

Agenda

TREASURE ISLAND MOBILITY MANAGEMENT AGENCY

Board Meeting Notice

DATE: Tuesday, June 24, 2025, 9:30 a.m.

LOCATION: Legislative Chamber, Room 250, City Hall

Watch SF Cable Channel 26 or 99
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PUBLIC COMMENT CALL-IN: 1-415-655-0001; Access Code: 2661 949 6961 # #

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, Chen, Engardio, Fielder, Mahmood, Melgar, Sauter, Sherrill, and Walton

CLERK: Amy Saeyang

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.

1. Roll Call
2. Chair's Report – **INFORMATION**
3. Executive Director's Report – **INFORMATION**
4. Approve the Minutes of the February 25, 2025 Meeting – **ACTION***

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5. **[Final Approval on First Appearance]** Amend the Adopted Fiscal Year 2024/25 Budget to Decrease Revenues by \$3,517,851, Decrease Expenditures by \$3,517,851 with no change to Other Financing Sources – **ACTION*** **7**
6. **[Final Approval on First Appearance]** Adopt the Proposed Fiscal Year 2025/26 Annual Budget and Work Program – **ACTION*** **13**
7. Internal Accounting Report for the Nine Months Ending March 31, 2025 – **INFORMATION*** **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

Items considered for final approval by the Board shall be noticed as such with **[Final Approval]** preceding the item title.

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

The Legislative Chamber (Room 250) and the Committee Room (Room 263) in City Hall are wheelchair accessible. Wheelchair-accessible entrances are located on Van Ness Avenue and Grove Street.

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

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

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DRAFT MINUTES

Treasure Island Mobility Management Agency

Tuesday, February 25, 2025

1. Roll Call

Chair Dorsey called the meeting to order at 9:31 a.m.

Present at Roll Call: Commissioners Chen, Dorsey, Engardio, Fielder, Mahmood, Mandelman, Melgar, Sauter, Sherrill, and Walton (10)

Absent at Roll Call: Commissioner Chan (1)

2. Chair's Report - INFORMATION

Chair Dorsey reported that in the previous month at the Transportation Authority Board meeting, he announced a \$20 million U.S. Environmental Protection Agency (EPA) grant for Treasure Island that was awarded in December for a multi-part transit program called Treasure Island Connects. He noted it was exactly as recommended by TIMMA's community based Treasure Island Supplemental Transportation Study, in partnership with community organization One Treasure Island, and what was needed to serve the growing community on Treasure Island and Yerba Buena Island. He added that the grant would fund much-needed transportation improvements such as the free on-island shuttle, a microtransit service to San Francisco's eastern neighborhoods, a hybrid electric bus for Muni, ferry charging equipment, bikeshare facilities, and the on-island Transportation Resource Center operated by One Treasure Island. The Chair noted that though the grant had been obligated, it had been put on administrative pause by EPA staff, meaning that the grant might be subject to various Executive Orders coming out of the new presidential administration and, therefore, be at risk. He thanked to San Francisco City Attorney David Chiu and his office for their support to protect this vital funding.

Chair Dorsey announced that there was great progress with the infrastructure projects on Yerba Buena, led by the Transportation Authority and Treasure Island Development Authority (TIDA). He discussed a \$25 million conditional award recommended by the Metropolitan Transportation Commission's staff for the Multimodal Bay Skyway project, which included TIMMA's Yerba Buena Island Multi-Use Path. The Chair said that the Multi-Use Path completed the vision of multimodal connections on the West Side Bridges and Hillcrest projects that were currently underway.

Chair Dorsey also announced that in the previous week he attended the graduation ceremony for One Treasure Island's construction training program and was pleased to hear that one of those graduates was hired as an apprentice carpenter on the agency's West Side Bridges project. He commented on the synergy between the training program and TIMMA's construction projects.

The Chair concluded by thanking AnMarie Rodgers, former TIDA Deputy Director, for her work the past couple years and congratulated her on her retirement. He commented that while her tenure was shorter than anticipated, Ms. Rodgers accomplished a lot including advancing TIDA's equity initiatives and helping to update and modernize the Disposition

and Development Agreement to maintain the momentum on both islands.

There was no public comment.

3. Executive Director's Report - INFORMATION

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

There was no public comment.

4. Approve the Minutes of the June 25, 2024 Meeting - ACTION

There was no public comment.

Vice Chair Mandelman moved to approve the minutes, seconded by Commissioner Walton.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Chen, Dorsey, Engardio, Fielder, Mahmood, Mandelman, Melgar, Sauter, Sherrill, and Walton (10)

Absent: Commissioner Chan (1)

5. Election of Chair and Vice Chair for 2025 - ACTION

Chair Dorsey called the nominations for Chair to order.

Vice Chair Mandelman moved to nominate Chair Dorsey to serve another year as Chair.

Commissioner Sherrill seconded the motion.

There were no further nominations for Chair.

There was no public comment on the nominations for Chair.

The motion to re-elect Chair Dorsey as Chair was approved without objection by the following vote:

Ayes: Commissioners Chen, Dorsey, Engardio, Fielder, Mahmood, Mandelman, Melgar, Sauter, Sherrill, and Walton (10)

Absent: Commissioner Chan (1)

Chair Dorsey called nominations for Vice Chair to order.

