

Agenda

TREASURE ISLAND MOBILITY MANAGEMENT AGENCY Committee Meeting Notice

DATE: Tuesday, October 28, 2025, 9:00 a.m.

LOCATION: Legislative Chamber, Room 250, City Hall
 Watch SF Cable Channel 26 or 99
 (depending on your provider)
 Watch www.sfgovtv.org

PUBLIC COMMENT CALL-IN: 1-415-655-0001; Access Code: 2664 770 1573 # #

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), and Melgar

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 TIMMA Clerk at clerk@timma.org or sending written comments to TIMMA Clerk, 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. Approve the Minutes of the July 8, 2025 Meeting – **ACTION*** **3**
3. SFMTA Parking Legislation for Treasure Island – **INFORMATION *** **5**
4. TIMMA Funding Strategy Update – **INFORMATION*** **15**

Other Items

5. 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.

6. Public Comment

7. Adjournment

*Additional Materials

If a quorum of the TIMMA Board is present, it constitutes a Special Meeting of the TIMMA Board. The TIMMA Clerk shall make a note of it in the minutes, and discussion shall be limited to items noticed on this agenda.

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. 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 Committee after distribution of the meeting packet, those materials are available for public inspection at the Treasure Island Mobility Management Agency at 1455 Market Street, 22nd Floor, San Francisco, CA 94103, during normal office hours.

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [SF Campaign & Governmental Conduct Code Sec. 2.100] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the San Francisco Ethics Commission at 25 Van Ness Avenue, Suite 220, San Francisco, CA 94102; (415) 252-3100; www.sfethics.org.

DRAFT MINUTES

Treasure Island Mobility Management Agency Committee

Tuesday, July 8, 2025

1. Roll Call

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

Present at Roll Call: Commissioners Dorsey and Mandelman (2)

Absent at Roll Call: none (0)

2. Approve the Minutes of the February 18, 2025 Meeting - ACTION

There was no public comment.

Commissioner Mandelman moved to approve the minutes.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Dorsey and Mandelman (2)

Absent: none (0)

3. Recommend Awarding a Construction Contract to the Lowest Responsible and Responsive Bidder, Thompson Builders Corporation, in an Amount Not to Exceed \$3,047,000; Authorizing an Additional Construction Allotment of \$152,350 for a Total Construction Allotment Not to Exceed \$3,199,350; and Authorizing the Executive Director to Execute All Other Related Supporting and Supplemental Agreements for the Treasure Island Ferry Terminal Enhancements Project - ACTION

Yana Waldman, Assistant Deputy Director for Capital Projects, presented the item per the staff memorandum.

There was no public comment.

Commissioner Mandelman moved to approve the item.

The item was approved without objection by the following vote:

Ayes: Commissioners Dorsey and Mandelman (2)

Absent: none (0)

4. Recommend Awarding Contracts to Five Shortlisted Consultant Teams for a Three-Year Period, with an Option to Extend for Two Additional One-Year Periods, for a Combined Amount Not To Exceed \$500,000 for On-Call Strategic Communications, Media And Community Relations Services - ACTION

Shortlisted Teams: Civic Edge Consulting, Contigo Communications, DKS Associates, InterEthnica, Inc., and Kearns & West, Inc.

Cynthia Fong, Deputy Director for Finance and Administration, presented the item per the staff memorandum.

There was no public comment.

Commissioner Mandelman moved to approve the item.

The item was approved without objection by the following vote:

Ayes: Commissioners Dorsey and Mandelman (2)

Absent: none (0)

Other Items

5. Introduction of New Business - INFORMATION

There were no new items introduced.

6. Public Comment

There was no public comment.

7. Adjournment

The meeting was adjourned at 9:44 a.m.

