



# AGENDA

<b>TREASURE ISLAND MOBILITY MANAGEMENT AGENCY</b> <b>Meeting Notice</b>
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**Date:** Tuesday, June 25, 2019; 11:00 a.m.

**Location:** Legislative Chamber, Room 250, City Hall

**Commissioners:** Haney (Chair), Walton (Vice Chair), Brown, Fewer, Mandelman, Mar, Peskin, Ronen, Safai, Stefani and Yee

**Clerk:** Alberto Quintanilla

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1. Roll Call	
2. Chair's Report – <b>INFORMATION</b>	
3. Executive Director's Report – <b>INFORMATION</b>	
4. Approve the Minutes of the January 29, 2019 Meeting – <b>ACTION*</b>	3
5. Approve the Proposed Fiscal Year 2018/19 Budget Amendment – <b>ACTION*</b>	5
6. <b>[Public Hearing]</b> Adopt the Proposed Fiscal Year 2019/20 Annual Budget and Work Program – <b>ACTION*</b>	11
7. 2019 TIMMA Outreach Approach and Work Program – <b>INFORMATION*</b>	27

## Other Items

8. Introduction of New Items – **INFORMATION**  
 During this segment of the meeting, Commissioners may make comments on items not specifically listed above, or introduce or request items for future consideration.
9. Public Comment
10. Adjournment

\*Additional Materials

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## TIMMA Board Meeting Agenda

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# DRAFT MINUTES

## TREASURE ISLAND MOBILITY MANAGEMENT AGENCY

Tuesday, January 29, 2019

### 1. Roll Call

Chair Haney called the meeting to order at 11:15 a.m. The following members were:

**Present at Roll Call:** Commissioners Brown, Fewer, Haney, Mar, Mandelman, Peskin, Safai, Stefani, Walton and Yee (10)

**Absent at Roll Call:** Commissioner Ronen (entered during Item 3) (1)

### 2. Chair's Report – INFORMATION

Vice-Chair Yee elected to forego the Chair's Report.

There was no public comment.

### 3. Executive Director's Report – INFORMATION

Tilly Chang, Executive Director, presented the Executive Director's Report.

Commissioner Brown requested an amendment to the December 11, 2018 TIMMA Board minutes to include her recommendation that staff conduct further outreach to calculate how many times per day residents depart Treasure Island to drop off and pick up their children for outside activities. She said knowing on average how many times residents leave the island a day would help guide the conversation of the tolling program and compensation for residents.

During public comment Francisco Da-Costa requested that the Board and Transportation Authority staff act in the best interest of Treasure Island residents and not accommodate to the needs of developers.

Bobby [Last-name unknown], Treasure Island resident, said that Treasure Island's residents were having ongoing community meetings related to the proposed toll policy. He said current residents were not the cause of increased congestion on the island and should not be imposed toll fees.

### 4. Approve the Minutes of the December 11, 2018 Meeting – ACTION

There was no public comment.

Commissioner Peskin moved to approve the minutes subject to Commissioner Brown's requested amendment, seconded by Commissioner Ronen.

The minutes as amended were approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Haney, Mar, Mandelman, Peskin, Ronen, Safai, Stefani, Walton and Yee (11)

**5. Election of Chair and Vice Chair for 2019 – ACTION**

Commissioner Walton moved to nominate Commissioner Haney for Chair of the Treasure Island Mobility Management Agency (TIMMA), seconded by Commissioner Stefani.

There was no public comment.

Commissioner Haney was elected Chair by the following vote:

Ayes: Commissioners Brown, Fewer, Haney, Mar, Mandelman, Peskin, Ronen, Safai, Stefani, Walton and Yee (11)

Commissioner Mandelman moved to nominate Commissioner Walton for Vice-Chair of TIMMA, seconded by Commissioner Safai.

During public comment Francisco Da-Costa said he had been involved for over 40 years in matters involving the Naval base closure on Treasure Island and that the island was sinking one and a half inches every year. He requested that the newly elected Chair and Vice-Chair not repeat what was happening at Hunter's Point and stated that Treasure Island was contaminated. He recommended that the Board study the precautionary principle, which stated that if any project was ongoing and adversely impacted any life, including animals, the job had to stop until further investigation.

Commissioner Walton was elected Vice-Chair by the following vote:

Ayes: Commissioners Brown, Fewer, Haney, Mar, Mandelman, Peskin, Ronen, Safai, Stefani, Walton and Yee (11)

**6. Introduction of New Items – INFORMATION**

There were no new items introduced.

**7. Public Comment**

There was no public comment.

**8. Adjournment**

The meeting was adjourned at 11:36 a.m.

RESOLUTION AMENDING THE ADOPTED FISCAL YEAR 2018/19 BUDGET TO DECREASE REVENUES AND EXPENDITURES BY \$1,289,045

WHEREAS, In June 2018, through approval of Resolution 18-05, the Treasure Island Mobility Management Agency (TIMMA) Board adopted the Fiscal Year (FY) 2018/19 Annual Budget and Work Program; and

WHEREAS, 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, Budgeted revenues from federal reimbursements will be decreased by \$1,251,596 and will defer to the next fiscal year due to project schedule delays described below; and

WHEREAS, Prop K funds appropriated through Resolution 15-13 and Resolution 16-52 will decrease by \$340,090 and will defer to next fiscal year and regional revenues from the Treasure Island Development Authority (TIDA) will increase by \$302,641; and

Corresponding technical professional services expenditures will decrease by \$1,126,249, non-personnel expenditures will decrease by \$33,267, and personnel expenditures will decrease by \$129,529 for a total decrease of \$1,289,045 in expenditures for FY 2018/19 activity; and

WHEREAS, The original work scope for FY 2018/19 included issuance of the Request for Proposals for a System Integrator, launch of System Integration work, and completion of Civil Engineering Design, pending Board adoption of toll policies; and

WHEREAS, We anticipated adoption of toll policies in December 2018; however, the TIMMA Board has requested analysis of additional toll policy alternatives. System Integration should not proceed until toll policies are adopted; and

WHEREAS, The estimated contributions from federal Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) funds need to be updated to reflect



the reduced work scope and need in this fiscal year and the costs will be incurred and the revenue realized in FY 2019/20; and

WHEREAS, At its May 21, 2019 meeting, the TIMMA Committee reviewed and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Treasure Island Mobility Management Agency's adopted FY 2018/19 budget is hereby amended to decrease revenues and expenditures by \$1,289,045.

