



**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, June 13, 2023, 9:30 a.m.
LOCATION: Legislative Chamber, Room 250, City Hall
 Watch SF Cable Channel 26 or 99
 (depending on your provider)
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PUBLIC COMMENT CALL-IN: 1-415-655-0001; Access Code: 2597 197 8021 # #
 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: Dorsey (Chair), Mandelman (Vice Chair), Chan, Engardio, Melgar, Peskin, Preston, Ronen, Safaí, Stefani, and Walton

CLERK: Elijah Saunders

Remote Participation

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.

ITEM

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1. Roll Call



TREASURE ISLAND MOBILITY MANAGEMENT AGENCY

Board Meeting Notice – Agenda

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Items Recommended from the TIMMA Committee

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6. [Final Approval] Adopt the Proposed Fiscal Year 2023/24 Annual Budget and Work Program – ACTION*	13

Other Items

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| <p>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.</p> | |
| 8. Public Comment | |
| 9. 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.

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TREASURE ISLAND MOBILITY MANAGEMENT AGENCY

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DRAFT MINUTES

Treasure Island Mobility Management Agency

Tuesday, March 21, 2023

1. Roll Call

Chair Dorsey called the meeting to order at 9:41 a.m.

Present at Roll Call: Commissioners Dorsey, Engardio, Peskin, Preston, Ronen, Stefani, and Walton (7)

Absent at Roll Call: Commissioners Chan, Mandelman (entered during Item 8), Melgar, and Safaí (4)

2. Chair's Report - INFORMATION

Chair Dorsey expressed he was pleased to see the agreement with Treasure Island Development Authority (TIDA) for pre-development activities for affordable housing as part of the Regional Early Action Planning or REAP grant on the agenda, with the project on Parcel E1.2 as the third affordable housing project on Treasure Island designated for seniors and some units reserved for current residents of the island. He continued it was great to see housing development advancing and the grant helping accelerate the city's efforts.

The Chair appreciated all the work that the Transportation Authority was doing to rehabilitate and upgrade infrastructure on Treasure Island and Yerba Buena Island, to improve it for residents and to support future development, with the Southgate project to be complete and open in April and contracts for the West Side Bridges work up for final approval. Chair Dorsey noted the project will provide seismic safety and create hundreds of well-paying jobs with a lot of work going into the funding plan for the Yerba Buena Island Multi-use Path, advanced design, and secured environmental clearance. He thanked Transportation Authority staff and TIDA for their collaboration with Caltrans, Metropolitan Transportation Commission, and the Coast Guard on these projects.

During public comment, Ross Liebenson, member of the San Francisco Board Sailors Association, said the grant funding on the agenda should be used to fully fund the ferry system and not to impose a toll on the island, nor the on-island shuttle, due to lack of access to the north side of the island. They said they have attended all the outreach meetings but were not being heard.

Tom Gansbury, representing recreational users of Treasure Island, requested the Board to reconsider the proposed toll on the island. They said the City should be encouraging public access on the island, occasional users would not know about the toll, and that the recreational users who paid for the toll would not receive the benefits to payers as stated by the proposal.

Carol Harvey, reporter for the San Francisco Bay View, opposed the proposed toll on the island.

TIMMA counsel interjected that the previous comments were not related to the agenda



item and that commenters needed to speak to Item 2.

Clerk Saunders asked any remaining speakers to make their comments related to Item 2 or wait until Item 8 to make general public comment.

3. Executive Director's Report - INFORMATION

Tilly Chang, Executive Director, presented the report.

There was no public comment.

4. Approve the Minutes of the January 24, 2023 Meeting - ACTION

There was no public comment.

Commissioner Walton moved to approve the minutes, seconded by Commissioner Preston.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Dorsey, Engardio, Peskin, Preston, Ronen, Stefani, and Walton (7)

Absent: Commissioners Chan, Mandelman, Melgar, and Safaí (4)

Items Recommended from TIMMA Committee

5. [Final Approval] Approve and Authorize the Executive Director to Execute a Memorandum of Agreement with the Treasure Island Development Authority for \$2,000,000 in Regional Early Action Planning Grants Program 2.0 Funds for Pre-development Activities for Treasure Island Parcel E1.2 - ACTION

Commissioner Walton asked to clarify that nothing on the item included the toll. Ms. Chough confirmed that nothing in the grant application implicated anything regarding the toll.