Memorandum

AGENDA ITEM 3

DATE: October 24, 2025

TO: Treasure Island Mobility Management Agency Committee

FROM: Suany Chough – Assistant Deputy Director for Planning

SUBJECT: 10/28/25 Committee Meeting: SFMTA Parking Legislation for Treasure Island

RECOMMENDATION ☒ Information ☐ Action None. This is an information item. SUMMARY We have been working jointly with the San Francisco Municipal Transportation Agency (SFMTA) and the Treasure Island Development Authority (TIDA) to develop a comprehensive long-term parking management plan described in the Treasure Island Transportation Improvement Program (TITIP), in support of the Treasure Island/Yerba Buena Island Redevelopment Project. Parking management and enforcement is required on the new streets of Treasure Island, as new residents move into their units on both Islands and visitor trips rise, increasing demand for on-street parking spaces. SFMTA is proposing legislation (Attachment 1) to establish paid on-street parking regulations for Treasure Island and Yerba Buena Island, and will present these plans to the TIMMA Committee as part of their public outreach effort. This legislation covers the entire development area (Attachment 2) but would only take effect on newly built streets accepted by the city (Attachment 3).	☐ Fund Allocation ☐ Fund Programming ☒ Policy/Legislation ☐ Plan/Study ☐ Capital Project Oversight/Delivery ☐ Budget/Finance ☐ Contract/Agreement ☐ Other: _____
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BACKGROUND

On April 1, 2014, the San Francisco Board of Supervisors adopted Resolution 110-14 designating the San Francisco County Transportation Authority (Transportation Authority) as TIMMA to implement elements of the TITIP which was adopted in 2011 to support the

Treasure Island/Yerba Buena Island Development Project. The TITIP calls for, and TIMMA will be responsible for implementing, the Treasure Island Mobility Management Program - a comprehensive and integrated program to manage travel demand on Treasure Island as the development project occurs, including an integrated congestion reduction program with vehicle tolling, parking pricing, and transit pass components.

The Board of Supervisors' Resolution 110-14 specifically authorized TIMMA to oversee the implementation of the TITIP, with the exception of the power to:

- Adopt regulations for on-street parking and for off-street parking within publicly owned facilities on Treasure Island that are open to the public, including regulations limiting parking, stopping, standing, or loading and establishing parking privileges and locations, parking meter zones, and other forms of parking regulation; and
- Adopt parking fees, fines, and penalties for on-street parking and off-street parking within publicly-owned facilities on Treasure Island that are open to the public and administer and collect all such on-street and off-street parking fees, fines, and penalties on Treasure Island.

Instead, SFMTA will provide these core parking services on the islands as it does in the rest of San Francisco including on-street parking legislation; installation of meters, paint, signage; meter operations and revenue collection; enforcement and citations. As provided by Resolution 110-14, all net parking fees, fines and penalties collected on the islands, excluding residential building-specific parking and hotel parking, will be returned to TIMMA to fund transit operations and support the Treasure Island Mobility Management Program generally.

DISCUSSION

Comprehensive Parking Management Plan. Parking management furthers the Treasure Island Mobility Management Program's twin goals of achieving financial self-sustainability and at least 50% sustainable mode share (transit, carpool, cycling, walking trips). The TITIP's parking policies are designed to comprehensively manage private automobile use through variable pricing, incentives, new technology, and effective monitoring programs. The TITIP also establishes parking maximums, rather than minimums, limited to one space per dwelling unit, and residential parking is unbundled from the cost of purchasing or renting a home.

Specifically, the TITIP calls for on-street parking to be priced and managed as follows:

- All on-street parking will be charged, using wireless technologies similar to those already in use for the SFpark variable parking pricing program;
- All on-street spaces will be available to visitors with charges assessed on an hourly basis and calculated to encourage short-term use;
- Spaces will be controlled by multi-space meters that take multiple forms of payment; and
- Charges will apply from early morning (7:00 am) to late evening (10:00 pm).

We are continuing to work with SFMTA and TIDA on a long-term plan for parking management, including reviewing scenarios for various approaches to incentives, innovative technology applications, affordability and other policies to support the twin goals. The three agencies are currently working to update the scenarios based on current development forecasts, updated expenses, and utilization data. The agencies are also finalizing the terms of a Memorandum of Understanding (MOU) to formalize roles and responsibilities.

Near Term Parking Management. While the comprehensive plan and MOU are in progress, development is advancing on the islands, with over 900 residents in 974 completed new units. Eleven new streets have been constructed and accepted by the City. In 2026, at least 370 new residential units are expected to start construction, and the next stage of new street improvements and infrastructure will begin on the south side of Treasure Island.

Property managers for residential buildings along these streets, as well as several residents, have expressed frustration with the lack of parking regulations and are concerned with the resulting “free-for-all” parking conditions.

