as we progress toward the launch of a tolling system.
- **Total revenues and expenditures** were less than the final budgetary estimates by \$697 thousand as work across all subprojects of the Agency program proceeded more slowly than anticipated. We anticipate toll policies to be adopted by January 2022 in which toll system design and integration work will proceed thereafter.
- **Fund Balance** - The Agency's sole governmental fund, the general fund, reported no fund balances, which is consistent with the prior year.

Overview of the Financial Statements

The discussion and analysis provided here are intended to serve as an introduction to the Agency's basic financial statements. The Agency's basic financial statements consist of three components: 1) government-wide financial statements, 2) fund financial statements, and 3) the notes to financial statements. This report also includes required supplementary information intended to furnish additional detail to support the basic financial statements themselves.

Government-Wide Financial Statements

The government-wide financial statements are designed to provide readers with a broad overview of the Agency's finances, in a manner similar to a private-sector business.

The statement of net position presents financial information on all of the Agency's assets, liabilities with the difference reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the Agency is improving or deteriorating.

The statement of activities presents information showing how the Agency's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, revenues and expenses are reported for some items that will only result in cash flows in future fiscal periods.

The governmental activities of the Agency includes transportation improvement as the only activity.

The government-wide financial statements can be found on pages 10-11 of this report.

Fund Financial Statements

A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. The Agency, like other state and local governments, uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements.

Governmental Funds

Governmental funds are used to account for essentially the same functions reported as governmental activities in the government-wide financial statements. However, unlike the government-wide financial statements, governmental fund financial statements focus on near-term inflows and outflows of spendable resources, as well as on balances of spendable resources available at the end of the fiscal year. Such information may be useful in assessing a government's near-term financing requirements. Because the focus of governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for governmental funds with similar information presented for governmental activities in the government-wide financial statements. By doing so, readers may better understand the long-term impact of the government's near-term financing decisions. Both the governmental fund balance sheet and the governmental fund statement of revenues, expenditures, and changes in fund balances provide a reconciliation to facilitate this comparison between governmental funds and governmental activities.

The Agency maintains one governmental fund which is the general fund and adopts an annual appropriated budget for its general fund. A budgetary comparison has been provided for the general fund to demonstrate compliance with this budget.

The basic governmental fund financial statements can be found on pages 12-13 of this report.

Notes to the Financial Statements

The notes provide additional information that is necessary to acquire a full understanding of the data provided in the government-wide and fund financial statements. The notes to the financial statements can be found on pages 14-16 of this report.

Other Information

In addition to the basic financial statements and accompanying notes, this report also presents required supplementary information concerning the Agency's general fund budget.

Required supplementary information can be found on pages 17-18 of this report.

Treasure Island Mobility Management Agency
Management's Discussion and Analysis
June 30, 2021

Government-Wide Overall Financial Analysis

As noted earlier, net position over time may serve as a useful indicator of a government's financial position. The Agency's statement of net position shows assets exceeded its liabilities by \$1.1 million at year ended June 30, 2021.

	For the Year Ended			
	June 30, 2021	June 30, 2020	\$ Change	% Change
ASSETS				
Program receivables	\$ 4,179	\$ 431,417	\$ (427,238)	-99.0%
Receivable from the City and County of San Francisco	2,258,832	1,225,227	1,033,605	84.4%
Total Assets	<u>2,263,011</u>	<u>1,656,644</u>	<u>606,367</u>	36.6%
LIABILITIES				
Accounts payable	138,701	304,806	(166,105)	-54.5%
Payable to San Francisco County Transportation Authority	1,026,286	156,794	869,492	554.5%
Total Liabilities	<u>1,164,987</u>	<u>461,600</u>	<u>703,387</u>	152.4%
NET POSITION				
Unrestricted net position	1,098,024	1,195,044	(97,020)	-8.1%
Total Net Position	<u>\$ 1,098,024</u>	<u>\$ 1,195,044</u>	<u>\$ (97,020)</u>	-8.1%

The Agency reported an unrestricted net position of \$1.1 million, a decrease of \$97 thousand due to increased payable liabilities as compared to prior year. Total assets increased by \$606 thousand which consists of program receivables from the Federal Advanced Transportation and Congestion Management Technologies Deployment grant and program receivables from the City and County of San Francisco. The increase in receivable from the City and County of San Francisco is related to the timing of invoices submitted to funding agencies and whose payments were not collected as of June 30, 2021. Total liabilities increased by \$703 thousand which consists of accounts payable and payable to the Transportation Authority. Payable of \$1 million to the Transportation Authority was for costs incurred by the Agency, but paid by the Transportation Authority on behalf of the Agency. The Agency will reimburse the Transportation Authority with grant payments received.

Treasure Island Mobility Management Agency
Management's Discussion and Analysis
June 30, 2021

Governmental Activities

The Agency's net position for governmental activities decreased \$97 thousand for the year ended June 30, 2021, with an ending balance of \$1.1 million.

	For the Year Ended			
	June 30, 2021	June 30, 2020	\$ Change	% Change
Revenues:				
Operating grants and contributions	\$ 1,439,114	\$ 1,198,712	\$ 240,402	20.1%
Total revenues	<u>1,439,114</u>	<u>1,198,712</u>	<u>240,402</u>	20.1%
Expenses:				
Transportation improvement	<u>1,536,134</u>	<u>1,317,432</u>	<u>218,702</u>	16.6%
Total expenses	<u>1,536,134</u>	<u>1,317,432</u>	<u>218,702</u>	16.6%
Change in net position	(97,020)	(118,720)	21,700	-18.3%
Net position, beginning of year	<u>1,195,044</u>	<u>1,313,764</u>	<u>(118,720)</u>	-9.0%
Net position, end of year	<u>\$ 1,098,024</u>	<u>\$ 1,195,044</u>	<u>\$ (97,020)</u>	-8.1%

Financial Analysis

As noted earlier, the Agency uses fund accounting to report its governmental transactions. The focus of the Agency's governmental fund is to provide information on near-term inflows, outflows, and balances of spendable resources. Such information is useful in assessing the Agency's financing requirements. Operating grants and contributions increased by \$240 thousand. This is mainly due to reimbursements from TIDA for FY2019/20 activities but collected in FY2020/21. Transportation improvement expenses increased by \$219 thousand as compared to the prior year. This is mainly because as we progress toward the launch of a tolling system, level of effort and activities increases year-to-year in preparation for operations. Some of the milestones reached this fiscal year were the adoption of the Worker Affordability Program; completion of the California Environmental Quality Act technical studies; and the completion of 65% civil design for Toll Points 1 through 3.

Budgetary Analysis and Highlights and Economic Factors

The most significant differences between budgeted revenues and expenditures and actual revenues and expenditures were as follows:

	Budgeted Amounts			Positive (Negative) Variance Final to Actual
	Original	Final	Actual	
Revenues and Transfers In				
Federal	\$ 989,626	\$ 733,421	\$ 232,236	\$ (501,185)
Regional and other	1,500,000	1,500,000	1,303,898	(196,102)
Transfers in from other funds	7,435	-	-	-
Total Revenues and Transfers In	2,497,061	2,233,421	1,536,134	(697,287)
Expenditures and Transfers Out				
Administrative operating costs	568,413	573,121	609,111	(35,990)
Transportation improvement	1,928,648	1,660,300	836,576	823,724
Transfers out to other funds	-	-	90,447	(90,447)
Total Expenditures and Transfers Out	2,497,061	2,233,421	1,536,134	697,287
Change in Fund Balance	-	-	-	-
Fund Balance - Beginning	-	-	-	-
Fund Balance - Ending	\$ -	\$ -	\$ -	\$ -

Total revenues were less than the final budgetary estimates by \$697 thousand. Similarly, total expenditures were less than budgetary estimates by \$697 thousand. Work across all subprojects of the Agency program proceeded more slowly than anticipated. We anticipate toll policies to be adopted by January 2022. Toll system design and integration work will proceed when toll policies are adopted. Administrative operating costs were more than budgetary estimates by \$36 thousand. Transfers out to other funds was \$90 thousand more than budgetary estimates, due to Agency reimbursements to the Transportation Authority for prior year grant payments collected during FY2020/21.