The item was approved without objection by the following vote:

Ayes: Commissioners Dorsey, Engardio, Peskin, Preston, Ronen, Stefani, and Walton (7)

Absent: Commissioners Chan, Mandelman, Melgar, and Safaí (4)

6. [Final Approval] Accept the Audit Report for the Fiscal Year Ended June 30, 2022 - ACTION

The item was approved without objection by the following vote:

Ayes: Commissioners Dorsey, Engardio, Peskin, Preston, Ronen, Stefani, and Walton (7)

Absent: Commissioners Chan, Mandelman, Melgar, and Safaí (4)

Other Items

7. Introduction of New Business - INFORMATION

There were no new items introduced.



8. Public Comment

Clerk Saunders announced that TIMMA received two public comments in advance of the meeting, which had been posted to the agency's website.

During general public comment, Jeff Kline, long-time resident of Treasure Island, said that many people did not attend the committee meeting the previous week and wanted to comment on Item 5 during this meeting. They said they opposed the toll and said there was a lack of transparency and accountability, and that the toll was fatally flawed, and would not generate the revenue as projected by TIMMA.

Carol Harvey, reporter for San Francisco Bay View, opposed the proposed toll and said Treasure Island should be free to everyone. They said two-thirds of island residents could not go car-free as they needed a car to transport their children to school, get to the hospital, or for a disability that prevented them from sitting on a bus. They also said that profits from the new development should go back to providing housing for residents currently living on the island. They further said that profits from new developments rather than tolls should be used as a form of funding for Treasure Island transit services.

Steve Stallone, member of Treasure Island Organizing Committee, said they were surprised that the public could not comment at the meeting since there were only two Board members present at the previous week's committee meeting and people were waiting to comment at the current meeting.

Ross Liebenson said that TIMMA staff statements about public outreach, which was conducted by One Treasure Island, were flawed and lacked a full report. They continued that staff went completely against what attendees of the focus groups requested. They said the outreach was not listening to recreational users of the island, whose needs were an equity issue. They said that if the Water Emergency Transportation Authority needed funding for a new ferry, it should come from the developers and purchasers of the properties not the public seeking access to public lands and shorelines.

After public comment, Chair Dorsey responded to speakers that his office was always open to input from the public and invited the public to contact his office to express their thoughts and concerns.

9. Adjournment

The meeting was adjourned at 10:07 a.m.

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**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 5

DATE: May 18, 2023
TO: Treasure Island Mobility Management Agency Committee
FROM: Cynthia Fong - Deputy Director for Finance and Administration
SUBJECT: 05/23/23 Committee Meeting: Recommend Amendment of the Adopted Fiscal Year 2022/23 Budget to Decrease Revenues by \$9,221,527, Decrease Expenditures by \$9,440,113 and Decrease Other Financing Sources by \$218,586

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Recommend amendment of the adopted Fiscal Year (FY) 2022/23 budget to decrease revenues by \$9,221,527, decrease expenditures by \$9,440,113 and decrease other financing sources by \$218,586.</p> <p>SUMMARY</p> <p>In June 2022, through Resolution 22-04, the Board adopted the FY 2022/23 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 2022/23 budget. The effect of the amendment, with a comparison of revenues and expenditures to the adopted budget is shown in Attachment 1.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input checked="" type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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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 a decrease of \$9,221,527 in revenues, a decrease of \$9,440,113 in expenditures and a decrease of \$218,586 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 2022/23 Budget, is shown in Attachment 1. TIMMA's FY 2022/23 budget revisions are included in the San Francisco County Transportation Authority's (Transportation Authority's) FY 2022/23 budget amendment, which was adopted by the Transportation Authority Board on April 25, 2023.

Work Program. In FY 2022/23, we completed the procurement for an Autonomous Vehicle (AV) Shuttle vendor and executed an operating agreement for a pilot project on Treasure Island. That project will proceed into the deployment stage in FY 2023/24. We also worked to advance the Toll and Affordability Program, but adoption of the program has been delayed. The Ferry Terminal Enhancements project was also delayed due to an extended process with Caltrans to obligate the federal earmark funds. That project is commencing in the last quarter of FY 2022/23. Work across other subprojects of the Treasure Island Mobility Management Program also proceeded more slowly than anticipated this year.

Program Revenues. The program revenue for FY 2022/23 covers the full costs of all Transportation Authority activities in support of TIMMA. This amendment decreases total revenues by \$9,221,527. Budgeted revenues from federal reimbursements will be decreased by \$9,440,113 and will defer to the next fiscal year due to project schedule delays described above.

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, legal services, and outreach services. Corresponding technical professional services expenditures will decrease by \$8,602,642 as compared to the adopted budget, which is primarily due to the delay in implementing the toll system and commencing the Ferry Terminal Enhancements project, as mentioned above.