The SFMTA has installed traffic control markings approved under the master development agreement, such as lane markings, loading zones and red curbs, traffic signals, and bike lanes, and has begun enforcement for those features. However, establishing and implementing on-street parking regulations requires legislative action by the SFMTA Board of Directors.

Legislation to authorize metering and time limits as needed to address safety and operational issues, including:

- Reduced turnover and availability: Vehicles remain parked long-term, limiting access for residents and visitors.
- Neglected appearance: Unmoved vehicles collect dirt and debris, creating an impression of blight and affecting perceptions of safety and cleanliness.
- Curbside misuse: Commercial vehicles and vehicles picking up or dropping off passengers often block lanes or park illegally due to the lack of regulated white and yellow curb loading areas.
- Unsafe parking behavior: Drivers may park in red zones, bike lanes, or too close to intersections when spaces appear unregulated.

SFMTA Paid Parking Legislation. SFMTA staff has drafted legislation to establish paid on-street parking on Treasure Island and Yerba Buena Island (Attachment 1) to address the parking management needs described above. This legislation covers the entire development area (Attachment 2) but would only take effect on newly built streets accepted by the city (Attachment 3). As new streets are constructed and accepted by the City, they would be subject to these on-street regulations, as adopted.

It is expected there would be approximately 200 meters installed on already-built and accepted streets, with approximately 850 meters in total after full build-out in about 2035.

Hours of meter operation are proposed to be 9 am to 10 pm, mirroring meter schedules already in use on Port of SF and Mission Bay streets.

Under the City's Transportation Code, meter rates are set through administrative authority granted to the Director of Transportation. The SFMTA proposal would start rates at \$1 per hour for on-street metered parking spaces, the agency's current minimum rate. From there, parking utilization will be monitored and rates will be periodically adjusted (or left unchanged) as demand warrants in 25-cent increments, to achieve a target minimum availability rate.

Rules and regulations around parking meters, including ways to pay, citations, and appeals, are consistent with SFMTA's citywide policies. Additionally, TIDA is working to establish a temporary parking lot for residents of new buildings, with a reduced rate for Below Market Rate building residents.

Outreach. Public outreach for the paid on-street parking proposal included three "Transition Talk" open house events held by TIDA: one held in November 2024 and two more in August 2025, at which SFMTA discussed Treasure Island parking resources and

policies with attendees. The SFMTA held a public hearing on October 17, 2025, which was noticed and promoted through a variety of channels, from conventional paper notices posted on recently built streets on the islands to an [SFMTA web page describing the proposal](#). The SFMTA meter proposal page was shared via TIDA's and One Treasure Island's mailing lists, digital channels, and in-person outlets. All of the outreach was available in multiple languages.

At the October 17 public hearing, the SFMTA received four comments, one of which was in person and three additional comments provided by email. One comment expressed support and three were opposed to the parking management proposal.

Approval Process. The SFMTA Board is expected to consider this legislation at its December 2, 2025 meeting. Once legislation is adopted, SFMTA will proceed to install parking meters, with enforcement estimated to begin in February 2026. During this early phase before implementation of the TIMMA-led comprehensive parking management plan, enforcement and other administrative costs will be borne by SFMTA as part of its citywide parking management responsibilities. SFMTA staff will return to the TIMMA Committee with an informational update on parking management operations in 2026.

FINANCIAL IMPACT

None. This is an information item.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Public Hearing Notice (Draft Legislation)
- Attachment 2 – Map of New Streets (Treasure Island & Yerba Buena Island)
- Attachment 3 – Map of Accepted Streets (Treasure Island & Yerba Buena Island)

Proposed Street Changes

Cambios Propuestos en la Calle | 街道改變建議 |
Ipinanukalang pagbabago sa kalsada

The following items have been environmentally cleared by the Planning Department on April 21, 2011,
Treasure Island/Yerba Buena Island Redevelopment Project (Case No 2007.0903E):