Requests for Information

This financial report is designed to provide a general overview of the Agency's finances for all those with an interest in the government's finances. Questions concerning any of the information provided in this report, or requests for additional financial information, should be addressed to:

Treasure Island Mobility Management Agency
Attention: Deputy Director for Finance and Administration
1455 Market Street, 22nd Floor
San Francisco, California, 94103

Treasure Island Mobility Management Agency
Statement of Net Position
June 30, 2021

ASSETS	
Program receivables	\$ 4,179
Receivable from the City and County of San Francisco	<u>2,258,832</u>
Total Assets	<u>2,263,011</u>
 LIABILITIES	
Accounts payable	138,701
Payable to San Francisco County Transportation Authority	<u>1,026,286</u>
Total Liabilities	<u>1,164,987</u>
 NET POSITION	
Unrestricted net position	<u>1,098,024</u>
Total Net Position	<u>\$ 1,098,024</u>

Treasure Island Mobility Management Agency
Statement of Activities
Year Ended June 30, 2021

EXPENSES

Transportation improvement	\$ 1,536,134
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PROGRAM REVENUES

Operating grants and contributions	1,439,114
Net program revenue (expense)	<u>(97,020)</u>

CHANGE IN NET POSITION

Net position, beginning of year	(97,020)
	<u>1,195,044</u>
Net position, end of year	<u><u>\$ 1,098,024</u></u>

Treasure Island Mobility Management Agency
Balance Sheet - Governmental Funds
June 30, 2021

	<u>General Fund</u>
ASSETS	
Program receivables	
Regional and other	\$ 4,179
Receivables from the City & County of San Francisco	<u>2,258,832</u>
Total Assets	<u><u>\$ 2,263,011</u></u>
LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCES	
Liabilities	
Accounts payable	\$ 138,701
Payable to San Francisco County Transportation Authority	<u>1,026,286</u>
Total liabilities	<u>1,164,987</u>
Deferred Inflows of Resources	
Unavailable revenues	<u>1,098,024</u>
Total deferred inflows of resources	<u>1,098,024</u>
Fund Balances	
Unassigned	<u>-</u>
Total Fund Balances	<u>-</u>
Total Liabilities, Deferred Inflows of Resources, and Fund Balances	<u><u>\$ 2,263,011</u></u>
Reconciliation of the Governmental Fund Balance Sheet to the Statement of Net Position	
Amounts reported for governmental activities in the statement of net position are different because:	
Long-term receivables are not available to pay for current period indent expenditures and, therefore, are deferred in the governmental fund	<u>\$ 1,098,024</u>
Net position of governmental activities	<u><u>\$ 1,098,024</u></u>

San Francisco County Transportation Authority
Statement of Revenues, Expenditures, and Changes in Fund Balances - Governmental Funds
Year Ended June 30, 2021

	General Fund
REVENUES	
Program revenues	
Federal	\$ 232,236
Regional and other	1,303,898
Total Revenues	<u>1,536,134</u>
EXPENDITURES	
Current - transportation improvement	
Personnel expenditures	543,811
Non-personnel expenditures	65,300
Capital project costs	836,576
Total Expenditures	<u>1,445,687</u>
Excess (Deficiency) of Revenues Over (Under) Expenditures	<u>90,447</u>
OTHER FINANCING SOURCES (USES)	
Transfers out	(90,447)
Total Other Financing Sources (Uses)	<u>(90,447)</u>
Net Change in Fund Balance	-
Fund Balances - Beginning	-
Fund Balances - Ending	<u>\$ -</u>
Reconciliation of the Governmental Fund Statement of Revenues, Expenditures, and Changes in Fund Balance to the Statement of	
Amounts reported for governmental funds in the statement of activities are different because of the following:	
Revenues in the statement of activities that do not provide current financial resources are not reported in the governmental funds statements:	
Change in deferred inflows related to unavailable revenues	\$ (97,020)
Change in net position of governmental activities	<u>\$ (97,020)</u>

Note 1 - Reporting Entity and Background

The Treasure Island Transportation Management Act of 2008 Assembly Bill 981 (Leno 2008) authorizes the creation or designation of a Treasure Island-specific transportation management agency. On April 1, 2014, the City and County of San Francisco Board of Supervisors approved a resolution designating the San Francisco County Transportation Authority (Transportation Authority) as the Treasure Island Mobility Management Agency (Agency) to implement the Treasure Island Transportation Implementation Plan in support of the Treasure Island/Yerba Buena Island Development Project. In September 2014, Governor Brown signed Assembly Bill 141 (Ammiano 2014), establishing the Agency as a legal entity, distinct from the Transportation Authority, to help firewall the Transportation Authority's other functions. The eleven members of the Transportation Authority Board act as the Agency's Board of Commissioners.

Pursuant to Governmental Accounting Standards Board (GASB) standards, the financial statements of the Agency are included in the Transportation Authority's basic financial statements using the blending method. Nonetheless, the Agency is governed by an administrative code separate from that of the Transportation Authority's, and the agency operates as a special-purpose government agency under state law, separate and distinct from the Transportation Authority. The ordinance that created the Agency empowers it to independently issue debt in order to finance transportation projects for the Agency. The Agency's borrowing capacity is separate and distinct from that of the Transportation Authority.

The Treasure Island Transportation Implementation Plan (TITIP), adopted in 2011, calls for a comprehensive, integrated program to manage travel demand on Treasure Island as it develops. This innovative approach to mobility includes a complementary package of strategies and services including required purchase of transit passes by residents, parking fees, and a multimodal congestion pricing program that applies motorist user fees to support enhanced and new bus, ferry, and shuttle transit, as well as bicycle sharing, to reduce the traffic impacts of the project. Assembly Bill 981 (Leno 2008) authorizes San Francisco to implement congestion pricing (tolling) on Treasure Island.

The Agency's goals for TITIP include the following:

Promote walking and biking: Bike lanes, pedestrian paths, and Bay Wheels stations are to be set up to make walking and biking around the island safe and enjoyable.

Provide high-quality transit: This includes providing more San Francisco Municipal Transportation Agency services, new AC Transit services, ferry services, and on-island shuttles, to ensure that at least 50% of trips to and from the island are made using sustainable methods.

Reduce the need for car-ownership and use: This will be done by implementing a toll to enter and exit the island, not including parking with housing, and implementing a car sharing service.

Promote affordability: Subsidize transit passes, provide discounts to services like car and bike share for longtime residents and below market rate housing residents.

Note 2 - Summary of Significant Accounting Policies

Basis of Presentation

Government-wide Financial Statements - The statement of net position and statement of activities display information about the Agency. These statements include the financial activities of the overall government. Eliminations have been made to minimize the double counting of internal activities. Governmental activities are normally supported by taxes, grants, and other revenues.

The statement of activities presents a comparison between direct expenses and program revenues. Direct expenses are those that are specifically associated with a program or function and, therefore, are clearly identifiable to a particular function. Program revenues include: 1) charges paid by the recipients of goods or services offered by the programs and 2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular program. Revenues that are not classified as program revenues, including all taxes, are presented instead as general revenues.

Measurement Focus and Basis of Accounting

The accounting and financial reporting treatment is determined by the applicable measurement focus and basis of accounting. Measurement focus indicates the type of resources being measured, such as current financial resources or economic resources. The basis of accounting indicates the timing of transactions or events for recognition in the financial statements. The government-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met.

The governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available. Revenues are considered to be available when they are collectible, within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, the government considers revenues to be available if they are collected within 60 days of the end of the current fiscal period. Expenditures generally are recorded when a liability is incurred, as under accrual accounting. Entitlements are recorded as revenues when all eligibility requirements are met, including any time requirements, and the amount is received during the period or within the availability period for this revenue source (within 60 days of year end). Expenditure-driven grants are recognized as revenue when the qualifying expenditures have been incurred and all other eligibility requirements have been met, and the amount is received during the period or within the availability period for this revenue source (within 60 days of year end). All other revenue items are considered to be measurable and available only when cash is received by the Agency.

Fund Balance / Net Position

The net position reported on the statement of net position is unrestricted, while the Agency reported no fund balance on June 30, 2021. When an expenditure / expense is incurred for purposes for which both restricted and unrestricted net position / unassigned fund balance is available, the Agency considers restricted funds to have been spent first.

Use of Estimates

The preparation of basic financial statements, in conformity with generally accepted accounting principles (GAAP), requires management to make certain estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results may differ from those estimates.

Note 3 - Related Party Transactions*City and County of San Francisco*

Receivables from the City and the County of San Francisco totaled \$2,258,832 at June 30, 2021. These amounts are due to the Agency for project billings related to the TITIP.

San Francisco County Transportation Authority

Payables to the Transportation Authority are comprised of \$1,026,286. These amounts were for the costs incurred by the Agency, but paid by the Transportation Authority on behalf of the Agency. Additionally, the Agency transferred \$90,447 to the Transportation Authority.

Note 4 - Commitments

The Agency's outstanding commitments totaled \$1,062,998 at June 30, 2021. This amount represents outstanding encumbrances on various Agency contracts held with private consulting companies.