Administrative Operating Costs - As stated in the Administrative Code (Ordinance 23-01), 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 decrease by \$61,488, and personnel expenditures will decrease by \$775,983 for a total decrease of \$837,471 in Administrative Operating Costs for FY 2022/23 activity. The decrease of non-personnel expenditures is due to decreased need of legal services than anticipated. The decrease in personnel expenditures is due to a decreased level of effort due to the delay in adoption of the Toll and Affordability Program, and the delay in filling the vacant TIMMA Program Manager position.

Other Financing Sources. Other financing sources will decrease by \$218,586, as Sales Tax appropriations to TIMMA will be deferred to FY 2023/24.

FINANCIAL IMPACT

The proposed amendment to the FY 2022/23 budget would decrease revenues by \$9,221,527, decrease expenditures by \$9,440,113 and decrease other financing sources by \$218,586 as described above.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Proposed Fiscal Year 2022/23 Budget Amendment
- Attachment 2 - Resolution

**Treasure Island Mobility Management Agency
Attachment 1
Proposed Fiscal Year 2022/23 Budget Amendment
Line Item Detail**



	Proposed Budget Amendment Fiscal Year 2022/23	Increase/ (Decrease)	Adopted Budget Fiscal Year 2022/23
Program Revenues:			
<u>Federal</u>			
Advanced Transportation and Congestion Management Technologies Deployment	\$ 304,627	\$ (3,425,330)	\$ 3,729,957
Ferry Boat Discretionary funds - Treasure Island Ferry Terminal	82,816	(1,377,184)	1,460,000
Innovative Deployments to Enhance Arterials Shared Automated Vehicle	133,840	(331,045)	464,885
<u>State</u>			
Affordable Housing and Sustainable Communities - Treasure Island Ferry Terminal	18,180	(346,820)	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	547,262	(1,327,738)	1,875,000
Treasure Island Development Authority	457,546	457,546	-
Total Program Revenues	1,544,271	(9,221,527)	10,765,798
Expenditures:			
Technical Professional Services	712,766	(8,602,642)	9,315,408
Administrative Operating Costs			
Personnel Expenditures			
Salaries	489,878	(519,748)	1,009,626
Fringe Benefits	241,510	(256,235)	497,745
Non-personnel Expenditures			
Administrative Operations	126,012	(61,488)	187,500
Commissioner-Related Expenses	6,200	-	6,200
Total Expenditures	1,576,366	(9,440,113)	11,016,479
Other Financing Sources (Uses):			
Transfer in from Transportation Authority	32,095	(218,586)	250,681
Transfer out to Transportation Authority	-	-	-
Total Other Financing Sources (Uses)	32,095	(218,586)	250,681
Net Change in Fund Balance	\$ -	\$ -	\$ -



**TREASURE ISLAND
MOBILITY MANAGEMENT AGENCY**

TC052323

RESOLUTION NO. 23-06

RESOLUTION AMENDING THE ADOPTED FISCAL YEAR 2022/23 BUDGET TO DECREASE REVENUES BY \$9,221,527, DECREASE EXPENDITURES BY \$9,440,113, AND DECREASE OTHER FINANCING SOURCES BY \$218,586

WHEREAS, In June 2022, through Resolution 22-04, the Treasure Island Mobility Management Agency (TIMMA) Board adopted the Fiscal Year (FY) 2022/23 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 original work scope for FY 2022/23 included the finalization of civil engineering designs, start of toll system integrator design, network communication installation, initial construction of the toll system infrastructure, securing required permits and approval of ordinances and policies; activities which are dependent on the approval of the congestion pricing and affordability program policies; and

WHEREAS, The current schedule now anticipates a delay in implementing the toll system, preparing for the deployment of an Autonomous Vehicle Shuttle Pilot and commencing the Ferry Terminal Enhancements project; and

WHEREAS, Budgeted revenues from federal reimbursements would be decreased by \$9,440,113 due to project schedule delays and would defer to the next fiscal year; and

WHEREAS, Corresponding technical professional services expenditures would decrease by \$8,602,642 as compared to the adopted budget; and

WHEREAS, Non-personnel expenditures would decrease by \$61,488, and personnel expenditures would decrease by \$775,983 for a total decrease of \$837,471 in administrative operating costs for FY 2022/23 activity; and

WHEREAS, Other financing sources would decrease by \$218,586, as appropriations of Sales Tax to TIMMA would be deferred to FY 2023/24; and

WHEREAS, The proposed amendment to the FY 2022/23 budget would decrease revenues by \$9,221,527, decrease expenditures by \$9,440,113 and decrease other financing sources by \$218,586; now, therefore be it



TREASURE ISLAND
MOBILITY MANAGEMENT AGENCY

TC052323

RESOLUTION NO. 23-06

WHEREAS, At its May 23, 2023, meeting, the TIMMA Committee was briefed on the proposed budget amendment and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That TIMMA's adopted FY 2022/23 budget is hereby amended to increase revenues by decrease revenues by \$9,221,527, decrease expenditures by \$9,440,113 and decrease other financing sources by \$218,586.