Attachment:

1. Proposed Fiscal Year 2018/19 Budget Amendment

**Treasure Island Mobility Management Agency**  
**Attachment I**  
**Proposed Fiscal Year 2018/19 Budget Amendment**  
**Line Item Detail**



	<b>Proposed Budget Amendment Fiscal Year 2018/19</b>	<b>Increase/ (Decrease)</b>	<b>Adopted Budget Fiscal Year 2018/19</b>
<b>Program Revenues:</b>			
Federal Advanced Transportation and Congestion Management Technologies Deployment	\$ 46,264	\$ (1,251,596)	\$ 1,297,860
San Francisco County Transportation Authority (SFCTA)	-	(340,090)	340,090
Treasure Island Development Authority (TIDA)	<b>2,165,341</b>	302,641	1,862,700
Total Program Revenues	<b>2,211,605</b>	(1,289,045)	3,500,650
<b>Expenditures:</b>			
Technical Professional Services	<b>1,450,872</b>	(1,126,249)	2,577,121
Administrative Operating Costs			
Personnel Expenditures			
Salaries	<b>498,168</b>	(88,080)	586,248
Fringe Benefits	<b>234,432</b>	(41,449)	275,881
Non-personnel Expenditures			
Administrative Operations	<b>22,533</b>	(33,267)	55,800
Commissioner-Related Expenses	<b>5,600</b>	-	5,600
Total Expenditures	<b>2,211,605</b>	(1,289,045)	3,500,650
<b>Net Change in Fund Balance</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>



# Memorandum

**Date:** April 4, 2019  
**To:** Treasure Island Mobility Management Agency Committee  
**From:** Eric Cordoba – Deputy Director for Capital Projects  
**Subject:** 04/23/19 Committee Meeting: Recommend Approval of the Proposed Fiscal Year 2018/19 Budget Amendment

<p><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <p>Recommend approval of the proposed amendment of the adopted Fiscal Year 2018/19 budget to decrease revenues and expenditures by \$1,289,045.</p> <p><b>SUMMARY</b></p> <p>In June 2018, through Resolution 18-05, the Board adopted the Fiscal Year (FY) 2018/19 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 2018/19 budget. The Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and expenditures incurred. We propose that the adopted FY 2018/19 budget be amended to decrease revenues and expenditures by \$1,289,045.</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> <hr/>
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**DISCUSSION**

**Background.**

The budget revision is an opportunity to take stock of changes in revenue, recognize grants or other funds that are obtained subsequent to the original budget approval, and adjust for unforeseen expenditures. Also at that time, revenue projections and expenditure line items are revised to reflect new information or requirements identified in the months elapsed since the adoption of the annual budget. 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 \$1,289,045 in revenues and expenditures. These revisions include carryover revenues and expenditures from the prior period. The effect of the amendment on the adopted FY 2018/19 Budget is shown in Attachment 1. TIMMA’s FY 2018/19 budget revisions are included in the Transportation Authority’s FY 2018/19 proposed budget amendment, which is scheduled to be adopted by the Transportation Authority Board on April 23, 2019.



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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 bicycle services, to be funded by a congestion toll, parking charges, and transit pass purchases. Efforts this year focus on advancing both program-wide policy, design, and environmental documentation in response to the development program schedule for Treasure Island. This effort requires integration of policies with the San Francisco Municipal Transportation Agency (SFMTA) and the Bay Area Tolling Authority (BATA) and coordination of project scope, schedule and implementation with a number of local partners.

The program revenue for FY 2018/19 covers the full costs of all Transportation Authority activities in support of TIMMA. Technical professional services include planning, engineering, design, communications, and environmental services. Included are technical services contracts already awarded for the Treasure Island System Manager; on-call demand model development and application; on-call transportation planning; and project management support. Additional technical services contracts anticipated in this line item include strategic communications, legal services, and outreach services. Also, as stated in the Administrative Code (Ordinance 17-01), 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 typical operating expenditures for telecommunications, postage, materials and office supplies, printing and reproduction equipment and services, and other administrative support requirements for all activities, along with all administrative support contracts, whether for City-supplied services, such as the Department of Technology cablecast services, or for competitively procured services (such as auditing, outside computer system support, etc.). Also included are funds for Commissioner meeting fees.

This amendment decreases total revenues by \$1,289,045. Budgeted revenues from federal reimbursements will be decreased by \$1,251,596 and will defer to the next fiscal year due to project schedule delays described below. This revision includes carryover revenues from the prior period. Prop K funds appropriated through Resolution 15-13 will decrease by \$340,090 and will defer to next fiscal year. Regional revenues from the Treasure Island Development Authority (TIDA) will increase by \$302,641. Corresponding technical professional services expenditures will decrease by \$1,126,249, non-personnel expenditures will decrease by \$33,267, and personnel expenditures will decrease by \$129,529 for a total decrease of \$1,289,045 in expenditures for FY 2018/19 activity.

The original work scope for FY 2018/19 included issuance of the Request for Proposals for a System Integrator, launch of System Integration work, and completion of Civil Engineering Design, pending Board adoption of toll policies. We anticipated adoption of toll policies in December 2018; however, the TIMMA Board has requested analysis of additional toll policy alternatives. System Integration should not proceed until toll policies are adopted, now estimated for July 2019. The estimated contributions from federal Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) funds need to be updated to reflect the reduced work scope and need in this fiscal year. The costs will be incurred and the revenue realized in FY 2019/20. At the same time, we have initiated the Autonomous Vehicle (AV) Shuttle pilot project, funded by ATCMTD funds with

## Agenda Item 5

matching funds from TIDA. This amendment reflects the cost and revenues associated with the launch of the AV Shuttle pilot, as well as rollover Regional funds from TIDA.

We propose that the adopted FY 2018/19 Budget be amended as shown in Attachment 1.

### **FINANCIAL IMPACT**

The proposed amendment to the FY 2018/19 budget would decrease revenues and expenditures by \$1,289,045.