Treasure Island & Yerba Buena Island – Parking Meters

ESTABLISH – GENERAL METERED PARKING, NO TIME LIMIT, 9 AM TO 10 PM, EVERY DAY

- A. Avenue of the Palms, east side, from Pacifica Street to southern terminus
- B. Blossom Lane, both sides, from Macky Lane to Portway Passage
- C. Braghetta Lane, both sides, from Clipper Cove Avenue to Farallon Street
- D. Bruton Street, both sides, from Seven Seas Avenue to Avenue of the Palms
- E. Clipper Cove Avenue, south side, from Treasure Island Road to Seven Seas Avenue
- F. Clipper Cove Avenue, both sides, from Seven Seas Avenue to Phillips Lane
- G. Cravath Street, both sides, from Avenue of the Palms to Seven Seas Avenue
- H. Farallon Street, south side, from Macky Lane to western terminus
- I. Indies Place, both sides, from Peacemakers Street to Seven Seas Avenue
- J. Johnson Street, both sides, from Avenue of the Palms to Seven Seas Avenue
- K. Kelham Street, both sides, from Avenue of the Palms to Passiflora Way
- L. Macky Lane, east side, from Trade Winds Avenue to northern terminus
- M. Maybeck Street, both sides, from Avenue of the Palms to Passiflora Way
- N. Pacifica Street, south side, from Avenue of the Palms to Peacemakers Street
- O. Passiflora Way, both sides, from Maybeck Street to southern terminus
- P. Peacemakers Street, both sides, from Clipper Cove Avenue to Pacifica Street
- Q. Phillips Lane, east side, from Trade Winds Avenue to Blossom Lane
- R. Phillips Lane, both sides, from Trade Winds Avenue to Clipper Cove Avenue
- S. Portway Passage, west side, from Trade Winds Avenue to northern terminus
- T. Seven Seas Avenue, both sides, from Clipper Cove Avenue to Trade Winds Avenue
- U. Seven Seas Avenue, west side, from Trade Winds Avenue to Kelham Street
- V. Seven Seas Avenue, both sides, from Kelham Street to Pacifica Street
- W. Sotomayor Street, both sides, from Avenue of the Palms to Peacemakers Street
- X. Trade Winds Avenue, north side, from Portway Passage to Braghetta Lane
- Y. Trade Winds Avenue, both sides, from Braghetta Lane to Peacemakers Street
- Z. Trade Winds Avenue, south side, from Peacemakers Street to Seven Seas Avenue
- AA. Wurster Lane, east side, from Trade Winds Avenue to Blossom Lane
- AB. Yerba Buena Road, north side, along the entire length of the road
- AC. Zoe Dell Lane, east side, from Trade Winds Avenue to Blossom Lane

If you would like to comment on this proposed change, you may participate online or via phone or file your comments in writing by the end of the day of the public hearing:

- Email: To: Andy.Thornley@SFMTA.com with Subject line "Public Hearing"
- Public Hearing: **Friday, October 17, 2025, at 10:00 AM**
To join online to view shared material, please visit [SFMTA.com/ENGhearing](https://sfmta.com/ENGhearing).
To join by phone, please dial (415) 523-2709 and enter conference ID 836 632 456#

No decisions are made at the public hearing itself. Decisions are made within a week of the public hearing based on all feedback received.

415.646.4270: For free interpretation services, please submit your request 48 hours in advance of meeting. / 如果需要免費口語翻譯，請於會議之前48小時提出要求。 / Para servicios de interpretación gratuitos, por favor haga su petición 48 horas antes de la reunión. / Para sa libreng serbisyo sa interpretasyon, kailangan mag-request 48 oras bago ang miting.

All comments will be reviewed by project staff and the hearing facilitator and will be entered into the public record. Comments will be considered when a determination is made whether to implement the change. After the hearing, proposals marked with a diamond (◆) can be approved by the City Traffic Engineer. Otherwise, the SFMTA Board of Directors will make the final approval at a later date based on the outcome of the public hearing. Certain, final SFMTA Decisions, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to [Ordinance 127-18](#). Information about the review process can be found at: https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf

◆ These items are California Environmental Quality Act (CEQA) Approval Actions for which the Planning Department has issued a CEQA exemption determination or negative declaration, which may be viewed online at www.sf-planning.org/ceqa-exemptions-map. Following approval of the item by the SFMTA City Traffic Engineer, the CEQA determination is subject to appeal within the timeframe specified in S.F. Administrative Code Section 31.16, typically within 30 calendar days of the Approval Action. For information on filing a CEQA appeal, contact the Clerk of the Board of Supervisors at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102, or call (415) 554-5184. Under CEQA, in a later court challenge, a litigant may be limited to raising only those issues previously raised at a hearing on the project or in written correspondence delivered to the Board of Supervisors or other City board, commission or department at, or prior to, such hearing, or as part of the appeal hearing process on the CEQA decision.

