

Memorandum

AGENDA ITEM 3

DATE: June 12, 2026
TO: Treasure Island Mobility Management Agency Committee
FROM: Cynthia Fong - Deputy Director for Finance and Administration
SUBJECT: 06/16/26 Committee Meeting: Recommend Adoption of the Proposed Fiscal Year 2026/27 Annual Budget and Work Program

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Recommend adoption of the proposed Fiscal Year (FY) 2026/27 Annual Budget and Work Program</p> <p>SUMMARY</p> <p>The proposed FY 2026/27 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 \$2.2 million from various funding sources; total expenditures are projected to be \$2.4 million from technical professional services, personnel, and non-personnel costs; and other financing sources are projected to be \$163,977. 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. The June 16th Committee meeting will serve as the official public hearing prior to final consideration of the annual budget and work program at the June 23rd Board meeting.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input checked="" type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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BACKGROUND

Pursuant to TIMMA's Fiscal Policy, TIMMA shall adopt an annual budget each year. The purpose of the Annual Budget is to provide management guidance and control over

disbursement of TIMMA's revenues in accordance with the adopted work program as determined by the Board and as set forth in other policies. TIMMA's fiscal year extends from July 1 of each calendar year through June 30 of the following calendar year.

DISCUSSION

The TIMMA work program includes several major streams of work:

- Ferry Service Business Plan, Operating Agreements, and Launch Preparation
- On-Island Shuttle Service Design and Procurement Preparation
- Bikeshare Launch and Program Management
- Parking Demand Study
- Toll and Affordability Outreach and Program Design
- Ferry Terminal Enhancements Project Completion
- Program Management

The Project Delivery work stream includes the completion and Board adoption of the ferry service business plan and preparation for the launch of **electric ferry service**. We will execute necessary operating agreements with SF Bay Ferry and the Treasure Island Development Authority (TIDA) for electric ferry service and complete the **Ferry Terminal Enhancements** project.

The FY2026/27 work program includes outreach, finalizing service parameters, and preparing procurement documents for the **on-island shuttle service**. We will also finalize the implementation of the **bikeshare program** and monitor its performance. The work program includes the completion of a **parking demand study** in coordination with TIDA. We will advance the **Toll and Affordability Program** design, incorporating outreach feedback, and seek to secure local and federal approvals.

The **Program Management** work stream includes program-wide management activities such as updating the funding strategy for the TIMMA program, advocating for funding opportunities, preparing grant funding applications, and managing funding and grants. Program Management also includes outreach and communications work, such as updating the TIMMA website and conducting general outreach to the Treasure Island community. This work stream also provides for TIMMA Committee and Board meetings, Board support, and organizational development.

We are working to secure funding to support the other elements of the TIMMA work program, including transit pass coordination, East Bay transit service, development of other Transportation Demand Measures, baseline data collection, update of the Treasure Island Transportation Implementation Plan (TITIP) 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 2026/27. 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 adopted 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 \$2.2 million, with \$306,446 obligated from the federal Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant and \$162,292 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 \$1.3 million 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, the Treasure Island Community Development LLC through operating subsidies, Treasure Island Development Authority (TIDA) Parking Management Program and \$518,854 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 \$2.4 million, with \$1.4 million for technical professional services costs, \$774,128 budgeted for personnel costs, and \$270,046 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 \$163,976 between the Transportation Authority and TIMMA,

which represents appropriations of sales tax and Transportation For Clean Air Fund to TIMMA.