### **SUPPLEMENTAL MATERIALS**

Attachment 1 – Proposed Fiscal Year 2018/19 Budget Amendment

RESOLUTION ADOPTING THE FISCAL YEAR 2019/20 ANNUAL BUDGET AND WORK PROGRAM

WHEREAS, Pursuant to the Treasure Island Mobility Management Agency's (TIMMA's) Fiscal Policy (Resolution 17-04), 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 TIMMA work program includes four major streams of work: governance and administration; program design and delivery; toll system delivery; and outreach and communications; and

WHEREAS, The Governance and Administration work stream includes program-wide management activities such as maintaining the project master schedule, executing partner agency agreements and vendor contracts, providing for TIMMA Committee and Board meetings, and preparing grant funding applications; and

WHEREAS, The Outreach and Communications work stream includes two major rounds of public involvement and outreach activities this Summer and again in Fall 2019 in support of toll policy and affordability program development and recommendations; and

WHEREAS, In parallel with the Outreach and Communications work, the Program Design and Delivery work stream will continue to refine demand and financial projections reflecting the latest development schedule updates, transit service and affordability program changes, and toll policy, funding and subsidy scenarios with a view to bringing alternative Program Scenarios and recommendations to the Board and community for consideration in early 2020 and approval by Spring



2020.

WHEREAS, The proposed FY 2019/20 Annual Budget and Work Program also includes developing a Concept of Operations for the AV Shuttle Pilot, funded by a federal Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant award; and

WHEREAS, The Toll System Delivery work stream includes developing National Environmental Policy Act environmental documentation and final civil engineering designs, including concept development of bicycle/pedestrian plans for Yerba Buena Island; and

WHEREAS, As discussed in the FY 2018/19 budget amendment, the toll system design integration work should await toll policy and affordability program adoption, anticipated for Spring 2020 and due to the change in policy adoption timeframe, toll system integration services, and the associated contributions from federal ATCMTD grant funds and other program revenues, were deferred from FY 2019/20 to FY 2020/21; and

WHEREAS, Attachment 1 contains a description of TIMMA's proposed Work Program for FY 2019/20; and

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

WHEREAS, TIMMA's fiscal year extends from July 1 of each calendar year through June 30 of the following calendar year; and

WHEREAS, The proposed FY 2019/20 Annual Budget includes projections of revenues, operating and administrative costs, and professional services expenditures; and

WHEREAS, Total revenues are projected to be \$2,745,713 from various funding sources, and total expenditures are projected to be \$2,745,713 from technical professional services, personnel and non-personnel expenditures; and

WHEREAS, The TIMMA program revenue for FY 2019/20 covers the full cost of all Transportation Authority activities in support of TIMMA; and

WHEREAS, At its May 21, 2019 meeting, the TIMMA Committee reviewed and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the attached Treasure Island Mobility Management Agency FY 2019/20 Budget and Work Program are hereby adopted.

Attachments (2):

1. FY 2019/20 Work Program
2. FY 2019/20 Budget

## Attachment 1

### Proposed Fiscal Year 2019/20 Annual Work Program

The Treasure Island Mobility Management Agency's (TIMMA's) proposed Fiscal Year (FY) 2019/20 Work Program includes activities in several work streams overseen by the Executive Director:

- Governance and Administration;
- Outreach and Communications;
- Program Design and Delivery; and
- Toll System Delivery.

The Executive Director is responsible for directing the agency for the development of the annual budget and work program and for the efficient and effective management of staff and other resources. 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.

### GOVERNANCE AND ADMINISTRATION

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

- **Board Operations and Support:** Staff TIMMA Committee and Board meetings.
- **Budget, Reports and Financial Statements:** Develop and administer 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. Includes activities to advocate for funding opportunities and prepare grant funding applications; we will advocate for Regional Measure 3 (RM3) funds for clean ferries, Bay Area Air Quality Management District (BAAQMD), Metropolitan Transportation Commission (MTC), Senate Bill 1 (SB1), state Affordable Housing/Sustainable Communities grants, SB1, CARB/Cap and Trade and other funds to help realize these plans.
- **Contract Support:** Oversee procurement process for professional consultant contracts, prepare contracts, and manage compliance for contracts and associated Memoranda of Agreements and Understandings such as for water ferry services, an amendment to the existing TIDA Memorandum of Agreement, and procurement processes and contracts for toll system final design (System Integrator).
- **Policies:** Maintain and update Administrative Code, Rules of Order, Fiscal, Procurement, Travel and other policies.

### OUTREACH AND COMMUNICATIONS

The Communications and Planning work stream includes public involvement and outreach activities in support of planning and engineering recommendations. Key communications activities for FY 2019/20 include the following:

## Attachment 1

### Proposed Fiscal Year 2019/20 Annual Work Program

- **Outreach:** Execute the annual outreach and involvement strategy with the public, the Board, various stakeholder groups and other government agencies. This is accomplished through various means, including through community outreach meetings and workshops, disseminating agency news and updates, and small working groups with key stakeholders (Treasure Island Organizing Committee (TIOC), merchants, etc).
- **Collateral Maintenance:** Update content and maintain and enhance both electronic and print-based communications collateral.

## PROGRAM DESIGN 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, the Transit Pass Program, Transportation Affordability Program policies and Vehicle Toll policy.

Proposed activities include:

- **Demand Projections and Program Financial Analysis:** Update program baseline schedule per TIDA guidance and identify alternative program and funding scenarios for the Board to consider. Complete and maintain 5-year demand and financial projections of the Mobility Program, which incorporates toll level, hours, toll program cost and revenue; transit and shuttle service levels, transit program cost and revenue; parking management program rates and associated cost and revenue; and Transportation Affordability Program requirements and costs.
- **Ferry and East Bay Transit Service Plan and Delivery:** Complete service planning and execute an agency Memorandum of Understanding in FY 2019/20 with a future water transit service operator.
- **TDM and Affordability:** This task includes development and adoption of a Travel Demand Management (TDM) and Affordability Program for residents and workers, which includes transportation credits, discounts, and supports for current and future low-income households.
- **Toll Policy Recommendations:** Complete analysis and recommendation 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. Identify funding gaps and potential funding strategy to fill gaps for each scenario. Seek Board consideration and approval of Program Design.
- **Transit Pass Implementation:** Working with the regional Clipper program, prepare final designs and undertake implementation activities in support of the mandatory transit pass for market-rate residents. These activities will include adoption of transit operator fare policy.
- **Parking Management Program Implementation:** Support the San Francisco Municipal Transportation Agency (SFMTA) adoption of a Parking Management Plan and execute agreements with SFMTA.