SFMTA.com/Engineering



SFMTA

SAN FRANCISCO BAY

SAN FRANCISCO BAY

CLIPPER COVE

SAN FRANCISCO BAY

(OPEN SPACE)

JOB CORPS
(US DOL)

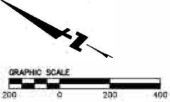
(OPEN)

STREET NAMES	
EXISTING STREET NAME	NEW STREET NAME
TREASURE ISLAND ROAD	TREASURE ISLAND ROAD
PALM DRIVE	TREASURE ISLAND ROAD
CLIPPER COVE AVENUE	CLIPPER COVE AVENUE
CALIFORNIA AVENUE	CLIPPER COVE AVENUE
AVENUE C	SEVEN SEAS AVENUE
4TH STREET	BRUNTON STREET
5TH STREET	CRANWORTH STREET
6TH STREET	JOHNSON STREET
SHARED PUBLIC WAY	GARDEN WALK
CITYSIDE AVE	AVENUE OF THE PALMS

- LEGEND:**
- TDA OWNED LAND**
- CITY OWNED INFRASTRUCTURE**
- CITY MAINTAINED INFRASTRUCTURE**
- PUBLIC STREET
- PUBLIC STREET NOT TO CITY STANDARDS; REQUIRES EXCEPTION REQUEST
- PUBLIC STREET (NOT STATE TRUST)
- PUBLIC STREET NOT TO CITY STANDARDS

- TDA OWNED LAND**
- PIC OWNED AND MAINTAINED UTILITIES**
- TDA OWNED AND MAINTAINED ROADWAY**
- PUBLIC STREET IN PUBLIC TRUST, OFFERED BUT NOT ACCEPTED BY CITY; NOT ACCEPTED FOR MAINTENANCE
- MAINTENANCE ROAD

- MISC**
- PRIVATE STREET (OWNED BY VERTICAL DEVELOPERS)
- COAST GUARD STREET
- CALTRANS ROW PERPETUAL ACCESS EASEMENT (CITY RESPONSIBLE FOR IMPROVEMENTS)
- TDA OPEN SPACE/ACCESS (NOT INCLUSIVE OF ALL TDA OPEN SPACE)