Required Supplementary Information
June 30, 2021

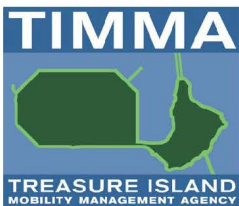
Treasure Island Mobility Management Agency

Treasure Island Mobility Management Agency
Schedule of Revenues, Expenditures, and Changes in Fund Balances - Budget and Actual
Year Ended June 30, 2021

	Budgeted Amounts			Positive (Negative) Variance Final to Actual
	Original	Final	Actual	
Revenues and Transfers In				
Federal	\$ 989,626	\$ 733,421	\$ 232,236	\$ (501,185)
Regional and other	1,500,000	1,500,000	1,303,898	(196,102)
Transfers in from other funds	7,435	-	-	-
Total Revenues and Transfers In	<u>2,497,061</u>	<u>2,233,421</u>	<u>1,536,134</u>	<u>(697,287)</u>
Expenditures and Transfers Out				
Administrative operating costs	568,413	573,121	609,111	(35,990)
Transportation improvement	1,928,648	1,660,300	836,576	823,724
Transfers out to other funds	-	-	90,447	(90,447)
Total Expenditures and Transfers Out	<u>2,497,061</u>	<u>2,233,421</u>	<u>1,536,134</u>	<u>697,287</u>
Change in Fund Balance	-	-	-	-
Fund Balance - Beginning	-	-	-	-
Fund Balance - Ending	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

Note 1 - Budgets and Budgetary Data

Comparisons with financial results for the current fiscal period for the fund are presented as required supplementary information and include, in addition to actual expenditures, amounts that have been appropriated for projects and programs. Unexpended capital budget appropriations are carried forward to subsequent years. The budget represents a process through which policy decisions are made, implemented, and controlled. Appropriations may be adjusted during the year with the approval of the governing board. Accordingly, the legal level of budgetary control by the Agency is the program (fund) level. Budgets are adopted on a basis consistent with generally accepted accounting principles.



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Memorandum

AGENDA ITEM 6

DATE: December 27, 2021

TO: Treasure Island Mobility Management Agency Board

From: Cynthia Fong - Deputy Director for Finance and Administration

Subject: 1/25/2022 Committee Meeting: Recommend Acceptance of the Audit Report for the Fiscal Year Ended June 30, 2021

RECOMMENDATION

☐ Information ☒ Action

Recommend Acceptance of the audit report for the fiscal year ended June 30, 2021

SUMMARY

The Treasure Island Mobility Management Agency's (TIMMA's) financial records are required to be audited annually by an independent, certified public accountant. The Annual Financial Report (Audit Report) for the year ended June 30, 2021, was conducted in accordance with generally accepted auditing standards by the independent, certified public accounting firm of Eide Bailly LLP. We received all unmodified audit opinions from Eide Bailly, with no findings or recommendations for improvements.

☐ Fund Allocation

☐ Fund Programming

☐ Policy/Legislation

☐ Plan/Study

☐ Capital Project
Oversight/Delivery

☒ Budget/Finance

☐ Contract/Agreement

☐ Other:

BACKGROUND

Under its Fiscal Policy (Resolution 21-01), TIMMA's financial records are to be audited annually by an independent, certified public accounting firm. The audits for the fiscal year (FY) ended June 30, 2021, were conducted in accordance with generally accepted auditing standards, the standards applicable to financial audits contained in the Government Auditing Standards, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance). The Audit Report contains formal opinions, or disclaimers thereof, issued by an independent, certified public accounting firm as a result of an external audit performed on the agency. An unmodified opinion (also known as a clean opinion/unqualified opinion) is the best type of report an agency may receive from an external audit and represents that the agency complied with direct and material regulatory requirements or that the agency's financial condition, position, and operations in all material respects were fairly presented.



DISCUSSION

The Audit Report includes an Independent Auditor's Report; a management discussion and analysis of the TIMMA financial performance during that fiscal year; the financial statements; and the required supplemental information.

We are pleased to note that Eide Bailly issued all unmodified opinions and had no findings or recommendations for improvements. We recognized all significant transactions in the financial statements in the proper period and received no adjustments to any estimates made in the financial statements. For the annual fiscal audit, Eide Bailly has issued an opinion stating that the financial statements present fairly, in all material respects, the financial position of TIMMA. The full audit report is enclosed.

FINANCIAL IMPACT

Expenditures did not exceed the amounts approved in the final amended FY2020/21 budget. Budgeted expenditures in the amount of \$787,734 were not expended in FY2020/21 and will be included in the FY2021/22 mid-year amendment.

SUPPLEMENTAL MATERIALS

Attachment 1 - Annual Financial Report for the Year Ended June 30, 2021



TREASURE ISLAND MOBILITY MANAGEMENT AGENCY

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Memorandum

AGENDA ITEM 5

DATE: May 24, 2022

TO: Treasure Island Mobility Management Agency Board

FROM: Cynthia Fong - Deputy Director for Finance and Administration

SUBJECT: 5/25/2022 Board Meeting: Internal Accounting Report for the Six Months ending December 31, 2021 and Nine Months Ending March 31, 2022

RECOMMENDATION ☒ Information ☐ Action

None. This is an information item.

SUMMARY

The Treasure Island Mobility Management Agency's (TIMMA's) Fiscal Policy directs staff to give a quarterly report of expenditures including a comparison to the adopted budget. This is the first meeting of the TIMMA Board or Committee since January 2021; thus, this Internal Accounting Report covers both the six months ending December 31, 2021, and the nine months ending March 31, 2022.

- ☐ Fund Allocation
- ☐ Fund Programming
- ☐ Policy/Legislation
- ☐ Plan/Study
- ☐ Capital Project Oversight/Delivery
- ☒ Budget/Finance
- ☐ Contract/Agreement
- ☐ Other: _____

BACKGROUND

The TIMMA's Fiscal Policy (Resolution 21-01) establishes an annual audit requirement and directs staff to report to the TIMMA Committee, on at least a quarterly basis, its actual expenditures in comparison to the adopted budget.

DISCUSSION

Internal Accounting Report. The last TIMMA meeting was held in January 2022, therefore we are presenting the second and third quarter Internal Accounting Reports together. Using the format of TIMMA's annual financial statements for governmental funds, the Internal Accounting Report includes a Balance Sheet (Attachments 1 and 3) and a Statement of Revenues, Expenditures, and Changes in Fund Balances, with Budget Comparison (Attachments 2 and 4). In Attachments 2 and 4, the last two columns show, respectively, the budget values, and the variance of revenues and expenditures as compared to the prorated adopted budget. The numbers in the prorated adopted budget column are one-half and



three-fourths of the total adopted budget for Fiscal Year (FY) 2021/22. Note the amendment of the FY21/22 budget is presented as a separate item on the agenda for approval. The Internal Accounting Report does not include the Governmental Accounting Standards Board Statement No. 34 adjustments, or the other accruals, that are done at year-end. The statements as of December 31, 2021 and March 31, 2022, are used as the basis for understanding financial status for TIMMA.

Balance Sheet Analysis. The Balance Sheet (Attachments 1 and 3) presents assets, liabilities, and fund balances as of December 31, 2021 and March 31, 2022. Total assets as of March 31, 2022, includes \$1.9 million related to program receivable from federal and regional grants. Total liability as of March 31, 2022 equal to \$829,921, includes \$205,540 of payable to consultants for services provided and \$624,381 of payable to the Transportation Authority for costs incurred and paid for by TIMMA. TIMMA will reimburse the Transportation Authority with grant payments received. The deferred inflow of resources is \$1.0 million, and it is related to the timing of invoices submitted to funding agencies for reimbursement that were not collected as of March 31, 2022.

Statement of Revenues, Expenditures, and Changes in Fund Balances Analysis. The Statement of Revenues, Expenditures, and Changes in Fund Balances with Budget Comparison (Attachments 2 and 4) compares the adopted budget to actual levels for revenues and as of March 31, 2022 earned \$1.0 million of revenues from the Treasure Island Development Authority and the Federal Advanced Transportation and Congestion Management Technologies Deployment grant. As of March 31, 2022, TIMMA incurred \$1.1 million of expenditures. Expenditures included \$548,687 in technical professional services, and \$528,164 of personnel and non-personnel expenditures.

For the nine months ending March 31, 2022, total program revenues were lower than prorated budgetary estimates by \$943,128 and total expenditures were lower than prorated budgetary estimates by \$1.1 million. The variances are mainly due to the delay in approval of toll policies. We are expecting to seek Board approval of the TIMMA Base Toll Policy in summer 2022, and significant new work on the Toll System Design and Integration will launch once the toll policies are adopted.

FINANCIAL IMPACT

None. This is an information item.