**Attachment 1**

## Proposed Fiscal Year 2019/20 Annual Work Program

- **Autonomous Vehicle (AV) Shuttle Pilot:** With the support of a federal Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) program grant, prepare concept of operation, business plans, and procurement strategy for the piloting of an AV Shuttle to better understand technology trends and impacts.
- **Bicycle/Pedestrian Planning:** With support from Prop K sales tax funds, further develop bicycle and pedestrian plans for Yerba Buena Island, including a connection to the planned ferry terminal on Treasure Island.

**TOLL SYSTEM DELIVERY**

This major work stream includes developing National Environmental Protection Act (NEPA) environmental documentation; civil engineering designs; and incremental support for construction of the tolling system. Key delivery activities for FY 2019/20 include the following:

- **Environmental Documentation:** Prepare draft and final California Environmental Quality Act Addendum and NEPA environmental documentation to environmentally clear tolling infrastructure and systems installation.
- **Final Civil Engineering Design:** Prepare tolling infrastructure and civil engineering design plans at multiple locations on Yerba Buena Island (YBI) and Treasure Island, in coordination with YBI Ramps, Southgate Road, Macalla Road, Treasure Island Road, and YBI Westside Bridges design and construction activities.



**Treasure Island Mobility Management Agency**  
**Attachment 2**  
**Proposed Fiscal Year 2019/20 Budget**  
**Line Item Detail**



	<b>Proposed Budget Fiscal Year 2019/20</b>	Increase/ (Decrease)	Proposed Budget Amendment Fiscal Year 2018/19
<b>Program Revenues:</b>			
<u>Federal</u>			
Advanced Transportation and Congestion Management Technologies Deployment	\$ 704,690	\$ 658,426	\$ 46,264
<u>Regional and Other</u>			
San Francisco County Transportation Authority	291,827	291,827	-
Treasure Island Development Authority	1,749,196	(416,145)	2,165,341
Total Program Revenues	<b>2,745,713</b>	534,108	2,211,605
<b>Expenditures:</b>			
Technical Professional Services	2,042,905	592,033	1,450,872
Administrative Operating Expenditures			
Personnel			
Salaries	459,085	(39,083)	498,168
Fringe Benefits	212,523	(21,909)	234,432
Non-personnel			
Administrative Operations	25,600	3,067	22,533
Commissioner-Related Expenses	5,600	-	5,600
Total Expenditures	<b>2,745,713</b>	534,108	2,211,605
<b>Net Change in Fund Balance</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>



# Memorandum

**Date:** May 17, 2019  
**To:** Treasure Island Mobility Management Agency Committee  
**From:** Eric Cordoba – Deputy Director for Capital Projects  
**Subject:** 05/21/19 Committee Meeting: Recommend Adoption of the Proposed Fiscal Year 2019/20 Annual Budget and Work Program

<p><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <p>Recommend adoption of the proposed Fiscal Year (FY) 2019/20 Annual Budget and Work Program.</p> <p><b>SUMMARY</b></p> <p>The proposed FY 2019/20 Annual Budget includes projections of revenues, operating and administrative costs, and professional services expenditures, 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 \$2,745,713 from various funding sources, and total expenditures are projected to be \$2,745,713 from technical professional services, personnel and non-personnel expenditures.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input checked="" type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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**DISCUSSION**

**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.

**Work Program.**

The TIMMA work program includes several major streams of work: Governance and Administration, Program Delivery, Toll System Delivery, and Outreach and Communications.

The Governance and Administration work stream includes program-wide management activities such as maintaining the project master schedule, Board support, and developing the funding plan and grant applications. This work stream also provides for meetings of the TIMMA Committee and Board. Finally, the Governance and Administration work stream also includes activities to advocate for funding opportunities and prepare grant funding applications; we will continue pressing for state Affordable Housing/Sustainable Communities grant funds and Regional Measure 3 funding for

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accelerated low-emission ferries. Based on Program Delivery recommendations, we will also prepare a funding strategy to fill different levels of program expenditures and resulting funding gaps.

The FY19/20 work program will begin with Outreach and Communications work to undertake two major rounds of public involvement and outreach activities this Summer and again in Fall 2019 in support of toll policy and affordability program development and recommendations. This will focus on merchant outreach and affordability program design, as well as working with key stakeholder groups to seek input on all other aspects of program design. In parallel with this, the Program Design and Delivery work stream will continue to refine demand and financial projections reflecting the latest development schedule updates, transit service and affordability program changes, and toll policy, funding and subsidy scenarios with a view to bringing alternative Program Scenarios and recommendations to the Board and community for consideration in early 2020 and approval by Spring 2020. To support implementation plans, we anticipate developing some agency and/or vendor agreements in FY 2019/20, including Memoranda of Agreements and Understandings such as for water transit services.

The proposed FY 2019/20 Annual Budget and Work Program also includes developing a Concept of Operations for the AV Shuttle Pilot, funded by a federal Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant award. The Toll System Delivery work stream includes developing National Environmental Policy Act environmental documentation and final civil engineering designs. The workstream also includes concept development of bicycle/pedestrian plans for Yerba Buena Island, including a connection to the planned ferry terminal on Treasure Island, as well as tying these services together for travelers through an integrated trip planning and fare payment app. As discussed in the FY 2018/19 budget amendment, the toll system design integration work should await toll policy and affordability program adoption, anticipated for Spring 2020. Due to the change in policy adoption timeframe, toll system integration services, and the associated contributions from federal ATCMTD grant funds and other program revenues, were deferred from FY 2019/20 to FY 2020/21.

### **Revenues.**

TIMMA's total revenues are projected to be \$2,745,713; with \$704,690 obligated from Federal ATCMTD grant, \$1,749,196 obligated from TIDA, and \$291,827 appropriated from the Transportation Authority Prop K sales tax funds. Regional and other funds from TIDA and Transportation Authority Prop K sales tax funds will be used to fulfill the 50% local match requirement to the federal ATCMTD grant.

### **Expenditures.**

Total expenditures are projected to be \$2,745,713, with 24.5% budgeted for personnel costs, 74.4% for technical professional services, and 1.1% for non-personnel costs. Technical professional services primarily encompass environmental and civil design services. Additional technical professional services include planning and communications services. Included are technical services contracts already awarded: for the AV Shuttle System Engineering Manager; on-call demand model development and application; on-call transportation planning; project management support and strategic advisory services; on-call strategic communications; and outreach services.

### **FINANCIAL IMPACT**

As described above.