STREETSCAPE OWNERSHIP EXHIBIT



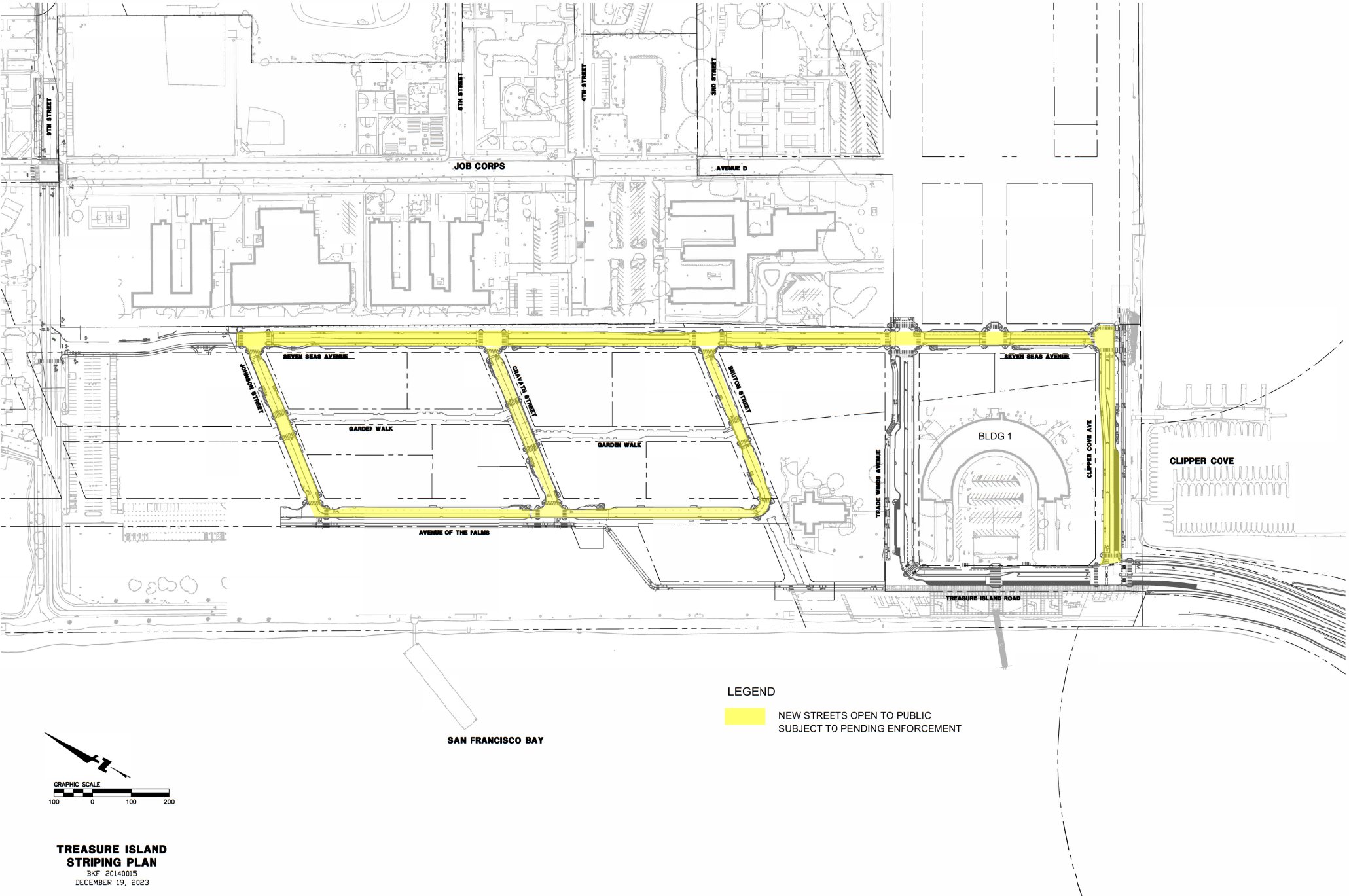
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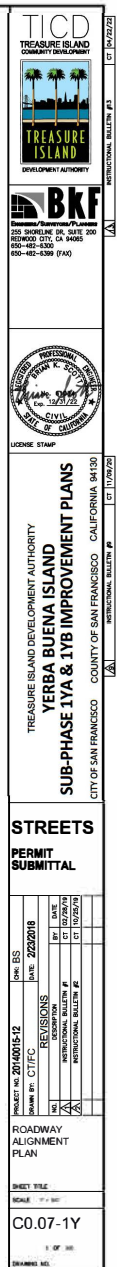
CITY OF SAN FRANCISCO COUNTY OF SAN FRANCISCO

Drawing Number: OF	Date 10/15/2021	No.	Revisions
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	Approved TRN		
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NOT FOR CONSTRUCTION





Memorandum

AGENDA ITEM 4

DATE: October 24, 2025

TO: Treasure Island Mobility Management Agency Committee

FROM: Suany Chough - Assistant Deputy Director for Planning

SUBJECT: 10/28/25 Committee Meeting: TIMMA Funding Strategy Update

RECOMMENDATION ☒ **Information** ☐ **Action**

None. This is an information item.

SUMMARY

TIMMA's Fiscal Year (FY) 2025/26 Annual Budget, adopted in June 2025, is \$4.6 million and includes only work program elements that have secured grant funding. As staff was working to stand up a \$20 million Environmental Protection Agency (EPA) grant for the new Treasure Island (TI) Connects program, the new federal Administration terminated the grant. At the direction of Chair Dorsey, staff has been working to identify alternative sources for some TI Connects projects, including on-island shuttle service and bikeshare for the Islands. Additionally, staff proposes to advance program priorities including transit pass coordination, East Bay transit service planning, baseline traffic data collection, financial model upgrades and grant pursuits. Staff will present an overview of our efforts to identify and secure funding for these TIMMA work program activities. Pending guidance from the Committee and securing funds, we will bring back a budget amendment to commence the proposed work in early 2026.