Attachment:

1. Proposed FY 2022/23 Budget Amendment



**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 6

DATE: May 18, 2023
TO: Treasure Island Mobility Management Agency Committee
FROM: Cynthia Fong - Deputy Director for Finance and Administration
SUBJECT: 05/23/23 Committee Meeting: Recommend Adoption of the Proposed Fiscal Year 2023/24 Annual Budget and Work Program

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Recommend adoption of the proposed Fiscal Year (FY) 2023/24 Annual Budget and Work Program</p> <p>SUMMARY</p> <p>The proposed FY 2023/24 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. Total revenues are projected to be \$1.7 million from various funding sources; total expenditures are projected to be \$1.7 million from technical professional services, personnel, and non-personnel costs; and other financing sources are projected to be \$47,255. The Work Program includes only projects that are grant funded at this time. We are working to secure funding to support the other elements of the TIMMA work program and expect to reflect adjustments in the mid-year budget amendment.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input checked="" type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> 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, and Project Delivery.

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

The Outreach and Communications work stream includes public involvement and outreach activities in support of project delivery.

In parallel with Outreach and Communications, the Project Delivery work stream includes the Autonomous Vehicle (AV) Shuttle Pilot and Ferry Terminal Enhancements Project. The AV Shuttle Pilot includes project implementation with the San Francisco Municipal Transportation Agency and the Treasure Island Development Authority, securing all necessary permits, testing, and launching the AV Shuttle Pilot, and partnering with community stakeholders to conduct outreach on the pilot and conduct workforce development activities. The Ferry Terminal Enhancements Project includes preparing for and progressing construction, including National Environmental Policy Act clearance. In addition, we will finalize the Treasure Island Ferry Service planning study with the Water Emergency Transportation Authority (WETA).

We are working to secure funding to support the other elements of the TIMMA work program, including toll and affordability program adoption and implementation, transit service and transit pass coordination, parking program management, development of other Transportation Demand Measures (TDMs), and implementation of recommendations arising from the Treasure Island Supplemental Transportation Study. These activities will be confirmed once funding is identified and adjustments will be reflected in the mid-year budget amendment.

Attachment 1 contains a description of our proposed work program for FY 2023/24. Attachment 2 displays the proposed budget in a format described in our Fiscal Policy. Attachment 3 shows a comparison of revenues and expenditures to the prior year's actual and amended budgeted numbers. Attachment 4 provides additional descriptions and analysis of line items in the budget.

Program Revenues. TIMMA's total revenues are projected to be \$1.7 million, with \$219,403 obligated from federal Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant, \$119,203 obligated from the Ferry Boat Discretionary Funds, and \$688,428 obligated from the federal Innovative Deployments to Enhance Arterials Shared Autonomous Vehicle (IDEA-SAV) grant. Caltrans is administering the Ferry Boat



Discretionary Funds and issued the E-76 form for the Preliminary Engineering phase in March 2023.

The local match requirement to the Federal ATCMTD and IDEA-SAV grants will be fulfilled with \$29,801 obligated from State grant funds awarded to TIDA through the Affordable Housing and Sustainable Communities (AHSC) Ferry Terminal Enhancements project, \$608,790 obligated from local funds from the Treasure Island Community Development LLC (TICD) through the fund exchanges for the developer's federal Ferry Grant Exchange, and \$27,905 obligated from Sales Tax appropriations through interagency transfers between the Transportation Authority and TIMMA as mentioned below in Other Financing Sources (Uses). TIMMA's application for the state Regional Early Action Planning 2.0 grant was not selected for funding.

Expenditures. Total expenditures are projected to be \$1.7 million, with \$1.4 million for technical professional services costs, \$298,277 budgeted for personnel costs, and \$44,350 for non-personnel costs. Technical professional services include contracts for the AV Shuttle Pilot (shuttle operations, technical advisory) and Ferry Terminal Enhancements (environmental clearance, project management). 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 \$47,255 between the Transportation Authority and TIMMA, which represents appropriations of Sales Tax to TIMMA.