Commissioner Melgar moved to nominate Vice Chair Mandelman to serve another year as Vice Chair.

Commissioner Mahmood seconded the motion.

There were no further nominations for Vice Chair.

There was no public comment on the nominations for Vice Chair.

The motion to re-elect Vice Chair Mandelman as Vice Chair was approved without objection by the following vote:

Ayes: Commissioners Chen, Dorsey, Engardio, Fielder, Mahmood, Mandelman, Melgar, Sauter, Sherrill, and Walton (10)

Absent: Commissioner Chan (1)

Items Recommended from TIMMA Committee

6. **[Final Approval] Authorize the Executive Director to Execute Subaward Agreements with One Treasure Island in an Amount Not to Exceed \$2,382,935, the San Francisco Municipal Transportation Agency in an Amount Not to Exceed \$4,788,248, and the San Francisco Bay Area Water Emergency Transportation Authority in an Amount Not to Exceed \$3,200,000 with U.S. Environmental Protection Agency Community Change Grant Program Funds for Transportation Improvement Projects on Treasure Island - ACTION**

Chair Dorsey noted that while items heard at Committee were not usually presented at the Board meeting, due to the importance of the TI Connects program and the fact that there were several new Board members, he requested that staff present the item.

Suany Chough, Assistant Deputy Director for Planning, gave the presentation per the staff memorandum.

The item was approved without objection by the following vote:

Ayes: Commissioners Chen, Dorsey, Engardio, Fielder, Mahmood, Mandelman, Melgar, Sauter, Sherrill, and Walton (10)

Absent: Commissioner Chan (1)

7. **[Final Approval] Accept the Audit Report for the Fiscal Year Ended June 30, 2024 - ACTION**

The item was approved without objection by the following vote:

Ayes: Commissioners Chen, Dorsey, Engardio, Fielder, Mahmood, Mandelman, Melgar, Sauter, Sherrill, and Walton (10)

Absent: Commissioner Chan (1)

Other Items

8. **Introduction of New Business - INFORMATION**

There were no new items introduced.

9. **Public Comment**

There was no public comment.

10. **Adjournment**

The meeting was adjourned at 9:54 a.m.

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Memorandum

AGENDA ITEM 5

DATE: June 11, 2025

TO: Treasure Island Mobility Management Agency Board

FROM: Cynthia Fong - Deputy Director for Finance and Administration

SUBJECT: 06/24/25 Board Meeting: Amend the Adopted Fiscal Year 2024/25 Budget to Decrease Revenues by \$3,517,851, Decrease Expenditures by \$3,517,851 with no change to Other Financing Sources

RECOMMENDATION ☐ Information ☒ Action

Amend the adopted Fiscal Year (FY) 2024/25 Budget to decrease revenues by \$3,517,851 and decrease expenditures by \$3,517,851.

SUMMARY

In June 2024, through Resolution 24-04, the Treasure Island Mobility Management Agency (TIMMA) Board adopted the FY 2024/25 Annual Budget and Work Program. Revenue and expenditure figures pertaining to two project components need to be updated from the original estimates contained in the adopted FY 2024/25 budget. The effect of the amendment, with a comparison of revenues and expenditures to the adopted budget is shown in Attachment 1. We are recommending final approval of this item on its first read at TIMMA Board given the urgency of having the Fiscal Year (FY) 2024/25 budget amendment adopted before the end of the fiscal year on June 30.

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

BACKGROUND

The budget revision is an opportunity for us to revise revenue projections and expenditure line items to reflect new information or requirements identified in the months elapsed since the adoption of the annual budget. Our Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and

expenditures incurred. The revisions typically take place after completion of the annual fiscal audit, which certifies actual expenditures and carryover revenues.

DISCUSSION

The budget revision reflects a decrease of \$3.5 million in revenues and a decrease of \$3.5 million in expenditures. 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 2024/25 budget, is shown in Attachment 1. The TIMMA's FY 2024/25 budget revisions are included in the San Francisco County Transportation Authority's (Transportation Authority's) FY 2024/25 budget amendment, which was approved by the Transportation Authority Board on May 20, 2025.

Work Program. In FY 2024/25, we worked to advance the Treasure Island Ferry business plan and the parking management plan. The Ferry Terminal Enhancements project completed the Preliminary Engineering phase and commenced procurement activities. In FY 2024/25, we worked to update the toll and affordability program's National Environmental Policy Act clearance; this work will continue in FY 2025/26.

Program Revenues. The program revenue for FY 2024/25 covers the full costs of all Transportation Authority activities in support of TIMMA. This amendment decreases total revenues by \$3.5 million. Budgeted revenues for the federal Ferry Boat Discretionary grant funds with matching funds from the state Affordability Housing and Sustainable Communities grant funds are projected to decrease by \$3.1 million, from \$3.3 million to \$191,819, due to the postponement of corresponding capital project costs for the Treasure Island Ferry Terminal Enhancements project from FY 2024/25 to FY 2025/26. The original budget assumed construction activities for the project would begin in FY 2024/25, which will be deferred to FY 2025/26 due to finalizing the construction cost estimates, drawings and Buy America compliance requirements for federal bid process. We advertised for construction services on May 1, 2025 and anticipate awarding a contract in summer 2025. Construction is planned to start Fall 2025.