## **SUPPLEMENTAL MATERIALS**

Attachment 1 – Proposed FY 2019/20 Annual Work Program

Attachment 2 – Program FY 2019/20 Budget

Attachment 3 – Program FY 2019/20 Comparison of Revenues and Expenditures

Attachment 4 – Program FY 2019/20 Budget – Line Item Descriptions

**Treasure Island Mobility Management Agency**  
**Attachment 3**  
**Proposed Fiscal Year 2019/20 Budget**  
**Comparison of Revenues and Expenditures**



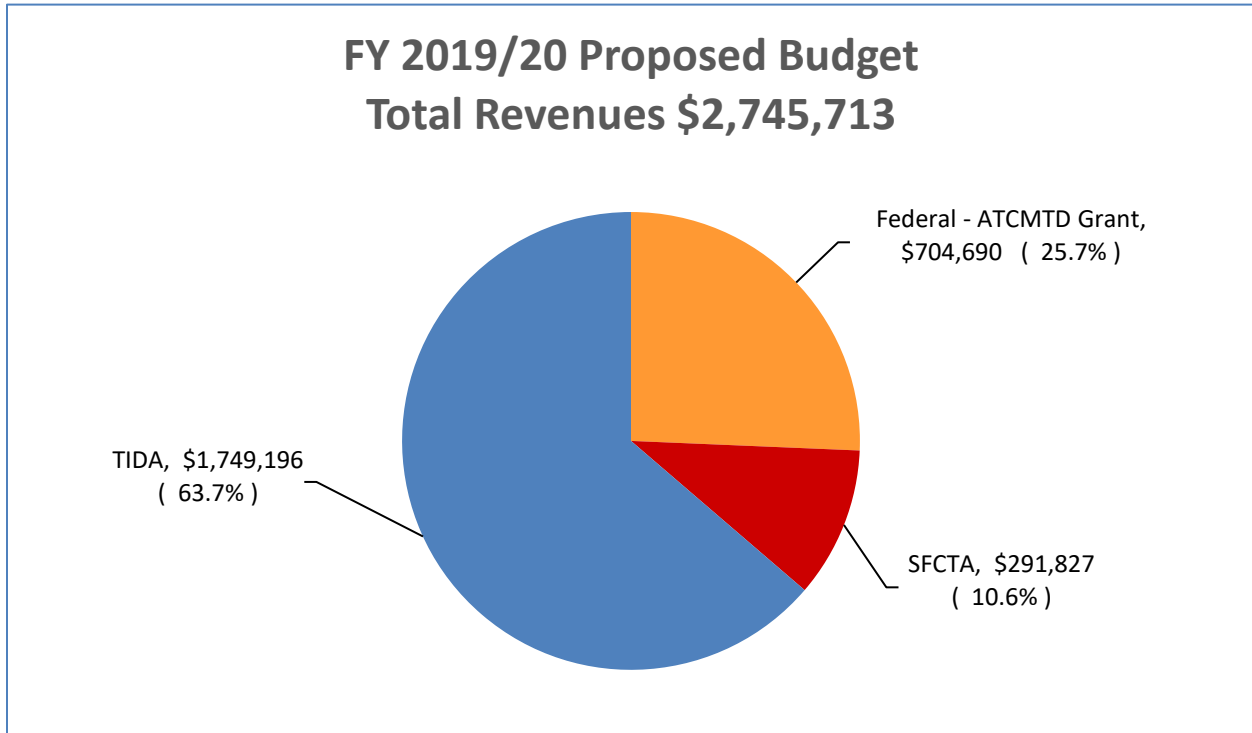
Line Item	Fiscal Year	Fiscal Year	Fiscal Year	Variance from	% Variance
	2017/18 Actual	2018/19 Proposed Budget Amendment	2019/20 Proposed Budget	2018/19 Proposed Budget Amendment	
<b>Program Revenues</b>					
Federal	12,995	46,264	<b>704,690</b>	658,426	1423.2%
Regional and Other	957,073	2,165,341	<b>2,041,023</b>	(124,318)	-5.7%
<b>Total Revenues</b>	<b>970,068</b>	<b>2,211,605</b>	<b>2,745,713</b>	<b>534,108</b>	<b>24.2%</b>
<b>Expenditures</b>					
Technical Professional Services	503,484	1,450,872	<b>2,042,905</b>	592,033	40.8%
Administrative Operating Expenditures					
Personnel	437,466	732,600	<b>671,608</b>	(60,992)	-8.3%
Non-Personnel	29,118	28,133	<b>31,200</b>	3,067	10.9%
<b>Total Expenditures</b>	<b>970,068</b>	<b>2,211,605</b>	<b>2,745,713</b>	<b>534,108</b>	<b>24.2%</b>
<b>Net change in Fund Balance</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	

Attachment 4  
Line Item Descriptions



**TOTAL PROJECTED REVENUES..... \$2,745,713**

The following chart shows the composition of revenues for the proposed Fiscal Year (FY) 2019/20 budget.



**Federal Program Revenues: ..... \$704,690**

The Treasure Island Mobility Management Agency (TIMMA), in partnership with the San Francisco Municipal Transportation Agency (SFMTA), has secured an initial \$3.7 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. An additional \$1.6 million, for a grand total of \$5.3 million, is anticipated from this source through FY 2021/22. 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 award of a contract 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.

Federal Program Revenues are budgeted to increase by \$658,426 from the FY 2018/19 Amended Budget, due to the development of a Concept of Operations for the Autonomous Vehicle (AV) Shuttle pilot project and increased efforts on tolling environmental documentation and final civil engineering design. We expect to finalize the Request for Proposals for the Toll System Integrator in FY 2019/20. These activities will be funded by federal grant funds and matched by local funds from



**Attachment 4  
Line Item Descriptions**

the Treasure Island Development Authority (TIDA) and San Francisco County Transportation Authority (Transportation Authority) Prop K sales tax funds, appropriated through Transportation Authority Board Resolutions 15-13 and 16-52.

**Regional and Other Program Revenues:..... \$2,041,023**

The FY 2019/20 budget for TIMMA includes regional funds from TIDA and Prop K sales tax revenues. In addition to providing matching funds to the ATCMTD grant, regional and other funds provide support for administrative, operating, planning and engineering functions including: developing agency policies and partnership agreements; project management; planning; engineering, including systems engineering, civil engineering, and environmental analyses; 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 decrease by \$124,318, or 5.7%, from the FY 2018/19 Amended Budget. This decrease is due to activities for AV Shuttle pilot project and engineering efforts which are reimbursed 50% by the federal ATCMTD grant thus reducing the need for TIDA and Prop K funds, as well as the deferral of toll system integration services.

