



## TREASURE ISLAND MOBILITY MANAGEMENT AGENCY

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

415-522-4800

info@timma.org

www.timma.org

# 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:  
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## 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
<b>Program Revenues:</b>			
<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	<b>10,765,798</b>	<b>7,995,075</b>	<b>2,770,723</b>
<b>Expenditures:</b>			
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	<b>11,016,479</b>	<b>8,180,357</b>	<b>2,836,122</b>
<b>Other Financing Sources (Uses):</b>			
Transfer in from Transportation Authority	250,681	185,282	65,399
Transfer out to Transportation Authority	-	-	-
Total Other Financing Sources (Uses):	<b>250,681</b>	<b>185,282</b>	<b>65,399</b>
<b>Net Change in Fund Balance</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>



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

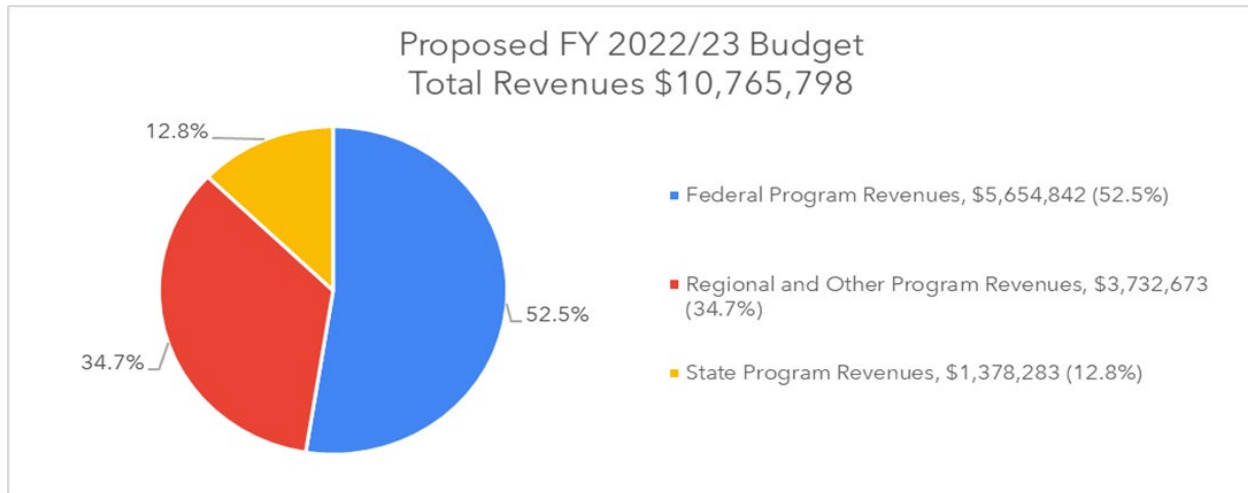


Line Item	Fiscal Year 2020/21 Actual	Proposed Fiscal Year 2021/22 Budget Amendment	Proposed Fiscal Year 2022/23 Budget	Variance from Fiscal Year 2021/22 Budget Amendment	% Variance
<b>Program Revenues</b>					
Federal	\$ 232,236	\$ 999,680	\$ 5,654,842	\$ 4,655,162	465.7%
State	-	-	1,378,283	1,378,283	N/A
Regional and Other	1,303,898	1,771,043	3,732,673	1,961,630	110.8%
<b>Total Revenues</b>	<b>1,536,134</b>	<b>2,770,723</b>	<b>10,765,798</b>	<b>7,995,075</b>	<b>288.6%</b>
<b>Expenditures</b>					
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%
<b>Total Expenditures</b>	<b>1,445,687</b>	<b>2,836,122</b>	<b>11,016,479</b>	<b>8,180,357</b>	<b>288.4%</b>
<b>Other Financing Sources (Uses):</b>					
Transfer in from Transportation Authority	-	65,399	250,681	185,282	283.3%
Transfer out to Transportation Authority	(90,447)	-	-	-	N/A
<b>Total Other Financing Sources (Uses)</b>	<b>(90,447)</b>	<b>65,399</b>	<b>250,681</b>	<b>185,282</b>	<b>N/A</b>
<b>Net change in Fund Balance</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	

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.

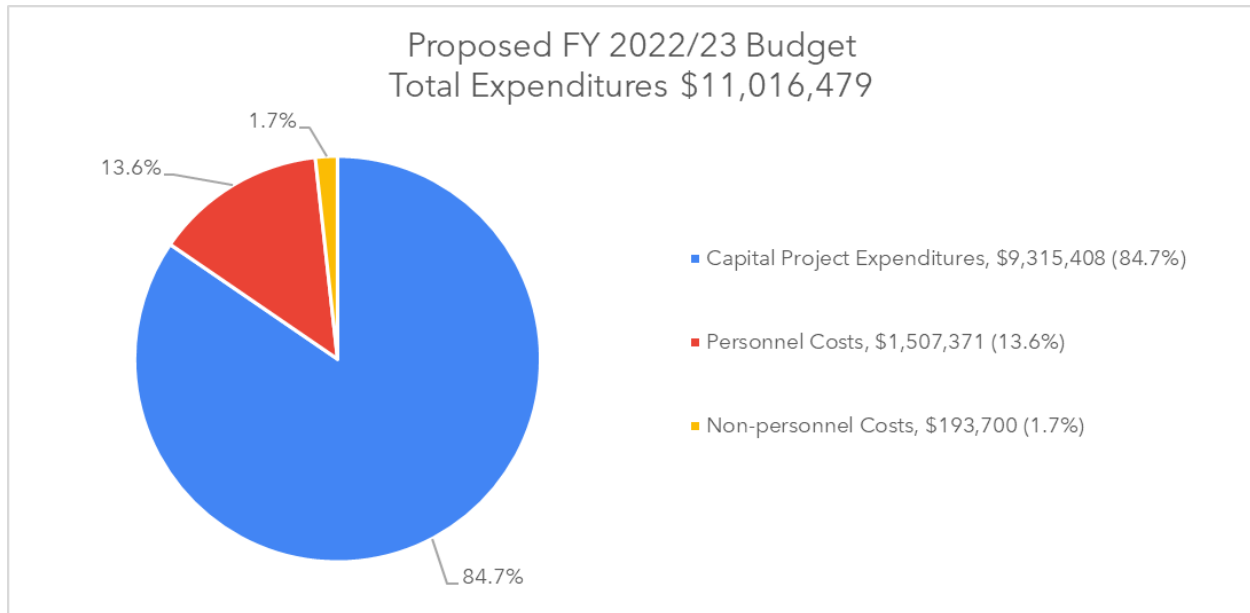
Regional and Other Program Revenues are budgeted to increase by \$2.0 million, or 110.8%, as compared to the FY 2021/22 Amended Budget.

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.