In addition, a portion of budgeted revenues for federal Advanced Transportation and Congestion Management Technologies Deployment grant and matching funds from Treasure Island Community Development LLC will be deferred to FY 2025/26 and are projected to decrease in FY 2024/25 by \$443,976, from \$641,118 to \$180,142, for work related to the toll and affordability program.

Program Expenditures. Technical professional services include planning, communications, and environmental for the Toll and Affordability Program and technical

services contracts already awarded for Ferry Terminal Enhancements (environmental clearance, project management) and strategic advising/project management support. Corresponding technical professional services expenditures will decrease by \$3.5 million as compared to the adopted budget, which is primarily due to construction of the Ferry Terminal Enhancements project being pushed to FY2025/26 and decrease in activities associated with the Toll and Affordability program.

FINANCIAL IMPACT

The proposed amendment to the FY 2024/25 budget would decrease revenues by \$3,517,851 and decrease expenditures by \$3,517,851 as described above.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Proposed Fiscal Year 2024/25 Budget Amendment
- Attachment 2 – Resolution



**Treasure Island Mobility Management Agency
Attachment 1
Proposed Fiscal Year 2024/25 Budget Amendment
Line Item Detail**

	Proposed Fiscal Year 2024/25 Budget Amendment	Increase/ (Decrease)	Adopted Fiscal Year 2024/25 Budget
Program Revenues:			
<u>Federal</u>			
Advanced Transportation and Congestion Management Technologies Deployment	\$ 90,071	\$ (221,988)	\$ 312,059
Ferry Boat Discretionary Funds - Treasure Island Ferry Terminal	153,455	(2,459,100)	2,612,555
<u>State</u>			
Affordable Housing and Sustainable Communities - Treasure Island Ferry Terminal	38,364	(614,775)	653,139
<u>Regional and Other</u>			
Treasure Island Community Development LLC - Ferry Exchange	90,071	(221,988)	312,059
Total Program Revenues	<u>371,961</u>	<u>(3,517,851)</u>	<u>3,889,812</u>
Expenditures:			
Technical Professional Services	217,723	(3,517,851)	3,735,574
Administrative Operating Costs			
Personnel Expenditures			
Salaries	216,896	-	216,896
Fringe Benefits	106,930	-	106,930
Non-personnel Expenditures			
Administrative Operations	42,000	-	42,000
Commissioner-Related Expenses	3,100	-	3,100
Total Expenditures	<u>586,649</u>	<u>(3,517,851)</u>	<u>4,104,500</u>
Other Financing Sources (Uses):			
Transfer in from Transportation Authority	214,688	-	214,688
Total Other Financing Sources (Uses):	<u>214,688</u>	<u>-</u>	<u>214,688</u>
Net Change in Fund Balance	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

RESOLUTION AMENDING THE ADOPTED FISCAL YEAR 2024/25 BUDGET TO DECREASE REVENUES BY \$3,517,851 AND DECREASE EXPENDITURES BY \$3,517,851

WHEREAS, In June 2024, through Resolution 24-04, the Treasure Island Mobility Management Agency (TIMMA) Board adopted the Fiscal Year (FY) 2024/25 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 Ferry Terminal Enhancements project completed the Preliminary Engineering phase and commenced procurement activities; and

WHEREAS, Although staff worked in FY 2024/25 to update the toll and affordability program's National Environmental Policy Act clearance, work on the Treasure Island Mobility Management Program was largely paused this year; and

WHEREAS, Budgeted revenues for the federal Ferry Boat Discretionary grant funds with matching funds from the state Affordability Housing and Sustainable Communities grant funds are projected to decrease by \$3.1 million, from \$3.3 million to \$191,819, due to the postponement of corresponding capital project costs for the Treasure Island Ferry Terminal Enhancements project; and

WHEREAS, A portion of budgeted revenues for the federal Advanced Transportation and Congestion Management Technologies Deployment grant and matching funds from Treasure Island Community Development LLC will be deferred to FY 2025/26 and are projected to decrease by \$443,976, from \$641,118 to \$180,142, for work related to the toll and affordability program; and

WHEREAS, Corresponding technical professional services expenditures would decrease by \$3.5 million as compared to the adopted budget; and

WHEREAS, The proposed amendment to the FY 2024/25 budget would decrease revenues by \$3,517,851 and decrease expenditures by \$3,517,851; and

WHEREAS, Due to the time sensitivity of the request given the urgency of having the Fiscal Year 2024/25 budget amendment adopted before the end of the fiscal year on June 30, staff is recommending final approval of this item on its first read; now, therefore be it

RESOLVED, That TIMMA's adopted Fiscal Year 2024/25 budget is hereby amended to decrease revenues by \$3,517,851 and decrease expenditures by \$3,517,851 as shown in Attachment 1.

Attachment:

1. Proposed FY 2024/25 Budget Amendment

Memorandum

AGENDA ITEM 6

DATE: June 11, 2025

TO: Treasure Island Mobility Management Agency Board

FROM: Cynthia Fong – Deputy Director for Finance and Administration

SUBJECT: 06/24/25 Board Meeting: Adopt the Proposed Fiscal Year 2025/26 Annual Budget and Work Program

RECOMMENDATION ☐ Information ☒ Action

Adopt the proposed Fiscal Year (FY) 2025/26 Annual Budget and Work Program.