FINANCIAL IMPACT

As described above. TIMMA's proposed FY 2023/24 Annual Budget and Work Program are reflected in the Transportation Authority's proposed FY 2023/24 Annual Budget and Work Program.

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 5 - Resolution

Attachment 1

Proposed Fiscal Year 2023/24 TIMMA Work Program

The Treasure Island Mobility Management Agency's (TIMMA's) proposed Fiscal Year (FY) 2023/24 Work Program includes activities funded by federal grants and identified local match funds, and program management:

- Autonomous Vehicle Shuttle Pilot;
- Ferry Terminal Enhancements Project;
- Outreach and Communications; and
- Program Management

The Executive Director oversees these activities and 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 23-01). Further, the Executive Director is responsible for regular and effective communications with the Board, the Treasure Island Development Authority (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, as needed.
- **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. Grants include the federal Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant, the federal Innovative Deployments to Enhance Arterials Shared Automated Vehicles (IDEA SAV) grant awarded by the Metropolitan Transportation Commission (MTC), and the federal earmark grant for the Ferry Facility, matched by Affordable Housing and Sustainable Communities (AHSC) funds awarded to TIDA.

OUTREACH AND COMMUNICATIONS

The Outreach and Communications work stream includes public involvement and outreach activities in support of project delivery. During FY 2023/24, communications activities are expected to include the following:

- Outreach to support the Autonomous Vehicle Shuttle Pilot that is expected to run for nine months.

Attachment 1
Proposed Fiscal Year 2023/24 TIMMA Work Program

PROJECT DELIVERY

The FY 2023/24 work program includes two projects that are fully funded:

- **Autonomous Vehicle (AV) Shuttle Pilot:** With the support of two federal grants, the ATCMTD program grant and IDEA SAV grant, continue project implementation with SFMTA and TIDA; secure all necessary permits; test and launch the AV Shuttle pilot. Partner with community stakeholders to conduct outreach on the pilot and conduct workforce development activities.
- **Ferry Terminal Enhancements Project:** Progress construction on the ferry terminal enhancements project, including National Environmental Policy Act clearance, using the \$3 million federal earmark, for which the E-76 form for the Preliminary Engineering phase was issued in March 2023, and \$750,000 AHSC local match.

In addition, we will finalize the Treasure Island Ferry Service planning study with the Water Emergency Transportation Authority (WETA).

Other elements of the TIMMA work program, including toll and affordability program adoption and implementation, transit service and transit pass coordination, parking program management, development of other Transportation Demand Measures (TDMs), and implementation of recommendations arising from the Treasure Island Supplemental Transportation Study, will be confirmed once funding is identified and secured to support those activities. TIMMA's application for the Regional Early Action Planning grant, which would have supported some of these activities, was not selected for funding.

Treasure Island Mobility Management Agency
Attachment 2
Proposed Fiscal Year 2023/24 Budget
Line Item Detail



	Proposed Fiscal Year 2023/24 Budget	Increase/ (Decrease)	Proposed Fiscal Year 2022/23 Budget Amendment
Program Revenues:			
<u>Federal</u>			
Advanced Transportation and Congestion Management Technologies Deployment	\$ 219,403	\$ (85,224)	\$ 304,627
Ferry Boat Discretionary Funds - Treasure Island Ferry Terminal	119,203	36,387	82,816
Innovative Deployments to Enhance Arterials Shared Autonomous Vehicle	688,428	554,588	133,840
<u>State</u>			
Affordable Housing and Sustainable Communities - Treasure Island Ferry Terminal	29,801	11,621	18,180
<u>Regional and Other</u>			
Treasure Island Community Development LLC - Ferry Exchange	608,790	61,528	547,262
Total Program Revenues	1,665,625	121,354	1,544,271
Expenditures:			
Technical Professional Services Costs	1,370,253	657,487	712,766
Administrative Operating Costs			
Personnel Expenditures			
Salaries	199,784	(290,094)	489,878
Fringe Benefits	98,493	(143,017)	241,510
Non-personnel Expenditures			
Administrative Operations	41,250	(84,762)	126,012
Commissioner-Related Expenses	3,100	(3,100)	6,200
Total Expenditures	1,712,880	136,514	1,576,366
Other Financing Sources (Uses):			
Transfer in from Transportation Authority	47,255	15,160	32,095
Transfer out to Transportation Authority	-	-	-
Total Other Financing Sources (Uses):	47,255	15,160	32,095
Net Change in Fund Balance	\$ -	\$ -	\$ -

Treasure Island Mobility Management Agency
Attachment 3
Proposed Fiscal Year 2023/24 Budget
Comparison of Revenues and Expenditures