SUPPLEMENTAL MATERIALS

- Attachment 1 - Balance Sheet (unaudited) as of December 31, 2021
- Attachment 2 - Statement of Revenue, Expenditures, and Changes in Fund Balance with Budget Comparison (unaudited) for period ending December 31, 2021
- Attachment 3 - Balance Sheet (unaudited) as of March 31, 2022
- Attachment 4 - Statement of Revenue, Expenditures, and Changes in Fund Balance with Budget Comparison (unaudited) for period ending March 31, 2022



**TREASURE ISLAND
MOBILITY MANAGEMENT AGENCY**

**TREASURE ISLAND MOBILITY MANAGEMENT AGENCY
ATTACHMENT 1**

Balance Sheet (unaudited)
Governmental Funds
December 31, 2021

	<u>General Fund</u>
Assets:	
Program receivable	\$ 208,326
Receivables from the City and County of San Francisco	<u>1,584,208</u>
Total Assets	<u><u>1,792,534</u></u>
Liabilities:	
Accounts payable	287,844
Due to Transportation Authority	<u>470,185</u>
Total Liabilities	<u>758,029</u>
Deferred Inflows of Resources:	
Unavailable program revenues	1,034,505
Fund Balances (Deficit):	
Total fund balances (deficit)	<u>-</u>
Total Liabilities, Deferred Inflows of Resources, and Fund Balances	<u><u>\$ 1,792,534</u></u>



**TREASURE ISLAND
MOBILITY MANAGEMENT AGENCY**

**TREASURE ISLAND MOBILITY MANAGEMENT AGENCY
ATTACHMENT 2**

Statement of Revenue, Expenditures, and Changes in Fund Balances with Budget Comparison (unaudited)
For the Six Months Ending December 31, 2021

	General Fund	Prorated Adopted Budget Fiscal Year 2021/22	Variance with Prorated Adopted Budget Positive (Negative)
Revenues:			
Program revenues	\$ 821,548	\$ 1,328,116	\$ (506,568)
Total Revenues	<u>821,548</u>	<u>1,328,116</u>	<u>(506,568)</u>
Expenditures:			
Current - transportation improvement			
Personnel expenditures	328,925	504,261	175,336
Non-personnel expenditures	25,798	28,100	2,302
Capital project costs	391,626	895,482	503,856
Total Expenditures	<u>746,349</u>	<u>1,427,843</u>	<u>681,494</u>
Excess (Deficiency) of Revenues over (Under) Expenditures	<u>\$ 75,199</u>	<u>\$ (99,727)</u>	<u>\$ 174,926</u>
Other Financing Sources (Uses):			
Transfer out to Transportation Authority	(75,199)	99,727	(174,926)
Net Change in Fund Balance	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Fund balances (deficit), beginning of the period	-		
Fund Balance (Deficit), End of the Period	<u>\$ -</u>		



**TREASURE ISLAND
MOBILITY MANAGEMENT AGENCY**

TREASURE ISLAND MOBILITY MANAGEMENT AGENCY

ATTACHMENT 3

Balance Sheet (unaudited)

Governmental Funds

March 31, 2022

	General Fund
Assets:	
Program receivable	\$ 113,990
Receivables from the City and County of San Francisco	1,747,171
Total Assets	1,861,161
Liabilities:	
Accounts payable	205,540
Due to Transportation Authority	624,381
Total Liabilities	829,921
Deferred Inflows of Resources:	
Unavailable program revenues	1,031,240
Fund Balances (Deficit):	
Total fund balances (deficit)	-
Total Liabilities, Deferred Inflows of Resources, and Fund Balances	\$ 1,861,161



**TREASURE ISLAND
MOBILITY MANAGEMENT AGENCY**

TREASURE ISLAND MOBILITY MANAGEMENT AGENCY

ATTACHMENT 4

Statement of Revenue, Expenditures, and Changes in Fund Balances with Budget Comparison (unaudited)

For the Nine Months Ending March 31, 2022

	General Fund	Prorated Adopted Budget Fiscal Year 2021/22	Variance with Prorated Adopted Budget Positive (Negative)
Revenues:			
Program revenues	\$ 1,049,046	\$ 1,992,174	\$ (943,128)
Total Revenues	<u>1,049,046</u>	<u>1,992,174</u>	<u>(943,128)</u>
Expenditures:			
Current - transportation improvement			
Personnel expenditures	484,034	756,391	272,357
Non-personnel expenditures	44,130	42,150	(1,980)
Capital project costs	548,687	1,343,222	794,535
Total Expenditures	<u>1,076,851</u>	<u>2,141,763</u>	<u>1,064,912</u>
Excess (Deficiency) of Revenues over (Under) Expenditures	<u>\$ (27,805)</u>	<u>\$ (149,589)</u>	<u>\$ 121,784</u>
Other Financing Sources (Uses):			
Transfer in from Transportation Authority	27,805	149,589	(121,784)
Net Change in Fund Balance	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Fund balances (deficit), beginning of the period	-		
Fund Balance (Deficit), End of the Period	<u>\$ -</u>		

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**TREASURE ISLAND
MOBILITY MANAGEMENT AGENCY**

TB052422

RESOLUTION NO. 22-03

RESOLUTION AMENDING THE ADOPTED FISCAL YEAR 2021/22 BUDGET TO INCREASE REVENUES BY \$114,491, DECREASE EXPENDITURES BY \$19,562, AND DECREASE OTHER FINANCING SOURCES BY \$134,053

WHEREAS, In June 2021, through Resolution 21-07, the Treasure Island Mobility Management Agency (TIMMA) Board adopted the FY 2021/22 Annual Budget and Work Program; and

WHEREAS, The TIMMA's Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and expenditures incurred; and

WHEREAS, The work program continues to advance the Treasure Island Transportation Implementation Plan, which provides a vision and strategies for a sustainable transportation system for Treasure Island; and

WHEREAS, The original work scope for FY 2021/22 included the issuance of the Request for Proposals for a toll system integrator, finalization of civil engineering designs, start of toll system integrator design and network communication, and initial construction of the toll system infrastructure; and

WHEREAS, The current schedule now anticipates toll program adoption this Summer 2022, after which civil design and the toll system integrator procurement will proceed; and

WHEREAS, Budgeted revenues from federal reimbursements will be decreased by \$156,552 due to project schedule delays and will defer to the next fiscal year; and

WHEREAS, Budgeted revenues from regional and other reimbursements will be increased by \$271,043 due to carryover FY 2020/21 local grant funding from the Treasure Island Development Authority that is applied to the FY 2021/22 budget; and

WHEREAS, Corresponding technical professional services expenditures will increase by \$30,131 as compared to the adopted budget; and

WHEREAS, Non-personnel expenditures will increase by \$181,946, and personnel expenditures will decrease by \$231,639 for a total decrease of \$49,693 in administrative operating costs for FY 2021/22 activity; and



**TREASURE ISLAND
MOBILITY MANAGEMENT AGENCY**

TB052422

RESOLUTION NO. 22-03

WHEREAS, Other financing sources will decrease by \$134,053, as appropriations of Proposition K Sales Tax to TIMMA will be deferred to FY 2022/23; and

WHEREAS, The proposed amendment to the FY 2021/22 budget would increase revenues by \$114,491, decrease expenditures by \$19,562 and decrease other financing sources by \$134,053; now, therefore be it

RESOLVED, That TIMMA's adopted FY 2021/22 budget is hereby amended to increase revenues by increase revenues by \$114,491, decrease expenditures by \$19,562 and decrease other financing sources by \$134,053.

Attachment:

1. Proposed FY 2021/22 Budget Amendment

Treasure Island Mobility Management Agency
Attachment I
Proposed Fiscal Year 2021/22 Budget Amendment
Line Item Detail



	Proposed Budget Amendment Fiscal Year 2021/22	Increase/ (Decrease)	Adopted Budget Fiscal Year 2021/22
Program Revenues:			
<u>Federal</u>			
Federal Advanced Transportation and Congestion Management Technologies Deployment	\$ 982,750	\$ (123,482)	\$ 1,106,232
Innovative Deployments to Enhance Arterials Shared Automated Vehicle	16,930	16,930	
Ferry Boat Discretionary funds - Treasure Island Ferry Terminal	-	(50,000)	50,000
<u>Regional and Other</u>			
Treasure Island Development Authority (TIDA)	1,771,043	271,043	1,500,000
Total Program Revenues	2,770,723	114,491	2,656,232
Expenditures:			
Technical Professional Services	1,821,094	30,131	1,790,963
Administrative Operating Costs			
Personnel Expenditures			
Salaries	529,644	(157,921)	687,565
Fringe Benefits	247,238	(73,718)	320,956
Non-personnel Expenditures			
Administrative Operations	231,946	181,946	50,000
Commissioner-Related Expenses	6,200	-	6,200
Total Expenditures	2,836,122	(19,562)	2,855,684
Other Financing Sources (Uses):			
Transfer in from Transportation Authority	65,399	(134,053)	199,452
Transfer out to Transportation Authority	-	-	-
Total Other Financing Sources (Uses)	65,399	(134,053)	199,452
Net Change in Fund Balance	\$ -	\$ -	\$ -



TREASURE ISLAND MOBILITY MANAGEMENT AGENCY

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Memorandum

AGENDA ITEM 8

DATE: May 19, 2022

TO: Treasure Island Mobility Management Agency Board

FROM: Cynthia Fong - Deputy Director for Finance and Administration

SUBJECT: 5/24/22 Board Meeting: Amend the Adopted Fiscal Year 2021/22 Budget to Increase Revenues by \$114,491, Decrease Expenditures by \$19,562 and Decrease Other Financing Sources by \$134,053

RECOMMENDATION ☐ Information ☒ Action

Amend the adopted Fiscal Year (FY) 2021/22 budget to increase revenues by \$114,491, decrease expenditures by \$19,562 and decrease other financing sources by \$134,053.