SUMMARY

The proposed FY 2025/26 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 \$4.5 million from various funding sources; total expenditures are projected to be \$4.6 million from technical professional services, personnel, and non-personnel costs; and other financing sources are projected to be \$137,663. The Work Program includes only projects that have secured grant funding at this time. We are working to identify and secure funding to support the other elements of the TIMMA work program and expect to reflect adjustments in the mid-year budget amendment. We are recommending final approval of this item on its first read at TIMMA Board given the urgency of having the Fiscal Year (FY) 2025/26 budget adopted before the start of the fiscal year on July 1, 2025. The June 24th Board meeting will serve as the official public hearing of the annual budget and work program.

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

BACKGROUND

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

DISCUSSION

The TIMMA work program includes several major streams of work: Ferry Service Plan Development and Operating Agreements, Parking Management Plan Development and MOU, Toll and Affordability Program Design, Ferry Terminal Enhancements Project - construction phase, and Program Management.

The Project Delivery work stream includes the construction phase of the Ferry Terminal Enhancements project. In addition, we will advance business plan and construction of necessary electrical charging infrastructure for the Treasure Island Ferry Service with the San Francisco Bay Area Water Emergency Transportation Authority and coordinate with the San Francisco Municipal Transportation Agency and the Treasure Island Development Authority on parking policies and legislation.

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

The Outreach and Communications work stream includes work associated with the Toll and Affordability Program. Public involvement and outreach activities in support of project delivery may be added if funding is identified for projects.

We are working to secure funding to support the other elements of the TIMMA work program, including on-island shuttle service, bikeshare, transit pass coordination, East Bay transit service, development of other Transportation Demand Measures, baseline data collection, financial model upgrades and implementation of recommendations arising from the Treasure Island Supplemental Transportation Study. These activities will be confirmed once funding is identified and secured to support those activities, and adjustments will be reflected in the mid-year budget amendment.

Attachment 1 contains a description of our proposed work program for FY 2025/26. 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 \$4.5 million, with \$300,246 obligated from the federal Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant and \$2.8 million obligated from the Ferry Boat Discretionary Funds, administered by Caltrans.

The local match requirement to the federal ATCMTD and Ferry Boat Discretionary Funds grants will be fulfilled with \$300,246 obligated from Regional and local funds from the Treasure Island Community Development LLC through the fund exchanges for the developer's federal Ferry Grant Exchange and \$1,081,146 obligated from State grant funds awarded to TIDA through the Affordable Housing and Sustainable Communities (AHSC) Ferry Terminal Enhancements project, respectively.

Expenditures. Total expenditures are projected to be \$4.6 million, with \$4.1 million for technical professional services costs, \$448,005 budgeted for personnel costs, and \$30,100 for non-personnel costs. Technical professional services include transportation planning, strategic advising and project management support, and Ferry Terminal Enhancements project costs (construction, project management, design services during construction). 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 \$137,663 between the Transportation Authority and TIMMA, which represents appropriations of sales tax to TIMMA.

FINANCIAL IMPACT

As described above. TIMMA's proposed FY 2025/26 Annual Budget and Work Program are also reflected in the Transportation Authority's proposed FY 2025/26 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 2025/26 TIMMA WORK PROGRAM

The Treasure Island Mobility Management Agency's (TIMMA's) proposed Fiscal Year (FY) 2025/26 Work Program includes only activities funded by secured federal, state, and local grants and identified local match funds:

- Ferry Service Plan Development and Operating Agreements
- Parking Management Plan Development and Memorandum of Understanding (MOU)
- Toll and Affordability Program Design
- Ferry Terminal Enhancements Project - construction phase; and
- Program Management (focused on Funding Strategy and Grant Applications)

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 24-01). 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.

PROJECT DELIVERY

The FY 2025/26 work program includes the following:

- **Ferry Service Plan Development and Operating Agreements:** Complete the Electric Ferry Business Plan initiated in FY 2024/25 in collaboration with SF Bay Ferry and work with SF Bay Ferry and TIDA to develop an Operating Agreement and supporting funding protocols and agreements.
- **Parking Management Plan Development and MOU:** Working with SFMTA, finalize a parking management plan (with focus on initial phase for near term implementation) and MOU. Present to TIMMA, TIDA and SFMTA Boards for information.
- **Toll and Affordability Program Design:** Finalize the toll and affordability program design and conduct outreach. Continue to advance system design and federal approvals for the program.
- **Ferry Terminal Enhancements Project:** Award construction contract and begin construction on the ferry terminal enhancements project using the \$3 million federal earmark and \$1 million of Affordable Housing and Sustainable Communities (AHSC) funds awarded to TIDA.

- **TI Connects Funding Plan Implementation:** Pursue funding for a subset of TI Connects program, e.g.: on-island shuttle, bikeshare, and transportation resource center, in collaboration with TIDA, SFMTA and One Treasure Island.

OUTREACH AND COMMUNICATIONS

The proposed FY 2025/26 budget includes Outreach and Communications work associated with the Toll and Affordability Program. Public involvement and outreach activities in support of project delivery may be added if funding is secured for other projects.