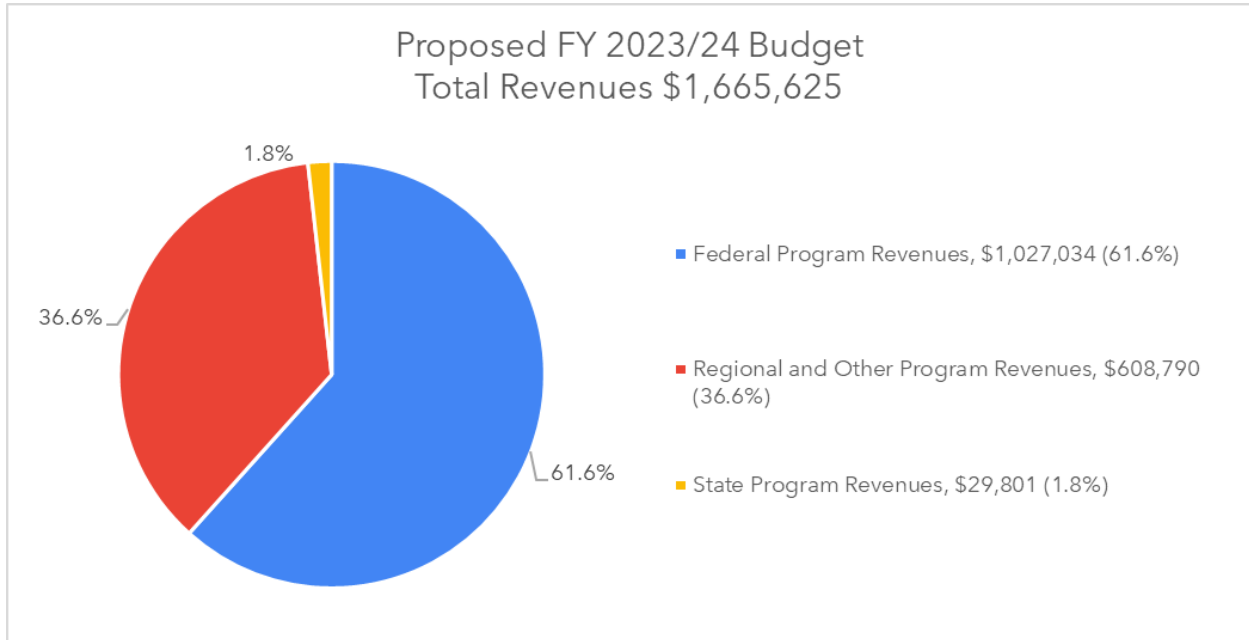


Line Item	Fiscal Year 2021/22 Actual	Proposed Fiscal Year 2022/23 Budget Amendment	Proposed Fiscal Year 2023/24 Budget	Variance from Fiscal Year 2022/23 Budget Amendment	% Variance
Program Revenues					
Federal	\$ 219,125	\$ 521,283	\$ 1,027,034	\$ 505,751	97.0%
State	-	18,180	29,801	11,621	63.9%
Regional and Other	1,295,105	1,004,808	608,790	(396,018)	-39.4%
Total Revenues	1,514,230	1,544,271	1,665,625	121,354	7.9%
Expenditures					
Technical Professional Services Costs	812,246	712,766	1,370,253	657,487	92.2%
Administrative Operating Costs					
Personnel	664,156	731,388	298,277	(433,111)	-59.2%
Non-Personnel	174,120	132,212	44,350	(87,862)	-66.5%
Total Expenditures	1,650,522	1,576,366	1,712,880	136,514	8.7%
Other Financing Sources (Uses):					
Transfer in from Transportation Authority	136,292	32,095	47,255	15,160	47.2%
Transfer out to Transportation Authority	-	-	-	-	N/A
Total Other Financing Sources (Uses)	136,292	32,095	47,255	15,160	N/A
Net change in Fund Balance	\$ -	\$ -	\$ -	\$ -	

Attachment 4
Line Item Description

TOTAL PROJECTED REVENUES.....\$1,665,625

The following chart shows the composition of revenues for the proposed Fiscal Year (FY) 2023/24 budget.



Federal Program Revenues: \$1,027,034

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 and an Autonomous Vehicle (AV) Shuttle pilot project. In FY 2023/24, the ATCMTD grant will fund the testing and the first phase of AV Shuttle operations.

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.

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 Enhancements 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. TIMMA and the California Department of Transportation (Caltrans) previously executed a master agreement for the receipt of federal-aid funds from Caltrans, and the Ferry Boat Discretionary funds were obligated in March 2023. 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

Federal Program Revenues are budgeted to increase by \$505,751, or 97% from the Proposed FY 2022/23 Amended Budget, due to the increased efforts on the AV Shuttle pilot project and the Treasure Island Ferry Terminal Enhancements project.