SUMMARY

In June 2021, through Resolution 21-07, the Board adopted the FY 2021/22 Annual Budget and Work Program. Revenue and expenditure figures pertaining to several project components need to be updated from the original estimates contained in the adopted FY 2021/22 budget. The effect of the amendment, with a comparison of revenues and expenditures to the adopted budget is shown in Attachment 1.

- ☐ Fund Allocation
- ☐ Fund Programming
- ☐ Policy/Legislation
- ☐ Plan/Study
- ☐ Capital Project Oversight/Delivery
- ☒ Budget/Finance
- ☐ Contract/Agreement
- ☐ Other: _____

BACKGROUND

The budget revision is an opportunity for us to revise revenue projections and expenditure line items to reflect new information or requirements identified in the months elapsed since the adoption of the annual budget. Our Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and expenditures incurred. The revisions typically take place after completion of the annual fiscal audit, which certifies actual expenditures and carryover revenues.

DISCUSSION

The budget revision reflects an increase of \$114,491 in revenues, a decrease of \$19,562 in expenditures and a decrease of \$134,053 in other financing sources. These revisions include carryover revenues and expenditures from the prior period. The effect of the amendment,



with a comparison of revenues and expenditures to the adopted FY 2021/22 Budget, is shown in Attachment 1. TIMMA's FY 2021/22 budget revisions are included in the San Francisco County Transportation Authority's (Transportation Authority's) FY 2021/22 budget amendment, which was adopted by the Transportation Authority Board on April 12, 2022.

Work Program. The work program continues to advance the Treasure Island Transportation Implementation Plan (TITIP), which provides a vision and strategies for a sustainable transportation system for Treasure Island. The vision is to be achieved through new and expanded transit, shuttle, and other mobility services and transportation demand measures, to be funded by a congestion management toll, parking charges, and transit fares. In December 2019, the TIMMA Board adopted a policy to exempt current residents from the toll. Since that time, efforts focused on advancing additional toll affordability policies, as well as program-wide design and environmental documentation in response to the development program schedule for Treasure Island. This effort requires coordination of project scope, schedule and implementation with a number of regional and local partners.

The original work scope for FY 2021/22 included the issuance of the Request for Proposals for a Toll System Integrator (TSI), finalization of Civil Engineering designs, start of TSI design and network communication, and initial construction of the Toll System Infrastructure. These activities were pending Board adoption of the toll program anticipated in Fall 2021. The current schedule now anticipates toll program adoption this Summer 2022, after which civil design and TSI procurement will proceed. In FY2021/22, staff continued to conduct public outreach and finalize environmental documents for the toll program and toll system.

Program Revenues. The program revenue for FY 2021/22 covers the full costs of all Transportation Authority activities in support of TIMMA. This amendment increases total revenues by \$114,491. Budgeted revenues from federal reimbursements will be decreased by \$156,552 and will defer to the next fiscal year due to project schedule delays described above. Budgeted revenues from regional and other reimbursements will be increased by \$271,043 which is due to FY 2020/21 carryover local grant funding from the Treasure Island Development Authority (TIDA) that is applied to the FY 2021/22 budget.

Program Expenditures. Changes proposed to expenditures are described below.

Technical Professional Services Costs - Technical professional services include planning, engineering, design, communications, environmental, and toll system final design services. Included are technical services contracts already awarded for the Treasure Island Conceptual System Design; on-call demand model development and application; on-call transportation planning; and strategic advising/project management support. Additional technical services contracts anticipated in this line item include strategic communications, and outreach services. Corresponding technical professional services expenditures will increase by \$30,131 as compared to the adopted budget.



Administrative Operating Costs - As stated in the Administrative Code (Ordinance 17-02), the Transportation Authority shall lend staff to TIMMA as appropriate, subject to reimbursement by TIMMA for salary and related benefits and other costs allocable to services performed for TIMMA by Transportation Authority staff. Personnel costs encompass technical staffing across each of the six divisions of the Transportation Authority. Non-personnel costs include legal services and Commissioner meeting fees. Non-personnel expenditures will increase by \$181,946, and personnel expenditures will decrease by \$231,639 for a total decrease of \$49,693 in Administrative Operating Costs for FY 2021/22 activity. The increase of non-personnel expenditures is due to increased need of legal services, related to obtaining environmental clearance for the tolling project, than originally anticipated. The decrease in personnel expenditures is due to the delayed hiring of the Program Manager position to FY 2022/23.

Other Financing Sources. Other financing sources will decrease by \$134,053, as appropriations of Proposition K Sales Tax to TIMMA will be deferred to FY 2022/23. This is due to the FY 2020/21 carryover grant funding from TIDA that is applied to the FY 2021/22 budget.

FINANCIAL IMPACT

The proposed amendment to the FY 2021/22 budget would increase revenues by \$114,491, decrease expenditures by \$19,562 and decrease other financing sources by \$134,053 as described above.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Proposed Budget Amendment



TREASURE ISLAND MOBILITY MANAGEMENT AGENCY

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Memorandum

AGENDA ITEM 9

DATE: May 19, 2022

TO: Treasure Island Mobility Management Agency Board

FROM: Rachel Hiatt - Deputy Director for Planning

SUBJECT: 05/24/22 Board Meeting: Proposed Fiscal Year 2022/23 Annual Budget and Work Program

RECOMMENDATION ☒ Information ☐ Action

None. This is an information item.

SUMMARY

The proposed FY 2022/23 Annual Budget includes projections of revenues, operating and administrative costs, and professional services costs, as well as a description of the Treasure Island Mobility Management Agency's (TIMMA's) proposed Work Program for the coming fiscal year. The May 24 Board meeting will serve as the official public hearing prior to final consideration of the annual budget and work program at the June 7 Board meeting. Total revenues are projected to be \$10.8 million from various funding sources; total expenditures are projected to be \$11.0 million for technical professional services, personnel and non-personnel costs; and other financing sources are projected to be \$250,681.

- ☐ Fund Allocation
- ☐ Fund Programming
- ☐ Policy/Legislation
- ☐ Plan/Study
- ☐ Capital Project Oversight/Delivery
- ☒ Budget/Finance
- ☐ Contract/Agreement
- ☐ Other: _____

BACKGROUND

Pursuant to TIMMA's Fiscal Policy, TIMMA shall adopt an annual budget each year. The purpose of the Annual Budget is to provide management guidance and control over disbursement of TIMMA's revenues in accordance with the adopted work program as determined by the Board and as set forth in other policies. TIMMA's fiscal year extends from July 1 of each calendar year through June 30 of the following calendar year.

DISCUSSION



The TIMMA work program includes several major streams of work: Program Management; Outreach and Communications; Program Design, Approval and Delivery; and Toll System/Affordability Program Delivery.

The Program Management work stream includes program-wide management activities such as maintaining the master program schedule, providing Board support, and managing funding and grants. This work stream also provides for meetings of the TIMMA Committee and Board. The Program Management work stream also includes activities to advocate for funding opportunities, prepare grant funding applications, and pursue financing opportunities.

The Outreach and Communications work stream includes public involvement and outreach activities in support of program implementation.

In parallel with Outreach and Communications, the Program Design, Approval and Delivery work stream includes the planning, design, and approval of the Treasure Island Mobility Management Program, including all program elements and their financial implications at start up and over the medium to long-term. These elements include finalizing key components such as transit service levels and operating arrangements, implementation of the Transit Pass Program, Transportation Affordability Program policies, Parking Management legislation, bike and car share services, other Travel Demand Management measures, and congestion pricing program refinement. These components have been documented in the Treasure Island Mobility Management Program Implementation Report (2021).

The proposed FY 2022/23 Annual Budget and Work Program also includes the Toll System Delivery work stream, which includes finalization of civil engineering designs, start of toll system integration design, network communication installation, and initial construction of the toll system infrastructure. This work stream also includes securing required permits and approval of ordinances and policies. Tasks under this work stream are dependent on the approval of the congestion pricing and affordability program policies above.

Program Revenues. TIMMA's total revenues are projected to be \$10.8 million, with \$3.7 million obligated from federal Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant, \$1.5 million obligated from the Ferry Boat Discretionary Funds, \$464,885 obligated from Innovative Deployments to Enhance Arterials Shared Autonomous Vehicle (IDEA SAV), \$1.4 million obligated from Affordable Housing and Sustainable Communities (AHSC) Treasure Island Ferry Terminal and East Bay Bus Exchange, and \$3.7 million committed from the Treasure Island Community Development LLC (TICD) Exhibit N Shuttle Exchange and Ferry Exchange. Local and state funds from TICD and AHSC East Bay Bus Exchange, respectively, will be used to fulfill the match requirements to the Federal ATCMTD grant and Federal IDEA SAV grant. State funds from AHSC Treasure Island Ferry Terminal will be used to fulfill the match requirement to the Federal Ferry Boat Discretionary Fund.