PROGRAM MANAGEMENT

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

- **Funding Strategy and Grant Applications:** Update the funding strategy for the TIMMA program for early implementation of transit services as well as for the capital program and long-term funding sustainability for operations; pursue federal, state, regional, and local grants and funding support for the TIMMA program and Treasure Island Supplemental Transportation Study recommendations.
- **Board Operations and Support:** Staff TIMMA Committee and Board meetings.
- **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.
- **Financial Model and Grants Management:** Develop TIMMA financial model and manage grants and prepare invoices for reimbursement. Grants include the federal Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant and the federal earmark grant for the Ferry Facility, matched by AHSC funds awarded to TIDA.

Other elements of the TIMMA work program, including on-island shuttle service, bikeshare, transit pass coordination, East Bay transit service, development of other Transportation Demand Measures (TDMs), baseline data collection, financial model upgrades, and implementation of additional recommendations arising from the Treasure Island Supplemental Transportation Study, will be confirmed once funding is identified and secured to support those activities. If funding efforts are successful, we will amend the FY 2025/26 budget and work program at mid-year budget amendment.



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Attachment 2
Proposed Fiscal Year 2025/26 Budget
Line Item Detail

	Proposed Fiscal Year 2025/26 Budget	Increase/ (Decrease)	Proposed Fiscal Year 2024/25 Budget Amendment
Program Revenues:			
<u>Federal</u>			
Advanced Transportation and Congestion Management Technologies Deployment	\$ 300,246	\$ 210,175	\$ 90,071
Ferry Boat Discretionary Funds - Treasure Island Ferry Terminal	2,800,000	2,646,545	153,455
<u>State</u>			
Affordable Housing and Sustainable Communities - Treasure Island Ferry Terminal	1,081,146	1,042,782	38,364
<u>Regional and Other</u>			
Treasure Island Community Development LLC - Ferry Exchange	300,246	210,175	90,071
Total Program Revenues	4,481,638	4,109,677	371,961
Expenditures:			
Technical Professional Services Costs	4,141,196	3,923,473	217,723
Administrative Operating Costs			
Personnel Expenditures			
Salaries	298,670	81,774	216,896
Fringe Benefits	149,335	42,405	106,930
Non-personnel Expenditures			
Administrative Operations	27,000	(15,000)	42,000
Commissioner-Related Expenses	3,100	-	3,100
Total Expenditures	4,619,301	4,032,652	586,649
Other Financing Sources (Uses):			
Transfer in from Transportation Authority	137,663	(77,025)	214,688
Total Other Financing Sources (Uses):	137,663	(77,025)	214,688
Net Change in Fund Balance	\$ -	\$ -	\$ -



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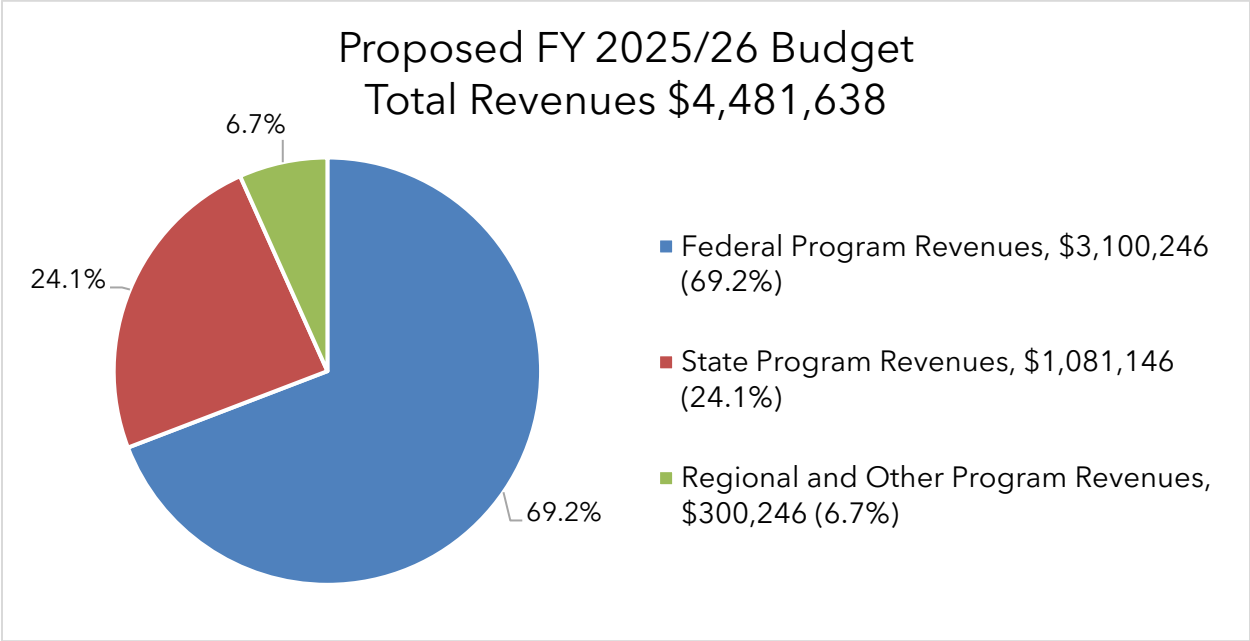
Attachment 3
Proposed Fiscal Year 2025/26 Budget
Comparison of Revenues and Expenditures