- ☐ 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 adopts an annual budget each year, which provides 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. In June 2025 through approval of Resolution 25-03, the TIMMA Board

adopted the FY 2025/26 budget and work program. This included several major streams of work: Ferry Service Plan Development and Operating Agreements, Parking Management Plan Development and Memorandum of Understanding, Toll and Affordability Program Design, Ferry Terminal Enhancements Project, and Program Management.

The total adopted budget, constrained to committed funds, is \$4.6 million. Of that amount, \$3.88 million is for the construction phase of the Ferry Terminal Enhancements Project, supported by a \$3 million Ferry Boat Program earmark and \$1 million in Affordable Housing and Sustainable Communities (AHSC) grant funds. The \$459,000 budget for system design of the Toll and Affordability Program is supported by Advanced Transportation and Congestion Management Technologies Deployment grant funds. The remaining work program items total \$279,000, funded by a combination of Prop K funds and local match funds from a fund swap agreement executed with Treasure Island Community Development (TICD) and the Treasure Island Development Authority (TIDA) in 2022.

As anticipated in the Treasure Island Transportation Improvement Program (TITIP), adopted by the Board of Supervisors as part of the Development Agreement in 2011, the need for expanded public transportation to and from Treasure Island is increasing as nearly 1,000 new homes have been completed and occupied, and new parks and destinations open. Our priority, pending funding availability, is to provide services and mobility options as quickly as possible, and to prepare TIMMA to be an operating entity to deploy and manage the initial TITIP services effectively and efficiently.

DISCUSSION

Over the past several months, we have met with TIDA, TICD, San Francisco Bay Ferry (SFBF), and the Metropolitan Transportation Commission (MTC) to discuss strategies and sources to fund key TIMMA transportation priorities in lieu of the EPA grant. Given the general funding landscape, funding for new services is extremely limited. The primary funding source available to TIMMA is through the Disposition and Development Agreement (DDA), which obligates TICD to fund an Operating Subsidy account to support transportation operations (established in the original 2011 DDA at \$30 million) and a Capital Fund for capital expenses (established in the Amended DDA in 2024 at \$13.9 million).

TIMMA and TIDA staff are working on an agreement to formalize procedures for TIMMA to utilize the Operating Subsidy and Capital Fund revenues following a notification and

consultation process as part of TIMMA's annual budget cycle. TICD staff has indicated their preliminary support for TIMMA's use of the Operating Subsidy and Capital Fund as proposed in this information item. Once funding is secured, we will bring an amendment to TIMMA's FY 2025/26 work program and budget to the TIMMA Committee and Board for approval.

Following are components of TIMMA's proposed work plan, funding need, and proposed or potential funding sources. The existing budget and funding strategy are summarized in Attachment 1.

- We are working on a **ferry service business plan** with SFBF which will serve as the basis for an operating agreement. This business plan will contain a ten-year funding plan for the operations of the electric ferry service. This project team is incorporating new information from SFBF and requires an additional \$75,000 to complete the plan. TICD staff has agreed that this additional funding can be drawn from the Operating Subsidy.
- We are in discussion with SFBF and MTC to secure \$4.1 million to construct the **electric ferry charging infrastructure** so that service can begin in Summer 2027. We had expected to fund this project with the EPA grant and also included it in two unsuccessful grant applications for Senate Bill 1 funds through the Solutions for Congested Corridors Program. We are currently pursuing multiple alternative ways to fund this project, which is on the critical path to service in Summer 2027. We have proposed committing up to \$1 million from the Developer Capital Fund, if we and SFBF staff can identify a source or sources for the remaining \$3.1 million.
- We are working with MTC and SFMTA to backfill EPA grant funds to bring the Bay Wheels **bikeshare** system to Treasure Island. In July 2025, the Transportation Authority Board approved \$140,000 in Transportation Fund for Clean Air funds to support operating costs for two to three years, conditioned upon TIMMA securing the remaining \$350,000 needed to fully fund the project. We propose to draw approximately \$350,000 from the Developer Capital Fund for capital project delivery costs, including bikes, docks, electrical infrastructure connections, and associated soft costs. We anticipate the system could launch in early Summer 2026.
- The **on-island shuttle** is a high priority for island residents, workers, and visitors as prioritized in the District 6 Supplemental Transportation Study. We had intended to use EPA grant funds to design and procure the service in 2026 and launch it in Spring/Summer 2027. We are now refining the budget, currently estimated at

approximately \$400,000, and are working on a funding plan that includes a proposed combination of Transportation Authority Prop L funds from the Transportation Demand Management (TDM) program and Operating Subsidy funds.