Expenditures. Total expenditures are projected to be \$11.0 million, with \$9.3 million for technical professional services costs, \$1.5 million for personnel costs, and \$193,700 for non-



personnel costs. Technical professional services include planning, engineering, design, communications, and environmental services. Included are technical services contracts already awarded for the Treasure Island Conceptual System Design; on-call demand model development and application; on-call transportation planning; strategic advising/project management support; on-call strategic communications; and outreach services. Additional technical professional services budgeted in FY 2022/23 include new toll system contracts for toll system integrator and civil engineering design activity (pending toll policy adoption); environmental clearance and construction of the Treasure Island Ferry Terminal; AV Shuttle pilot launch; and implementation efforts in support of the transit pass, transit service deployment and affordability programs. Non-personnel costs include legal services and Commissioner meeting fees.

Other Financing Sources (Uses). The Other Financing Sources (Uses) section includes inter-agency transfers of \$250,681 between the Transportation Authority and TIMMA, which represents appropriations of Proposition K Sales Tax to TIMMA.

In addition, we are working with the Treasure Island Development Authority and the City and County of San Francisco to secure low cost, long term public financing for the TIMMA capital program, which will be presented for approval at a future meeting. If approved, additional financing capacity and related expenditure estimates will be updated and reflected in the mid-year budget amendment.

FINANCIAL IMPACT

As described above.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Proposed Work Program
- Attachment 2 - Proposed Budget - Line Item Detail
- Attachment 3 - Proposed Budget - Comparison of Revenues and Expenditures
- Attachment 4 - Line Item Description

Attachment 1

Proposed Fiscal Year 2022/2023 TIMMA Work Program

The Treasure Island Mobility Management Agency's (TIMMA's) proposed Fiscal Year (FY) 2022/23 Work Program includes activities in several work streams pursuant to Board of Supervisors Resolution 110-14 and as requested by the Treasure Island Development Authority (TIDA) and overseen by the Executive Director:

- Program Management;
- Outreach and Communications;
- Program Design, Approval and Delivery (subject to toll/affordability policy approval); and
- Toll System Delivery (subject to policy approval).

The Executive Director is responsible for the efficient and effective management of staff and other resources. These staff are lent from the San Francisco County Transportation Authority (Transportation Authority) to TIMMA as appropriate and are subject to reimbursement by TIMMA for salary and related benefits and other costs allocable to services performed for TIMMA by the Transportation Authority staff in accordance with TIMMA's Administrative Code (Ordinance 17-02). Further, the Executive Director is responsible for regular and effective communications with the Board, TIDA, San Francisco's elected representatives at the state and federal levels and the public, as well as for coordination and partnering with other city, regional, state and federal agencies.

PROGRAM MANAGEMENT

This section of the Work Program highlights ongoing and planned agency operational activities as listed below:

- **Board Operations and Support:** Staff TIMMA Committee and Board meetings. We anticipate quarterly Committee and Board meetings during the fiscal year. Develop a recommendation and potential structure for a TIMMA Community Advisory Committee for Board consideration.
- **Budget, Reports and Financial Statements:** Develop and administer the overall TIMMA program schedule and budget, including performance monitoring, internal program and project tracking. Monitor internal controls and prepare reports and financial statements.
- **Funding and Grants Management:** Manage grants and prepare invoices for reimbursement. We are pursuing an amendment to the federal Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant agreement that would increase TIMMA's share of funding and extend the schedule to match new construction schedules. We will also obligate and expend the federal earmark grant for the Ferry Facility, matched by Affordable Housing and Sustainable Communities (AHSC) funds awarded to TIDA. This task includes activities to advocate for funding opportunities and prepare grant funding applications. We will advocate for state and regional funds for clean ferries and other program expenditures, including grants from Bay Area Air Quality Management District, Metropolitan Transportation Commission, Senate Bill 1, state AHSC grants, California Air Resources Board, Cap and Trade, and other funds to help realize these plans.
- **Financing:** Work with TIDA and the City and County of San Francisco (City) to secure low cost, long term public financing for the TIMMA capital program. Negotiate with the Treasure Island Community Development LLC (TICD) to fill operating budget gaps in the early years of program operations.

Attachment 1

Proposed Fiscal Year 2022/2023 TIMMA Work Program

- **Contract Support:** This work includes managing contracts and developing associated Memoranda of Agreements and Understandings such as for ferry service planning and future deployment of transit services.
- **Policies:** Update Administrative Code, Rules of Order, Fiscal, Procurement, Travel, and other policies, as needed.
- **Operations Planning:** Develop plans, policies, and protocols for TIMMA operations. Develop a plan for staffing, office and other administrative requirements, and operations and maintenance facilities.
- **Program Schedule:** Maintain the overall schedule for program delivery, incorporating TIMMA activities as well as development progress. Provide updates to the Board as requested.
- **Program Implementation Report (PIR):** Following toll policy adoption, update the TIMM PIR to reflect adopted policy and other developments in the program.

OUTREACH AND COMMUNICATIONS

The Outreach and Communications work stream includes public involvement and outreach activities in support of planning and implementation recommendations. During FY 2022/23, key communications activities are expected to include the following:

- Execute the annual TIMMA pricing and mobility program outreach and involvement strategy with the public, the Board, various stakeholder groups and other government agencies. Outreach for the toll and affordability program is anticipated to continue through the second quarter of FY 2022/23, concluding with policy adoption. Other outreach will support an autonomous shuttle pilot and ferry service planning.
- Outreach is accomplished through various means, including through community outreach meetings and workshops (in compliance with shelter-in-place guidance), disseminating agency news and updates, and discussions with key stakeholders (One Treasure Island, Treasure Island Organizing Committee, Board Sailors Association, merchants, etc.).

PROGRAM DESIGN, APPROVAL AND DELIVERY

In parallel with program outreach, this work stream includes the planning, design and approval of the Treasure Island Mobility Management Program including all program elements and their financial implications at start-up and over the medium to long-term. These elements include finalizing key components such as transit service levels, implementation of the Transit Pass Program, Transportation Affordability Program policies, Parking Management legislation, bike and car share services, other Travel Demand Management (TDM) measures, and congestion pricing program refinement.

During the fiscal year, proposed activities include:

- **Demand Projections and Program Financial Analysis:** Complete and maintain short and mid-term demand and financial projections of the Mobility Program, which incorporates toll level, hours, toll program operations cost and revenue; transit and shuttle service levels, transit program cost and revenue; parking management program rates and associated cost and

Attachment 1

Proposed Fiscal Year 2022/2023 TIMMA Work Program

revenue; and Transportation Affordability Program requirements and costs. As warranted, identify alternative program and funding scenarios for the Board to consider.

- **Ferry and East Bay Transit Service Plan and Delivery:** Complete ferry service planning study in coordination with the Water Emergency Transportation Authority and the Port of San Francisco. Progress construction on the ferry terminal restrooms and shelters, including National Environmental Policy Act clearance, using the \$3 million federal earmark and \$750,000 AHSC local match. Continue activities in cooperation with ferry partners for joint development of funding and investment plans for water transit services. Conduct a Request for Information process with the on-demand shuttle and transit industry to refine East Bay and On-Island transit service assumptions.
- **Affordability Program:** The Affordability Program includes transportation credits, discounts, and supports for current and future low-income households and current businesses and workers. Following adoption of toll policies, integrate the affordability elements into the toll system, transit pass, and other implementation efforts.
- **Toll Policy Recommendations:** Following adoption of the toll and affordability program, complete comprehensive analysis of toll policies, including hours of operation, toll level, and discounts or exemptions and in combination with Transit, TDM, Affordability Program and other relevant components, based on updated demand modeling. Identify funding gaps and potential funding strategy to fill gaps for each scenario. Recommend refinements to the toll program as appropriate based on updated analysis.
- **Transit Pass Implementation:** During FY 2022/23, continue implementation of the Treasure Island institutional pass as part of the regional Clipper program. Work with transit operators to draft and adopt fare policies.
- **Parking Management Program Implementation:** Support the San Francisco Municipal Transportation Agency (SFMTA) as they finalize the Parking Management Plan and parking legislation and bring both for adoption by the TIMMA and SFMTA Boards. As needed to support the infrastructure construction schedule, support the SFMTA preparing for the delivery of their Parking Management Plan, and initiate agreements with SFMTA as needed.
- **TDM:** Following adoption of toll policies, the TDM work this year will include developing a framework for performance measurement and management and developing the implementation approach for bikeshare and carshare services on-Island.
- **Autonomous Vehicle (AV) Shuttle Pilot:** With the support of a federal ATCMTD program grant and Metropolitan Transportation Commission Innovative Deployments to Enhance Arterials Shared Automated Vehicles federal grant, continue project development with SFMTA; procure the AV Shuttle pilot vendor to better understand technology trends and impacts; and launch the AV Shuttle pilot. Partner with community stakeholders to conduct outreach on the pilot and conduct workforce development activities.
- **Bicycle/Pedestrian Planning:** In close coordination with Caltrans, TIDA, SFMTA and Bay Area Toll Authority, further advance bicycle and pedestrian mobility plans for TI/YBI.