Line Item	Proposed Fiscal Year 2024/25 Budget Amendment	Proposed Fiscal Year 2025/26 Budget	Variance from Fiscal Year 2024/25 Budget Amendment	% Variance
Program Revenues				
Federal	\$ 243,526	\$ 3,100,246	\$ 2,856,720	1173.1%
State	38,364	1,081,146	1,042,782	2718.1%
Regional and Other	90,071	300,246	210,175	233.3%
Total Revenues	371,961	4,481,638	4,109,677	1104.9%
Expenditures				
Technical Professional Services Costs	217,723	4,141,196	3,923,473	1802.0%
Administrative Operating Costs				
Personnel	323,826	448,005	124,179	38.3%
Non-Personnel	45,100	30,100	(15,000)	-33.3%
Total Expenditures	586,649	4,619,301	4,032,652	687.4%
Other Financing Sources (Uses):				
Transfer in from Transportation Authority	214,688	137,663	(77,025)	-35.9%
Transfer out to Transportation Authority	-	-	-	N/A
Total Other Financing Sources (Uses)	214,688	137,663	(77,025)	-35.9%
Net change in Fund Balance	\$ -	\$ -	\$ -	

Attachment 4
Line Item Description

TOTAL PROJECTED REVENUES:.....\$4,481,638

The following chart shows the composition of revenues for the proposed Fiscal Year (FY) 2025/26 budget.



Federal Program Revenues:.....\$3,100,246

The Treasure Island Mobility Management Agency (TIMMA), in partnership with the San Francisco Municipal Transportation Agency, has secured \$8.1 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. The AV Shuttle pilot project was completed by the end of FY 2023/24. The congestion pricing 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.

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,

Attachment 4

Line Item Description

public restrooms, and associated support space. These elements are an integral component of the larger ferry terminal. Once constructed, the terminal will be owned by TIDA.

Federal Program Revenues are budgeted to increase by \$2.9 million, or 1173.1% from the Proposed FY 2024/25 Amended Budget, due to the increased efforts on the Treasure Island Ferry Terminal Enhancements project as it proceeds into construction in FY 2025/26.

The federal grants for the ATCMTD program will be matched by local funds from Treasure Island Community Development LLC (TICD) and other sources, and the Ferry Boat Discretionary grant will be matched by state Affordable Housing Sustainable Communities (AHSC) grant funds awarded to TIDA.

State Program Revenues:.....\$1,081,146

The FY 2025/26 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 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 increase by \$1 million, or 2718.1%, in AHSC Ferry Terminal funds in the FY 2025/26 budget as we proceed into construction.

Regional and Other Program Revenues:.....\$300,246

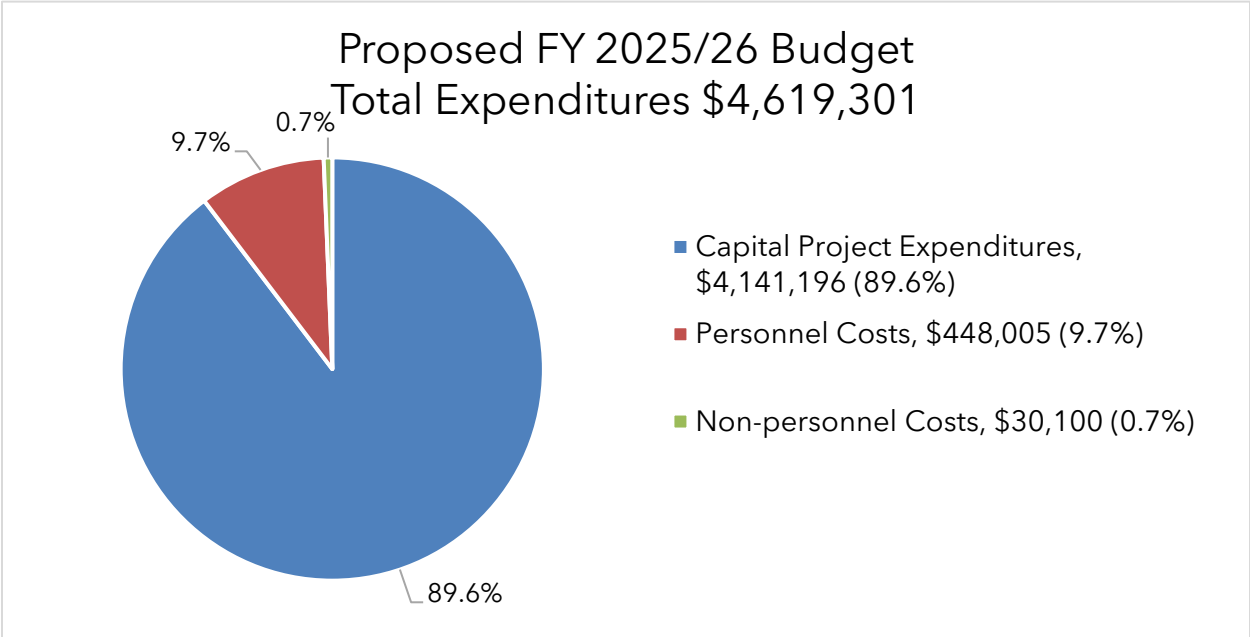
The FY 2025/26 budget for TIMMA includes local funds from TICD through the fund exchanges for the developer's federal Ferry Grant Exchange. This fund exchange provides matching funds to the ATCMTD grant. The budget includes ongoing staffing and professional/technical service contracts required to advance program design and obtain federal approvals.