The federal grants for the AV Shuttle project will be matched by local funds from Treasure Island Community Development LLC (TICD) and Prop K sales tax funds, appropriated through Transportation Authority Board Resolution 22-57, and the Ferry Boat Discretionary grant will be matched by state Affordable Housing Sustainable Communities (AHSC) grant funds awarded to TIDA.

State Program Revenues:..... \$29,801

The FY 2022/23 budget for TIMMA includes state grant funds awarded to TIDA through AHSC funds for Ferry Terminal Enhancements project. For the Ferry Terminal Enhancements 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.

State Program Revenues are budgeted to add \$29,801 in new AHSC Ferry Terminal funds in the FY 2023/24 budget.

Regional and Other Program Revenues:..... \$608,790

The FY 2023/24 budget for TIMMA includes local funds from TICD through the fund exchanges for the developer's federal Ferry Grant Exchange. This would provide matching funds to the ATCMTD and IDEA SAV grants. The budget includes ongoing staffing and professional/technical service contracts required to conduct AV Shuttle Pilot and Ferry Terminal Enhancements project work.

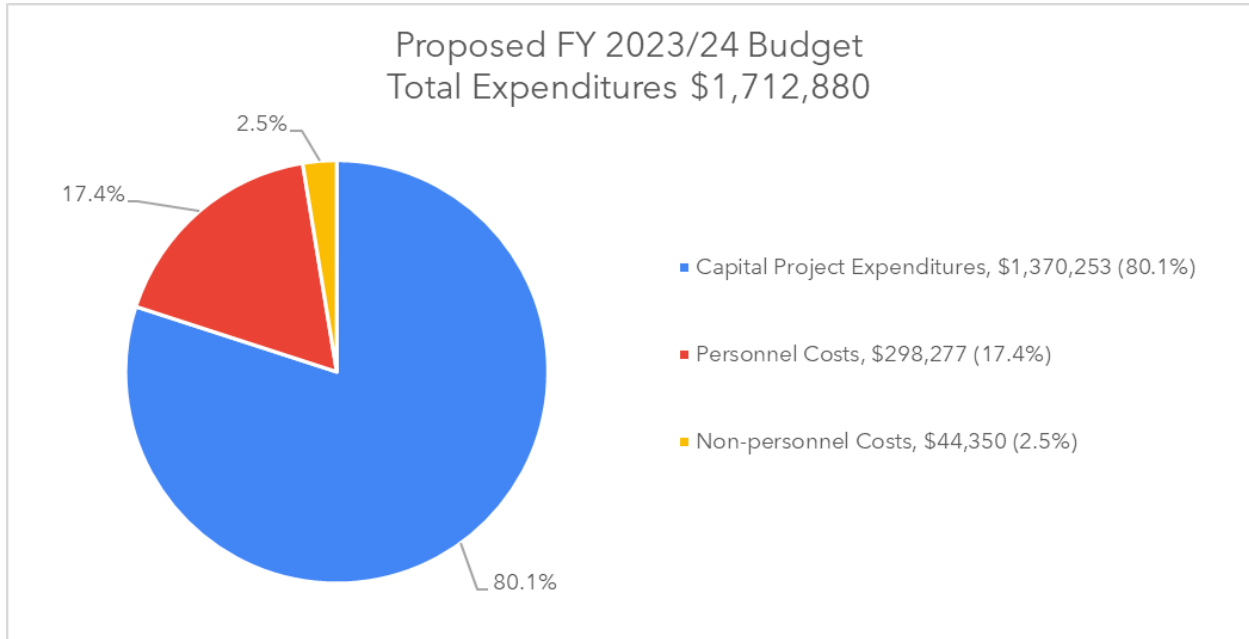
Regional and Other Program Revenues are budgeted to decrease by \$396,018, or 39.4%, as compared to the FY 2022/23 Amended Budget as the FY 2023/24 budget does not include any regional funds from TIDA as compared to prior year.

Attachment 4
Line Item Description

TOTAL PROJECTED EXPENDITURES..... \$1,712,880

TIMMA’s Total Expenditures projected for the budget year are comprised of Technical Professional Services Costs of \$1.4 million and Administrative Operating Costs of \$342,627.

The following chart shows the composition of expenditures for the proposed FY 2023/24 budget.