TOLL SYSTEM/AFFORDABILITY PROGRAM DELIVERY

Attachment 1

Proposed Fiscal Year 2022/2023 TIMMA Work Program

This work stream includes finalizing civil engineering designs; start of toll system integration design; network communication installation; and initial construction of the toll system infrastructure. Tasks under this work stream are dependent on the approval of the toll and affordability program policies. Key delivery activities for FY 2022/23 include the following:

- **Civil Structural Design:** Finalize tolling infrastructure and civil engineering design plans at multiple locations on TI/YBI, in coordination with Island Road and YBI Westside Bridges design and construction activities. Civil structures to support tolling infrastructure will be constructed in phases with Phase 1 design efforts planned for completion during FY 2022/23, pending Board approval of the toll/affordability policy.
- **Toll System Integration:** With the support of a federal ATCMTD program grant and local match, prepare business rules, system requirements and cost estimates to support issuing a the Request for Proposal for the Toll System Integration vendor contract, pending Board approval of the toll/affordability policy. Ongoing coordination with TIDA, Bay Area Toll Authority and Caltrans.
- **Infrastructure Construction:** With the support of a federal ATCMTD program grant and local match, complete the installation of underground fiber utilities to support the tolling system communications.
- **Approvals:** Draft, finalize and gain approvals for the toll ordinance and policies regarding privacy and surveillance.
- **Affordability Program:** Ensure that the toll-related affordability program elements are integrated into the toll system design and delivery.
- **Operation Plan:** Finalize standard operating procedures, agreements, and contracts to support toll collection, processing, and facility maintenance activities as outlined in the approved Concept of Operations.

Treasure Island Mobility Management Agency
Attachment 2
Proposed Fiscal Year 2022/23 Budget
Line Item Detail



	Proposed Fiscal Year 2022/23 Budget	Increase/ (Decrease)	Proposed Fiscal Year 2021/22 Budget Amendment
Program Revenues:			
<u>Federal</u>			
Advanced Transportation and Congestion Management Technologies Deployment	\$ 3,729,957	\$ 2,747,207	\$ 982,750
Ferry Boat Discretionary Funds - Treasure Island Ferry Terminal	1,460,000	1,460,000	-
Innovative Deployments to Enhance Arterials Shared Autonomous Vehicle	464,885	447,955	16,930
<u>State</u>			
Affordable Housing and Sustainable Communities - Treasure Island Ferry Terminal	365,000	365,000	-
Affordable Housing and Sustainable Communities - East Bay Bus Exchange	1,013,283	1,013,283	-
<u>Regional and Other</u>			
Treasure Island Community Development LLC - Exhibit N Shuttle Exchange	1,857,673	1,857,673	-
Treasure Island Community Development LLC - Ferry Exchange	1,875,000	1,875,000	-
Treasure Island Development Authority	-	(1,771,043)	1,771,043
Total Program Revenues	10,765,798	7,995,075	2,770,723
Expenditures:			
Technical Professional Services Costs	9,315,408	7,494,314	1,821,094
Administrative Operating Costs			
Personnel			
Salaries	1,009,626	479,982	529,644
Fringe Benefits	497,745	250,507	247,238
Non-personnel			
Administrative Operations	187,500	(44,446)	231,946
Commissioner-Related Expenses	6,200	-	6,200
Total Expenditures	11,016,479	8,180,357	2,836,122
Other Financing Sources (Uses):			
Transfer in from Transportation Authority	250,681	185,282	65,399
Transfer out to Transportation Authority	-	-	-
Total Other Financing Sources (Uses):	250,681	185,282	65,399
Net Change in Fund Balance	\$ -	\$ -	\$ -

Treasure Island Mobility Management Agency
Attachment 3
Proposed Fiscal Year 2022/23 Budget
Comparison of Revenues and Expenditures

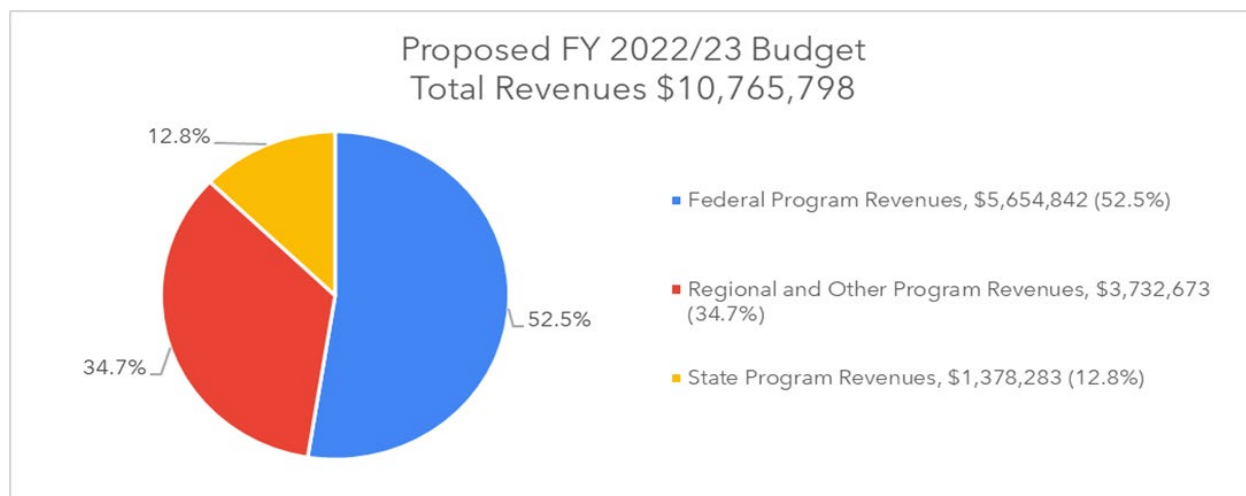


Line Item	Fiscal Year 2020/21 Actual	Proposed Fiscal Year 2021/22 Budget Amendment	Proposed Fiscal Year 2022/23 Budget	Variance from Fiscal Year 2021/22 Budget Amendment	% Variance
Program Revenues					
Federal	\$ 232,236	\$ 999,680	\$ 5,654,842	\$ 4,655,162	465.7%
State	-	-	1,378,283	1,378,283	N/A
Regional and Other	1,303,898	1,771,043	3,732,673	1,961,630	110.8%
Total Revenues	1,536,134	2,770,723	10,765,798	7,995,075	288.6%
Expenditures					
Technical Professional Services Costs	836,576	1,821,094	9,315,408	7,494,314	411.5%
Administrative Operating Costs					
Personnel	543,811	776,882	1,507,371	730,489	94.0%
Non-Personnel	65,300	238,146	193,700	(44,446)	-18.7%
Total Expenditures	1,445,687	2,836,122	11,016,479	8,180,357	288.4%
Other Financing Sources (Uses):					
Transfer in from Transportation Authority	-	65,399	250,681	185,282	283.3%
Transfer out to Transportation Authority	(90,447)	-	-	-	N/A
Total Other Financing Sources (Uses)	(90,447)	65,399	250,681	185,282	N/A
Net change in Fund Balance	\$ -	\$ -	\$ -	\$ -	

Attachment 4
Line Item Description

TOTAL PROJECTED REVENUES.....\$10,765,798

The following chart shows the composition of revenues for the proposed Fiscal Year (FY) 2022/23 budget.



Federal Program Revenues: \$5,654,842

The Treasure Island Mobility Management Agency (TIMMA), in partnership with the San Francisco Municipal Transportation Agency, has secured \$5.3 million in federal funding from the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) program for the implementation of a congestion pricing project on Treasure Island. The project will design and construct a connected toll system to serve as the backbone for a congestion pricing program for Yerba Buena Island/Treasure Island. The civil elements will include design and construction of the civil infrastructure (conduit installation, foundations) needed to install the toll system elements including poles, mast arms, readers, cameras, and detection equipment. The toll system infrastructure will require tolling gantries at five locations on Yerba Buena Island/Treasure Island. The toll system will use electronic toll collection. The project tasks include development of the Scope of Work and procurement activities for Toll System Integration services (toll system final design). The Toll System Integrator will prepare detailed toll system requirements, draft and final system design; conduct testing; and install the toll system equipment. A portion of this ATCMTD grant is also allocated to the Autonomous Vehicle (AV) shuttle pilot project.