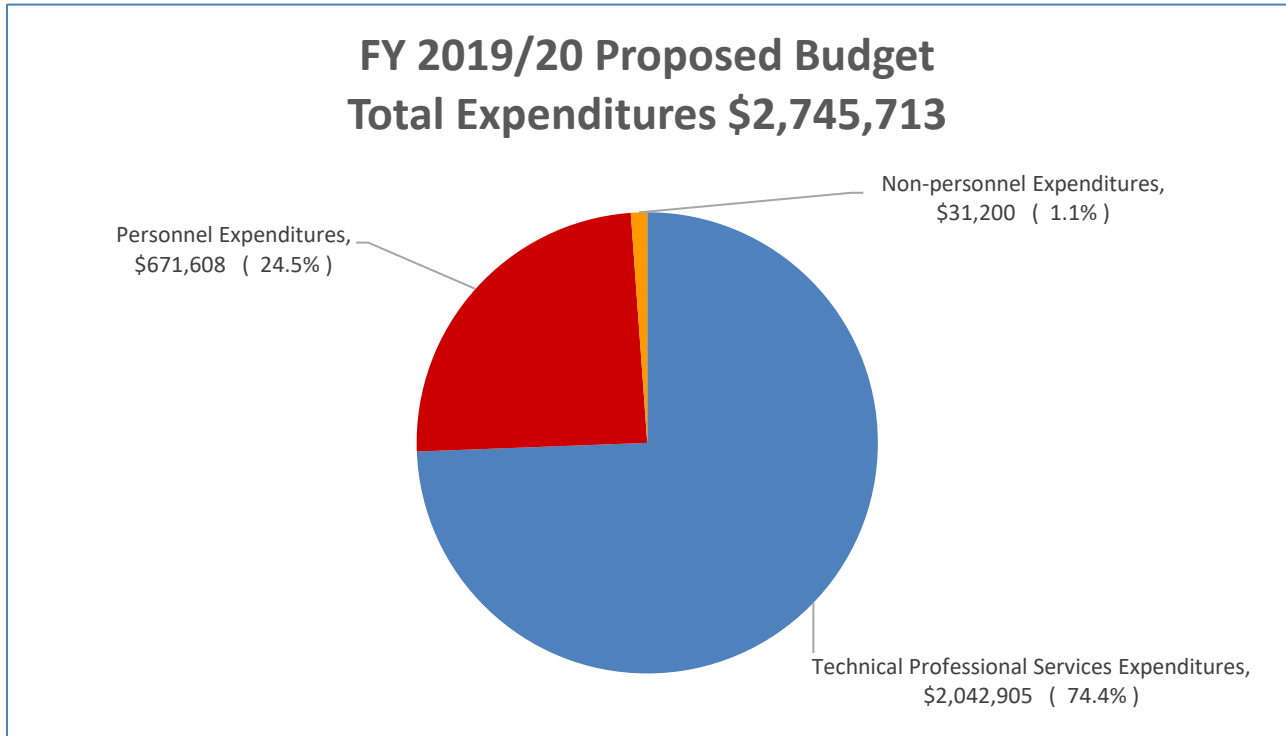
Attachment 4  
Line Item Descriptions



**TOTAL PROJECTED EXPENDITURES ..... \$2,745,713**

TIMMA’s Total Expenditures projected for the budget year are comprised of Technical Professional Services Expenditures of \$2.04 million and Administrative Operating Expenditures of \$702,808.

The following chart shows the composition of expenditures for the proposed FY 2019/20 budget.



**TECHNICAL PROFESSIONAL SERVICES..... \$2,042,905**

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, environmental, and toll system final design services. Included are technical services contracts already awarded: for the AV Shuttle System Engineering Manager; on-call demand model development and application; on-call transportation planning; project management support and strategic advisory services; on-call strategic communications; and outreach services.

Technical professional services in the FY 2019/20 are budgeted to increase by \$592,033 from the FY 2018/19 Amended Budget, which is primarily due to more anticipated expenditures for the AV shuttle pilot contract, and the toll system environmental clearance and civil engineering design contracts.

**ADMINISTRATIVE OPERATING EXPENDITURES ..... \$702,808**

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

Personnel:..... \$671,608

As stated in TIMMA’s Administrative Code (Ordinance 17-01), 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





**Attachment 4  
Line Item Descriptions**

staff. Personnel costs encompass technical staffing across four of the six divisions of the Transportation Authority, including employees from the Capital Projects, Planning, Executive, and Policy and Programming divisions to support the TIMMA FY 2019/20 work program. Personnel costs are budgeted to decrease by \$60,992 compared to the FY 2018/19 Amended Budget, primarily due to the deferral of the toll system integration work. 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: ..... \$31,200

This line item includes legal services and Commissioner meeting fees. Non-personnel expenditures in FY 2019/20 are budgeted at a similar level as in the FY 2018/19 Amended Budget.

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# Treasure Island Development Program Congestion Pricing Program Update

**June 25, 2019**



# Congestion Pricing Background

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- Congestion pricing was anticipated in the 1996 Base Reuse Plan and has been an integral part of redeveloping the island through the subsequent planning and environmental work
  - For residential development, a plan to limit auto usage on Treasure Island must be developed prior to granting entitlements for new development. Elements of the plan should include limits on parking (including pricing of parking), Transportation Demand Management (including pricing of parking), Transportation Demand Management measures such as road pricing/tolls for auto access to the island, and community design and land use planning techniques that integrate support services (i.e., schools, parks, retail) into the development.*
  - Naval Station Treasure Island Reuse Plan, July 1996, page 110
- Congestion pricing continued to be element of subsequent analysis and plans endorsed or approved by the TIDA Board and Board of Supervisors

# Environmental Evaluation

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- Congestion pricing was part of the defined project in Final Environmental Impact Review
- Under the California Environmental Quality Act, the project cannot move forward without congestion pricing
  - Would no longer be implementing the environmentally evaluated and approved project
- Design of on island roadway network anticipates impacts of tolling on automobile demand and ramp queueing