TECHNICAL PROFESSIONAL SERVICES COSTS.....\$1,370,253

This line item includes technical consulting services which are needed to fulfill the responsibilities as TIMMA, per state and local law. This category includes technical services contracts for the AV Shuttle Pilot (shuttle operations, technical advisory) and Ferry Terminal Enhancements (environmental clearance, project management).

Technical professional services in the FY 2023/24 are budgeted to increase by \$657,487, or 92.2%, from the FY 2022/23 Amended Budget, which is due to the AV Shuttle Pilot as it proceeds into the operations stage in FY 2023/24 and increased efforts for the Ferry Terminal Enhancements project.

ADMINISTRATIVE OPERATING COSTS..... \$342,627

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

Personnel:..... \$298,277

As stated in TIMMA’s Administrative Code (Ordinance 23-01), 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 staffing across all divisions of the Transportation Authority to support the TIMMA FY 2023/24 work program. Personnel costs are budgeted to decrease by \$433,111, or 59.2%, compared to the FY 2022/23 Amended Budget, which is mainly due to the decreased efforts on all activities except for the AV Shuttle Pilot and Ferry Terminal Enhancements project as mentioned above.

Attachment 4
Line Item Description

Associated overhead costs are also included in this line item, which allocates the Transportation Authority's indirect costs and operating expenditures proportionally to TIMMA.

Non-Personnel: \$44,350

This line item includes legal services and Commissioner meeting fees. Non-personnel costs in FY 2023/24 are budgeted to decrease by \$87,862, or 66.5% from the Proposed FY 2022/23 Amended Budget, which is due to a decrease in anticipated legal costs and Committee and Board related costs.

OTHER FINANCING SOURCES (USES).....\$47,255

Other Financing Sources (Uses) section of the Line Item Detail for the FY 2023/24 budget includes inter-agency transfers of \$47,255 between the Transportation Authority and TIMMA, which represents Prop K funds appropriated to TIMMA. Other Financing Sources (Uses) will increase by \$15,160.



RESOLUTION ADOPTING THE PROPOSED FISCAL YEAR 2023/24 BUDGET AND WORK PROGRAM

WHEREAS, Pursuant to the Treasure Island Mobility Management Agency's (TIMMA's) Fiscal Policy (Resolution 21-01), TIMMA shall adopt an annual budget by June 30 of each year; and

WHEREAS, 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 TIMMA Board and as set forth in other policies; and

WHEREAS, The proposed FY 2023/24 Work Program includes activities in several major streams of work: Program Management; Outreach and Communications; Project Delivery; and

WHEREAS, The Program Management work stream includes program-wide management activities such as maintaining the project master program schedule, providing Committee and Board support, managing funding and grants, and advocating for funding opportunities and preparing grant funding applications; and

WHEREAS, The Outreach and Communications work stream includes public involvement and outreach activities in support of project delivery; and

WHEREAS, In parallel with the Outreach and Communications work stream, the Project Delivery work stream includes the Autonomous Vehicle (AV) Shuttle Pilot, Ferry Terminal Enhancements Project, and finalization of the Treasure Island Ferry Service planning study with the Water Emergency Transportation Authority; and

WHEREAS, the AV Shuttle Pilot includes project implementation with the San Francisco Municipal Transportation Agency and the Treasure Island Development Authority, securing all necessary permits, testing, and launching the AV Shuttle Pilot, and partnering with community stakeholders to conduct outreach on the pilot and conduct workforce development activities; and

WHEREAS, the Ferry Terminal Enhancements Project includes preparing for and progressing construction, including National Environmental Policy Act clearance; and

WHEREAS, Attachment 1 contains a description of TIMMA's proposed Work Program for FY 2023/24; and



**TREASURE ISLAND
MOBILITY MANAGEMENT AGENCY**

TC052323

RESOLUTION NO. 23-07

WHEREAS, Attachment 2 displays the proposed budget in a format described in TIMMA's Fiscal Policy; and

WHEREAS, Total revenues are projected to be \$1.7 million from various federal, state, and local funding sources; total expenditures are projected to be \$1.7 million for technical professional services, personnel, and non-personnel costs; and other financing sources (uses) are projected to include inter-agency transfers of \$47,255 between the San Francisco County Transportation Authority (Transportation Authority) and TIMMA, which represents appropriations of Sales Tax to TIMMA; and

WHEREAS, The TIMMA program revenue for FY 2023/24 covers the full cost of all Transportation Authority activities in support of TIMMA; now, therefore, be it

RESOLVED, That TIMMA hereby adopts the proposed FY 2023/24 Budget and Work Program.

Attachment:

1. Proposed Work Program for FY 2023/24
2. Proposed Budget for FY 2023/24