In 2012, the Federal Highway Administration awarded \$3 million to the Treasure Island Development Authority (TIDA) in Ferry Boat Discretionary funds for the construction of the Treasure Island Ferry Terminal project. TIMMA has agreed to accept the funds as the sponsor and implementing agency, on behalf of TIDA, and reprogrammed the Ferry Boat Discretionary funds from TIDA to TIMMA. In 2021, TIMMA and the California Department of Transportation (Caltrans) executed a master agreement for the receipt of federal-aid funds from Caltrans, which will enable us to obligate the Ferry Boat Discretionary funds in FY 2022/23. The construction of the Treasure Island Ferry Terminal project consists of bus shelters, public restrooms, and associated plaza construction. These elements are an integral component of the larger ferry terminal. Once constructed, the terminal will be owned by TIDA.

Attachment 4
Line Item Description

In 2022, the Metropolitan Transportation Commission awarded \$828,000 in Innovative Deployments to Enhance Arterials Shared Automated Vehicles Program (IDEA SAV) funds to extend an automated shuttle deployment and community outreach and partnerships process on Treasure Island, building on the project funded by ATCMTD.

Federal Program Revenues are budgeted to increase by \$4.7 million, or 465.7% from the Proposed FY 2021/22 Amended Budget, due to the increased efforts on the toll policy adoption, Autonomous Vehicle (AV) Shuttle pilot project, tolling environmental documentation, and final tolling infrastructure and civil engineering design, as well as the addition of the Treasure Island Ferry Terminal project. We expect to finalize and release the Request for Proposals for the Toll System Integrator in FY 2022/23. These activities will be funded by federal grant funds mentioned above and matched by local and state funds from the Treasure Island Community Development LLC (TICD), State Affordable Housing Sustainable Communities (AHSC) grant funds, and San Francisco County Transportation Authority (Transportation Authority) Prop K sales tax funds, appropriated through Transportation Authority Board Resolutions 15-13 and 16-52.

State Program Revenues:..... \$1,378,283

The FY 2022/23 budget for TIMMA includes state grant funds awarded to TIDA through AHSC funds for Ferry Terminal and East Bay Bus Exchange. For the Ferry Terminal project, the \$3 million federal grant will be matched by \$750,000 from TIDA's AHSC grant, awarded specifically for construction of the ferry terminal, which will be spread over two fiscal years. For the East Bay Bus Exchange, TIMMA and TIDA have agreed to a fund exchange in which \$1 million of AHSC funds awarded for East Bay transit vehicles will be directed to bike/pedestrian improvements constructed as part of the Transportation Authority's Southgate Road Realignment Project. A portion of the AHSC funds for the East Bay Bus Exchange will provide matching funds to the federal ATCMTD grant.

State Program Revenues are budgeted to add \$1.4 million in new AHSC funds in the FY 2022/23 budget, consisting of \$365,000 of AHSC Ferry Terminal funds and \$1 million of AHSC East Bay Bus Exchange funds.

Regional and Other Program Revenues:..... \$3,732,673

The FY 2022/23 budget for TIMMA includes local funds from TICD through the anticipated fund exchanges for the developer's Exhibit N Shuttle obligation and the federal Ferry Grant Exchange. In addition to providing matching funds to the ATCMTD and IDEA SAV grants, TICD funds provide support for administrative, operating and planning functions including: developing agency policies and partnership agreements; project management; transit service coordination; and direct costs. The budget includes ongoing staffing and professional/technical service contracts required to conduct pre-implementation engineering, planning, and administration.

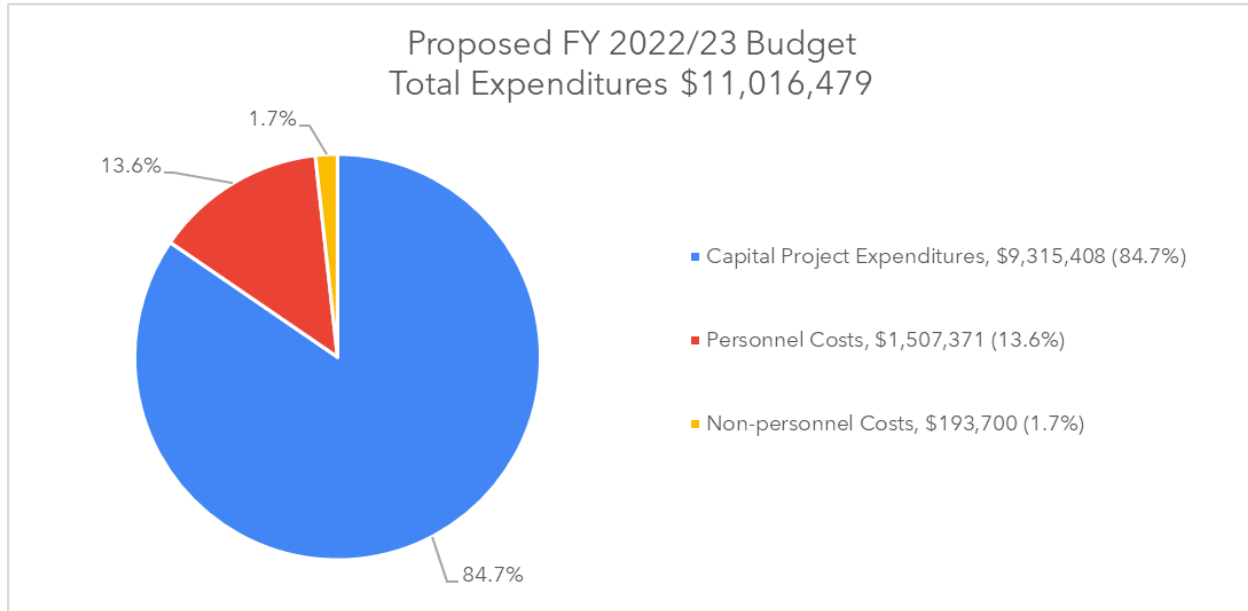
Regional and Other Program Revenues are budgeted to increase by \$2.0 million, or 110.8%, as compared to the FY 2021/22 Amended Budget.

Attachment 4
Line Item Description

TOTAL PROJECTED EXPENDITURES..... \$11,016,479

TIMMA's Total Expenditures projected for the budget year are comprised of Technical Professional Services Costs of \$9.3 million and Administrative Operating Costs of \$1.7 million.

The following chart shows the composition of expenditures for the proposed FY 2022/23 budget.



TECHNICAL PROFESSIONAL SERVICES COSTS.....\$9,315,408

This line item includes technical consulting services which are needed to fulfill the responsibilities as TIMMA, per state and local law. Technical consulting services include planning, engineering, design, communications, and environmental services. Included are technical services contracts already awarded for the Treasure Island Conceptual System Design; on-call demand model development and application; on-call transportation planning; strategic advising/project management support; on-call strategic communications; and outreach services.

Technical professional services in the FY 2022/23 are budgeted to increase by \$7,494,314, or 411.5%, from the FY 2021/22 Amended Budget, which is due to several factors: new toll system contracts including the toll system integrator and civil engineering design activity; environmental clearance and construction of the Treasure Island Ferry Terminal; AV Shuttle pilot launch; and implementation efforts in support of the transit pass, transit service deployment and affordability programs.

ADMINISTRATIVE OPERATING COSTS..... \$1,701,071

Operating expenditures include personnel costs, administrative costs and Commissioner-related expenses.

Personnel:..... \$1,507,371

As stated in TIMMA's Administrative Code (Ordinance 17-02), the Transportation Authority shall lend staff to TIMMA as appropriate, subject to reimbursement by TIMMA for salary and related benefits and other costs allocable to services performed for TIMMA by Transportation Authority staff. Personnel

Attachment 4
Line Item Description

costs encompass staffing across all divisions of the Transportation Authority to support the TIMMA FY 2022/23 work program. Personnel costs are budgeted to increase by \$730,489, or 94%, compared to the FY 2021/22 Amended Budget, which is mainly due to the addition of the Program Manager position for half of the fiscal year, addition of the Assistant Deputy Director for Planning position for a full fiscal year, and increased efforts on toll system delivery, AV Shuttle pilot, and transit pass and affordability programs as mentioned above. Associated overhead costs are also included in this line item, which allocate the Transportation Authority's indirect costs and operating expenditures proportionally to TIMMA.

Non-Personnel: \$193,700

This line item includes legal services and Commissioner meeting fees. Non-personnel costs in FY 2022/23 are budgeted to decrease by \$44,446, or 18.7% from the Proposed FY 2021/22 Amended Budget, which is due to a decrease in anticipated legal costs.

OTHER FINANCING SOURCES (USES).....\$250,681

Other Financing Sources (Uses) section of the Line Item Detail for the FY 2022/23 budget includes inter-agency transfers of \$250,681 between the Transportation Authority and TIMMA, which represents appropriations of Prop K Sales Tax to TIMMA. Other Financing Sources (Uses) will increase by \$185,282.

In addition, we are working with the TIDA and the City and County of San Francisco to secure low cost, long term public financing for the TIMMA capital program, which will be presented for approval at a future meeting. If approved, additional financing capacity and related expenditure estimates will be updated and reflected in the mid-year budget amendment.