# Transportation Implementation Plan

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- Congestion pricing is a critical source of funding for ferry, AC Transit, on-island shuttle, and other transportation programs, but is more than just a source of funds
  - Discourages automobile use
  - Increases the relative attractiveness of transit
  - Mitigates the impact of automobile trips on the Bay Bridge and island roadway network
- Treasure Island Mobility Management Agency to administer congestion pricing program and other transportation demand management programs
  - Monitor program and make changes as required to meet program objectives
- Expected to be implemented in the first phase of development

# Congestion Pricing

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- The development plan for Treasure Island and Yerba Buena Island is the result of a robust public process spanning more than two decades
- Balances land use, transportation and sustainability in a comprehensive and forward-thinking program
- This approach and the island's unique location have required the adoption of some measures like congestion pricing that, while not unprecedented, are new to the Bay Area
- The challenge before the TIMMA and TIDA is to determine how to implement congestion pricing in a manner that achieves the goals and objectives of the long-term development of the island while recognizing the challenges that the program presents to current residents and businesses

# Treasure Island Mobility Management Program

2019 Work Program and Outreach Approach  
TIMMA Board  
Agenda Item 7

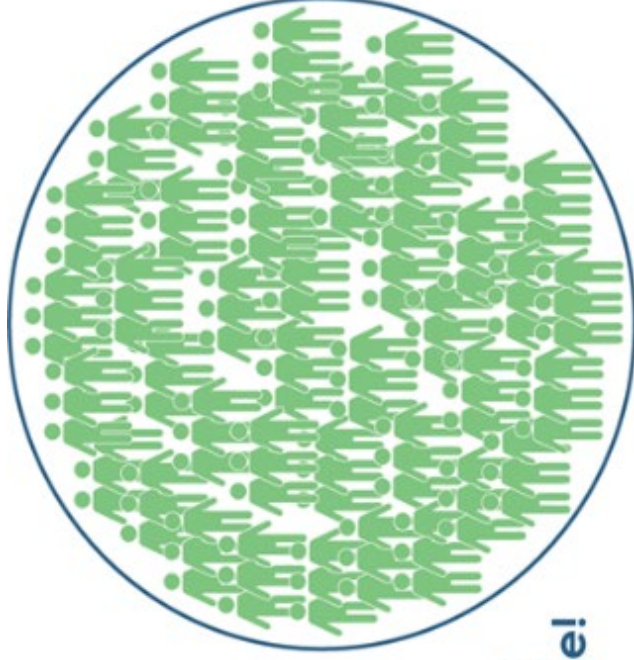


TREASURE ISLAND MOBILITY MANAGEMENT AGENCY

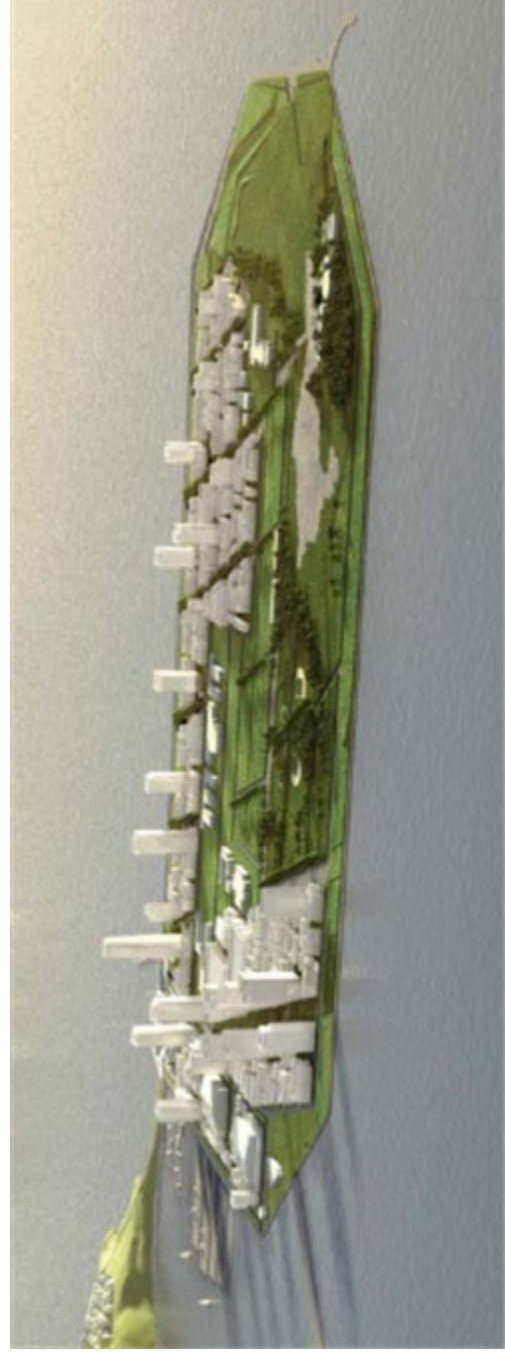
June 25, 2019



# Avoiding Island Gridlock



From ~1,800 people today  
to more than 20,000 people!



# Island Mobility Goals

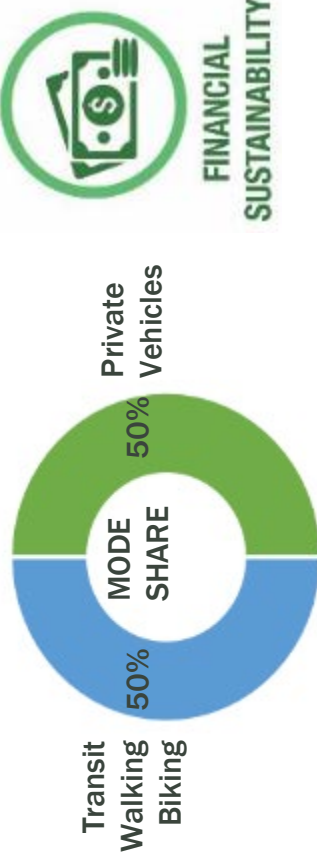
- ▶ Incentivize transit, walking, and biking



