



TREASURE ISLAND MOBILITY MANAGEMENT AGENCY

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Memorandum

AGENDA ITEM 3

DATE: June 11, 2021
TO: Treasure Island Mobility Management Agency Committee
FROM: Cynthia Fong - Deputy Director for Finance and Administration
SUBJECT: 6/15/21 Committee Meeting: Recommend Amendment of the Adopted Fiscal Year 2020/21 Budget to Decrease Revenues by \$256,205, Decrease Expenditures by \$263,640 and Decrease Other Financing Sources by \$7,435

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Recommend amendment of the adopted Fiscal Year (FY) 2020/21 budget to decrease revenues by \$256,205, decrease expenditures by \$263,640 and decrease other financing sources by \$7,435.</p> <p>SUMMARY</p> <p>In September 2020, through Resolution 21-03, the Board adopted the FY 2020/21 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 2020/21 budget. The effect of the amendment, with a comparison of revenues and expenditures to the adopted budget is shown in Attachment 1.</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

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 \$256,205 in revenues, a decrease of \$263,640 in expenditures and a decrease of \$7,435 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 2020/21 Budget, is shown in Attachment 1. TIMMA's FY 2020/21 budget revisions are included in the San Francisco County Transportation Authority's (Transportation Authority's) FY 2020/21 budget amendment, which was adopted by the Transportation Authority Board on April 27, 2021.

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

The original work scope for FY 2020/21 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. Work across many subprojects of the Treasure Island Mobility Management Program proceeded more slowly than anticipated this year. A key reason for this slowdown was the Stay-Safe-At-Home Order (Shelter-in-Place Order) that continued throughout FY 2020/21. The team is currently working to revise the overall Program policy development and implementation schedule in light of funding constraints for the Toll System. We continue to align the approval of additional toll policies with the Transportation Authority's Downtown Congestion Pricing Study and the current infrastructure construction schedule; both of those have seen delays and the current schedule anticipates toll policy adoption this Fall 2021. System Integration should not proceed until toll policies are adopted. 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 will be realized in FY 2021/22.

Program Revenues. The program revenue for FY 2020/21 covers the full costs of all Transportation Authority activities in support of TIMMA. This amendment decreases total revenues by \$256,205. Budgeted revenues from federal reimbursements will be decreased by \$256,205 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 \$268,348 as compared to the adopted budget, which is primarily due to the slowdown of work across all subprojects of the TIMMA program, as mentioned above.

Administrative Operating Costs - As stated in the Administrative Code (Ordinance 17-02), the Transportation Authority shall lend staff to TIMMA as appropriate, subject to reimbursement by TIMMA for salary and related benefits and other costs allocable to services performed for TIMMA by Transportation Authority staff. Personnel costs encompass technical staffing across each of the six divisions of the Transportation Authority. Non-personnel costs include legal services and Commissioner meeting fees. Non-personnel expenditures will decrease by \$12,243, and personnel expenditures will increase by \$16,951 for a total increase of \$4,708 in Administrative Operating Costs for FY 2020/21 activity. The slight decrease of non-personnel expenditures is due to decreased need of legal services than anticipated. The slight increase in personnel expenditures is due to an increased level of effort to support the vacant Program Manager position and to complete the technical analysis of an Affordability Program for residents and workers.

Other Financing Sources. Other financing sources will decrease by \$7,435, as appropriations of Proposition K Sales Tax to TIMMA will be deferred to FY 2021/22.

FINANCIAL IMPACT

The proposed amendment to the FY 2020/21 budget would decrease revenues by \$256,205, decrease expenditures by \$263,640 and decrease other financing sources by \$7,435 as described above.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Proposed Budget Amendment

Treasure Island Mobility Management Agency
Attachment I
Proposed Fiscal Year 2020/21 Budget Amendment
Line Item Detail



	Proposed Budget Amendment Fiscal Year 2020/21	Increase/ (Decrease)	Adopted Budget Fiscal Year 2020/21
Program Revenues:			
<u>Federal</u>			
Federal Advanced Transportation and Congestion Management Technologies Deployment	\$ 733,421	\$ (256,205)	\$ 989,626
<u>Regional and Other</u>			
Treasure Island Development Authority (TIDA)	1,500,000	-	1,500,000
Total Program Revenues	2,233,421	(256,205)	2,489,626
Expenditures:			
Technical Professional Services	1,660,300	(268,348)	1,928,648
Administrative Operating Costs			
Personnel Expenditures			
Salaries	360,761	11,557	349,204
Fringe Benefits	168,403	5,394	163,009
Non-personnel Expenditures			
Administrative Operations	37,757	(12,243)	50,000
Commissioner-Related Expenses	6,200	-	6,200
Total Expenditures	2,233,421	(263,640)	2,497,061
Other Financing Sources (Uses):			
Transfer in from Transportation Authority	-	(7,435)	7,435
Transfer out to Transportation Authority	-	-	-
Total Other Financing Sources (Uses)	-	(7,435)	7,435
Net Change in Fund Balance	\$ -	\$ -	\$ -