- The **Ferry Terminal Enhancements Project** requires an additional \$800,000 for the two bus shelters, soft costs, and contingency. The project began expending funds in FY 2024/25 with the Preliminary Engineering phase and the construction contract was recently awarded. We worked with the John Stewart Company and TIDA to include \$600,000 for the bus shelters in a AHSC Cycle 9 grant application, submitted in May 2025. If our AHSC grant application is successful (notification anticipated in December 2025) it would provide \$600,000 for the bus shelters and reduce the need to \$200,000. This remaining gap would be covered using proceeds from a fund swap agreement executed with TICD, TIDA and TIMMA in 2022.
- A major priority for TIMMA in the next few years is to prepare to be an operating entity, with a combination of dedicated staff and shared services provided by the Transportation Authority. For example, TIMMA needs to set up operating policies and protocols to effectively and efficiently manage multiple public-serving operations and programs. TIMMA's **program management** functions also include funding strategy and grants management, program performance evaluation, project development, communications, risk management, and Board support. In addition, there are one-time start-up expenses for tasks such as creating the TIMMA program evaluation plan and collecting baseline data; building financial and travel modeling tools; legal and litigation costs; and developing branding and communications materials. The FY 2025/26 budget includes \$161,000 for program management; the additional proposed additional budget is estimated at \$370,000. We are in discussions with TIDA and TICD about the resources we need to support these essential agency operations in FY2025/26 and beyond.

The work program will be updated only after funding is secured. We expect to return to the TIMMA Committee with a proposed work program and budget amendment and supporting agreements/MOUs in early 2026.

FINANCIAL IMPACT

None. This is an information item. Any newly secured funding and associated work program activities will be incorporated in TIMMA's FY 2025/26 Annual Budget and Work Program Amendment, which we expect to present to the Board in Spring 2026.

SUPPLEMENTAL MATERIALS

- Attachment 1 – TIMMA Funding Strategy Update Summary

Attachment 1
TIMMA Funding Strategy Update Summary

#	Project / Activity	FY 2025/26 Budget	Additional Funding Needs			Total (Budgeted + Additional)	Funding Strategy
			Purpose	Additional Amount	Timeframe		
1	Ferry Service Business Plan	\$83,644	Additional funding needed to complete the plan	\$75,000	FY26	\$158,644	TICD staff supports funding with Operating Subsidy.
2	Electric Ferry Charging Infrastructure	\$0	Construction phase	\$1,000,000	FY26	\$1,000,000	The total cost is \$4.1, of which \$1M could be drawn from the Capital Fund. Other potential sources under discussion with SFBF.
3	Bikeshare	\$0	Capital expenses (bikes, docks, soft costs)	\$350,000	FY26	\$350,000	TICD staff supports funding with Developer Capital. Matches \$140K in approved TFCA for Operations.
4	On-island Shuttle	\$0	Service design, procurement and launch	\$400,000	FY26 - FY27	\$400,000	Potential sources under discussion include Prop L TDM, Operating Subsidy, and other TBD.
5	Parking Management Program	\$33,919	None	\$0	FY26	\$33,919	No change. Fully funded for FY26.
6	Toll & Affordability System	\$459,071	None	\$0	FY26	\$459,071	No change. Fully funded for FY26.
7	Ferry Terminal Enhancements Project	\$3,881,146	Bus shelters, soft costs, project contingency	\$800,000	FY26 - FY27	\$4,681,146	To be funded with fund swap proceeds (\$600K of this amount could be funded with AHSC grant, if successful)
8	Program Management	\$161,521	Financial management system, performance evaluation, program start-up, etc.	\$370,000	FY26 - FY27	\$531,521	Potential sources under discussion include Operating Subsidy and outside grants.
9	Total:	\$4,619,301		\$2,995,000		\$7,614,301	