Regional and Other Program Revenues are budgeted to increase by \$210,175, or 233.3%, as compared to the proposed FY 2024/25 Amended Budget as we paused work on the toll and affordability program in FY 2024/25 but will resume in FY 2025/26.

Attachment 4
Line Item Description

TOTAL PROJECTED EXPENDITURES:.....\$4,619,301

TIMMA’s Total Expenditures projected for the budget year are comprised of Technical Professional Services Costs of \$4.1 million and Administrative Operating Costs of \$478,105. The following chart shows the composition of expenditures for the proposed FY 2025/26 budget.



TECHNICAL PROFESSIONAL SERVICES COSTS:.....\$4,141,196

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 on-call transportation planning, strategic advising, and project management support. Technical professional services in FY 2025/26 are budgeted to increase by \$3.9 million or 1,802%, from the proposed FY 2024/25 Amended Budget, which is mainly due to the Ferry Terminal Enhancements project as it proceeds into construction in FY 2025/26.

ADMINISTRATIVE OPERATING COSTS:.....\$478,105

Operating expenditures include personnel costs, administrative costs, and Commissioner-related expenses. Personnel:.....\$448,005

As stated in TIMMA’s Administrative Code (Ordinance 24-01), 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

Attachment 4
Line Item Description

Authority staff. Personnel costs encompass staffing across all divisions of the Transportation Authority to support the TIMMA FY 2025/26 work program. Personnel costs are budgeted to increase by \$124,179, or 38.3%, compared to the proposed FY 2024/25 Amended Budget, which is mainly due to the increased activities for ferry service implementation, parking management program, and toll and affordability program efforts. 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:.....\$30,100

This line item includes legal services and Commissioner meeting fees. Non-personnel costs in FY 2025/26 are budgeted to decrease by \$15,000, or 33.3% from the Proposed FY 2024/25 Amended Budget, which is due primarily to a decrease in anticipated legal costs.

OTHER FINANCING SOURCES (USES):.....\$137,663

Other Financing Sources (Uses) section of the Line Item Detail for the FY 2025/26 budget includes inter-agency transfers of \$137,663 between the Transportation Authority and TIMMA, which represents Prop K funds appropriated to TIMMA. Other Financing Sources (Uses) will decrease by \$77,025 or 35.9%.

RESOLUTION ADOPTING FISCAL YEAR 2025/26 BUDGET AND WORK PROGRAM

WHEREAS, Pursuant to the Treasure Island Mobility Management Agency's (TIMMA's) Fiscal Policy (Resolution 24-05), 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 Fiscal Year (FY) 2025/26 Work Program includes activities in several major streams of work: Program Management; Ferry Service Planning; Parking Management Planning; Toll and Affordability Program Design; and Ferry Terminal Enhancements Project; and

WHEREAS, Attachment 1 contains a description of TIMMA's proposed Work Program for FY 2025/26; and

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

WHEREAS, Total revenues are projected to be \$4.5 million, with \$300,246 obligated from the federal Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant and \$2.8 million obligated from the Ferry Boat Discretionary Funds, administered by Caltrans; and

WHEREAS, Total expenditures are projected to be \$4.6 million, with \$4.1 million for technical professional services costs, \$448,005 budgeted for personnel costs, and \$30,100 for non-personnel costs; and

WHEREAS, The TIMMA program revenue for FY 2025/26 covers the full cost of all Transportation Authority activities in support of TIMMA; and

TB062425

RESOLUTION NO. 25-03

WHEREAS, Due to the time sensitivity of the request given the urgency of having the proposed Fiscal Year 2025/26 budget adopted before the start of the fiscal year on July 1, staff is recommending final approval of this item on its first read; now, therefore, be it

RESOLVED, That TIMMA hereby adopts the proposed Fiscal Year 2025/26 Budget and Work Program.

Attachment:

1. Proposed Work Program for FY 2025/26
2. Proposed Budget for FY 2025/26

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Memorandum

AGENDA ITEM 7

DATE: June 11, 2025

TO: Treasure Island Mobility Management Agency Board

FROM: Cynthia Fong - Deputy Director for Finance and Administration

SUBJECT: 06/24/25 Board Meeting: Internal Accounting Report for the Nine Months Ending March 31, 2025

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>The Treasure Island Mobility Management Agency's (TIMMA's) Fiscal Policy directs staff to give a quarterly report of expenditures including a comparison to the adopted budget.</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 TIMMA's Fiscal Policy (Resolution 24-05) establishes an annual audit requirement and directs staff to report to the TIMMA Committee, on at least a quarterly basis, its actual expenditures in comparison to the adopted budget.