- ▶ Discourage use of private vehicles through tolling and paid parking



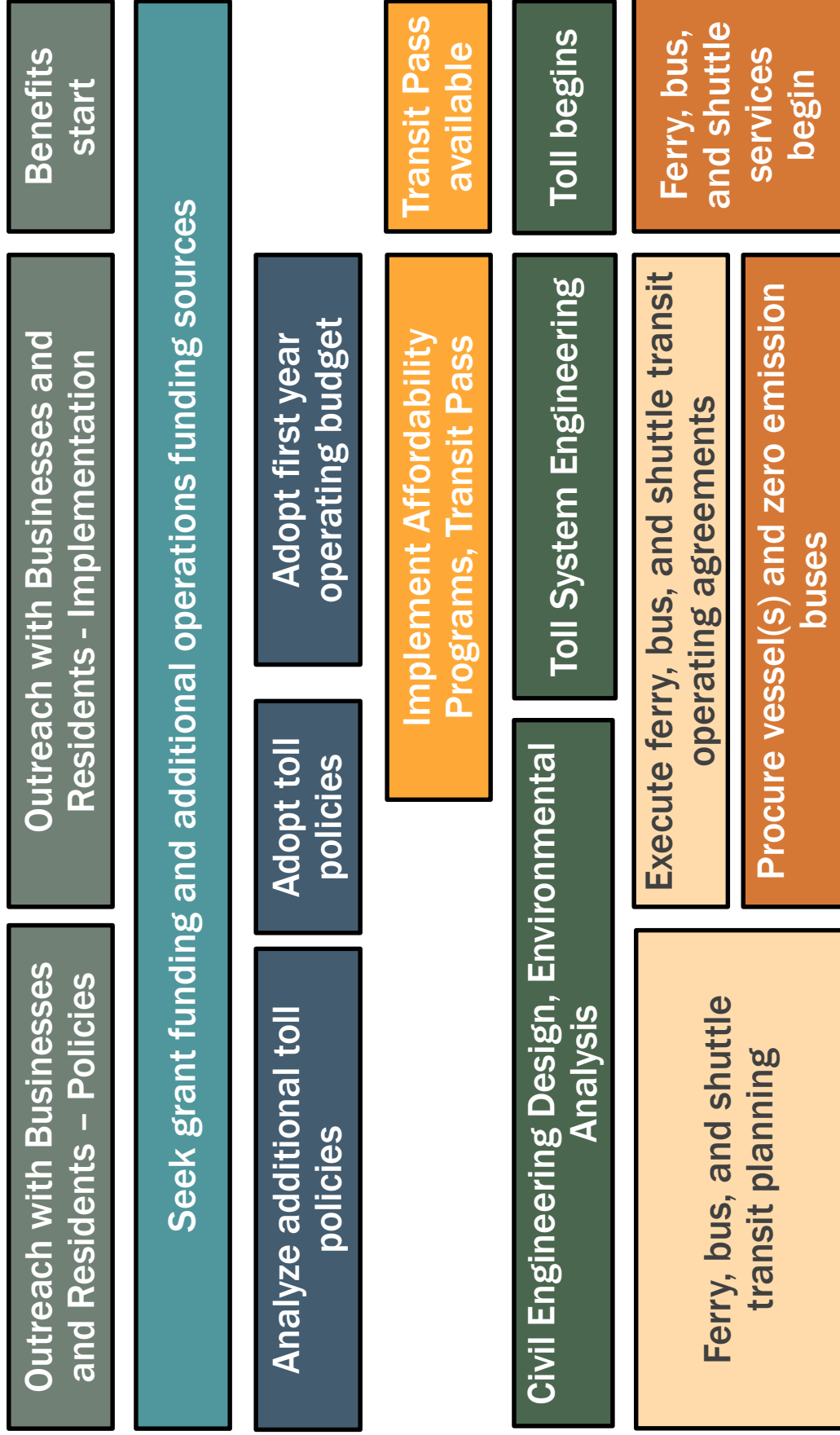
- ▶ Performance Targets



## Key Outcomes:

- ✓ Limit impacts to Bay Bridge & Island traffic
- ✓ Improve transit service
- ✓ Pay for improved transit service
- ✓ Support affordability for low income families

# TIMMA Schedule Overview



Now

2020

2021

2022<sup>35</sup>

# Outreach Approach

## Collaboration with Businesses

- ▶ Working sessions planned this Summer 2019
- ▶ Co-creation of commute and affordability benefits
- ▶ Co-creation Committee of interested businesses, open to all
- ▶ Open Houses anticipated Fall 2019
- ▶ Share revised toll policy, affordability program recommendations

## Outreach to Residents

- ▶ Open Houses anticipated Fall 2019
- ▶ Share findings from Additional Policy Analysis
- ▶ Share revised toll policy, affordability program recommendations

# Grant Fund Update



## Federal “Advanced Transportation and Congestion Management Technologies Deployment” (ATCMTD) Grant

- ▶ \$5M for Toll System Design & Installation
- ▶ \$0.3M for Autonomous Shuttle Pilot

## Other Grant Opportunities

- ▶ State Affordable Housing and Sustainable Communities:  
Grant Awarded: \$15M in affordable housing, \$5M for ZEV Bus, on-Island bike path
- ▶ Regional Priority Conservation Area: Application submitted for on-Island bike path
- ▶ Regional Measure 3: Discussions underway with Bay Area Toll Authority

# Transit Planning

## Transit Pass Design

- ▶ Design efforts including Mobility As A Service (MAAS) efforts underway

## Ferry Service Planning

- ▶ Presentations to WETA Board in February and April
- ▶ Ferry service planning underway

## Autonomous Vehicle (AV) Shuttle Pilot

- ▶ Goals and Objectives under development
- ▶ Key work product: Concept of Operations
- ▶ Stakeholder engagement later this year

# Toll Policy Analysis



## Additional Policy Options

- ▶ Toll exemption for current residents
- ▶ Free transit passes for current residents and workers
- ▶ Commute benefits for workers

## Analysis Considerations

- ▶ Mode share projections
- ▶ Financial effects (additional subsidy required)
- ▶ Equity and affordability

# Toll Engineering Activities

## Civil Engineering Design

- ▶ Coordinated with engineering design of Southgate Road, Macalla Road, and West Side Bridges

## Environmental Analysis

- ▶ CEQA findings adopted by Board in 2011
- ▶ National Environmental Policy Act (NEPA) required



# FY2019-20 Major Work Efforts

**Outreach Activities**

**Funding Strategy**

**Transit Pass Design**

**Ferry Transit Service Plan**

**Toll Civil Engineering Designs**

**NEPA Document**

**Toll Policy and Affordability Program**

Thank You!

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[www.timma.org](http://www.timma.org)

[www.sftreasureisland.org](http://www.sftreasureisland.org)