DISCUSSION

Internal Accounting Report. Using the format of TIMMA's annual financial statements for governmental funds, the Internal Accounting Report includes a Balance Sheet (Attachment 1) and a Statement of Revenues, Expenditures, and Changes in Fund Balances, with Budget Comparison (Attachment 2). In Attachment 2, the last two columns show, respectively, the budget values, and the variance of revenues and expenditures as compared to the prorated adopted budget. For the nine months ending March 31, 2025, the numbers in the prorated amended budget column are three-fourths of the total

amended budget for Fiscal Year (FY) 2024/25. The Internal Accounting Report does not include the Governmental Accounting Standards Board Statement Number 34 adjustments, or the other accruals, which are done at year-end. The statements as of March 31, 2025, are used as the basis for understanding financial status for TIMMA at the quarter ending March 31, 2025.

Balance Sheet Analysis. The Balance Sheet (Attachment 1) presents assets, liabilities, and fund balances as of March 31, 2025. Total assets are \$1.4 million, with \$879,985 related to program receivable from federal, state, and regional grants, \$438,442 related to receivables from the City & County of San Francisco, and \$76,661 due to TIMMA from other funds. Total liabilities of \$325,978 are due to consultants for services provided. The deferred inflow of resources is \$1,069,110, and it is related to the timing of invoices submitted to funding agencies for reimbursement that were not collected as of March 31, 2025. TIMMA will reimburse the Transportation Authority with grant payments received.

Statement of Revenues, Expenditures, and Changes in Fund Balances Analysis. The Statement of Revenues, Expenditures, and Changes in Fund Balances with Budget Comparison (Attachment 2) compares the prorated budget amendment to actuals for the quarter ending March 31, 2025. Total revenues were \$586,830, with the majority being related to the collection of prior year federal and regional reimbursements that were not collected within the revenue recognition period for the Autonomous Vehicle Shuttle pilot project and contributions from the Treasure Island Development Authority, respectively. As of March 31, 2025, TIMMA incurred \$378,999 of expenditures. Expenditures included \$124,758 in capital projects costs for technical professional services and \$254,241 of personnel and non-personnel expenditures. The transfer out to Transportation Authority of \$207,831 represents funds being paid back to the Transportation Authority from Prop K funds appropriated to TIMMA as well as costs incurred by TIMMA but paid by the Transportation Authority on behalf of TIMMA. TIMMA will reimburse the Transportation Authority with grant payments received.

For the nine months ending March 31, 2025, total program revenues were higher than budgetary estimates by \$307,859 due to the timing of revenues collected as stated above and total expenditures were lower than budgetary estimates by \$60,988. Non-Personnel expenditures were lower than budgetary estimates by \$12,748, mainly due to less legal fees incurred than originally budgeted. Capital projects costs were also lower than budgetary estimates by \$38,534, since construction of the Ferry Facility Enhancements Projects has not yet started. We anticipate increased expenditures and grant revenues for the Ferry Terminal Enhancement project in FY 2025/26.

FINANCIAL IMPACT

None. This is an information item.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Balance Sheet (unaudited)
- Attachment 2 - Statement of Revenue, Expenditures, and Changes in Fund Balance with Budget Comparison (unaudited)



1455 Market Street, 22ND Floor, San Francisco, California 94103 415-522-4800 info@timma.org www.timma.org

Attachment 1

Balance Sheet (unaudited)
March 31, 2025

	<u>General Fund</u>
Assets:	
Program receivables	
Federal	\$ 116,095
State	36,487
Regional and other	727,403
Receivables from the City & County of San Francisco	438,442
Due from other funds	76,661
Total Assets	<u>\$ 1,395,088</u>
Liabilities:	
Accounts payable	\$ 325,978
Total liabilities	<u>325,978</u>
Deferred Inflows of Resources:	
Unavailable program revenues	1,069,110
Total deferred inflows of resources	<u>1,069,110</u>
Fund Balances (Deficit):	
Total fund balances (deficit)	-
Total Liabilities, Deferred Inflows of Resources, and Fund Balances	<u>\$ 1,395,088</u>



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Attachment 2

Statement of Revenue, Expenditures, and Changes in Fund Balance with Budget Comparison (unaudited)
For the Nine Months Ending March 31, 2025

	General Fund	Proposed Prorated Budget Amendment Fiscal Year 2024/25	Variance with Proposed Prorated Budget Amendment Positive (Negative)
Revenues:			
Program revenues			
Federal	\$ 424,904	\$ 182,645	\$ 242,260
State	18,920	28,773	(9,853)
Regional and other	143,006	67,553	75,453
Total Revenues	<u>586,830</u>	<u>278,971</u>	<u>307,859</u>
Expenditures:			
Current - transportation improvement			
Personnel expenditures	233,164	242,870	9,706
Non-personnel expenditures	21,077	33,825	12,748
Capital project costs	124,758	163,292	38,534
Total Expenditures	<u>378,999</u>	<u>439,987</u>	<u>60,988</u>
Excess (Deficiency) of Revenues Over (Under) Expenditures	<u>\$ 207,831</u>	<u>\$ (161,016)</u>	<u>\$ 368,847</u>
Other Financing Sources (Uses):			
Transfers in from Transportation Authority	-	161,016	(161,016)
Transfers out to Transportation Authority	(207,831)	-	(207,831)
Total Other Financing Sources (Uses)	<u>(207,831)</u>	<u>161,016</u>	<u>(368,847)</u>
Net Change in Fund Balance	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Fund balance (deficit), beginning of the period	-	-	-
Fund balance (deficit), end of the period	<u>\$ -</u>	<u>-</u>	<u>-</u>