FINANCIAL IMPACT

As described above. TIMMA's proposed FY 2026/27 Annual Budget and Work Program are also reflected in the Transportation Authority's proposed FY 2026/27 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 1

PROPOSED FISCAL YEAR 2026/27 TIMMA WORK PROGRAM

The Treasure Island Mobility Management Agency's (TIMMA's) proposed Fiscal Year (FY) 2026/27 Work Program includes only activities funded by secured federal, state, and local grants and identified local match funds:

- Ferry Service Business Plan, Operating Agreement(s), and Launch Preparation
- On-Island Shuttle Service Design and Procurement Preparation
- Bikeshare Launch and Program Management
- Parking Demand Study
- Toll and Affordability Outreach and Program Design
- Ferry Terminal Enhancements Project Completion; and
- Program Management (including Governance, Funding Strategy, Grant Applications and Management, Financial Model Development, Communications)

The Executive Director oversees these activities and is responsible for the efficient and effective management of staff and other resources. The San Francisco County Transportation Authority (Transportation Authority) staff are providing services to TIMMA as appropriate, which are subject to reimbursement by TIMMA for salary and related benefits and other costs allocable to services performed 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 2026/27 work program includes the following:

- **Ferry Service Business Plan, Operating Agreement(s), and Launch Preparation:** Complete the Ferry Business Plan in collaboration with SF Bay Ferry, including a ten-year operating funding plan. Work with SF Bay Ferry and TIDA to develop an Operating Agreement and supporting funding protocols and agreements, and coordinate construction of electric charging infrastructure. Prepare to launch SF Bay Ferry service in 2027.
- **On-Island Shuttle Service Design and Procurement Preparation:** Conduct outreach and finalize service parameters for the initial shuttle service serving Treasure Island and Yerba Buena Island. Develop an evaluation plan, collect "before" data, and prepare

documents for service procurement. Confer with TIDA regarding procurement strategies.

- **Bikeshare Launch and Program Management:** Complete implementation of the bikeshare project, working with TIDA, Lyft, and other partners. Evaluate the program performance, including outreach, and make adjustments to the program, as necessary.
- **Parking Demand Study:** Complete an analysis of parking demand for the Islands per scope developed with TIDA. The Study includes updating land use and parking supply data, analyzing the additional demand and parking policies proposed by the developer, and developing alternatives to manage the additional transportation and parking demand.
- **Toll and Affordability Outreach and Program Design:** Finalize the toll and affordability program design and conduct outreach. Continue to advance system design and secure local and federal approvals for the program.
- **Ferry Terminal Enhancements Project Completion:** Complete construction of the ferry terminal enhancements project using the \$3 million federal earmark and \$1.6 million of Affordable Housing and Sustainable Communities (AHSC) funds awarded to TIDA.

OUTREACH AND COMMUNICATIONS

The proposed FY 2026/27 budget includes Outreach and Communications work associated with the agency's program. In addition to project-specific communications efforts, this includes activities such as TIMMA website updates, general outreach to the Treasure Island community, marketing to visitors, and translations.

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.
- **Governance, Board Support and Agency Operations:** Staff TIMMA Committee and Board meetings. Organizational development including updates to administrative policies and procedures.

- **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 Funding Management:** Develop TIMMA financial model and manage grants and prepare invoices for reimbursement. Execute agreement with TIDA regarding TIMMA's access to and management of the Operating Subsidy and Capital Funds from the developer. 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 transit pass coordination, East Bay transit service, development of other Transportation Demand Measures (TDMs), baseline data collection, update of the Treasure Island Transportation Implementation Plan (TITIP) 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 2026/27 budget and work program at mid-year budget amendment.

Treasure Island Mobility Management Agency
Attachment 2
Proposed Fiscal Year 2026/27 Budget
Line Item Detail



	Proposed Fiscal Year 2026/27 Budget	Increase/ (Decrease)	Adopted Fiscal Year 2025/26 Budget
Program Revenues:			
<u>Federal</u>			
Advanced Transportation and Congestion Management Technologies Deployment	\$ 306,446	\$ 6,200	\$ 300,246
Ferry Boat Discretionary Funds - Treasure Island Ferry Terminal	162,292	(2,637,708)	2,800,000
<u>State</u>			
Affordable Housing and Sustainable Communities - Treasure Island Ferry Terminal	518,854	(562,292)	1,081,146
<u>Regional and Other</u>			
Treasure Island Community Development LLC (TICD) Operating Subsidy	656,473	656,473	-
TICD Community Facilities District Funds (formerly Ferry Exchange)	506,446	206,200	300,246
TIDA - Treasure Island Parking Management Program	99,450	99,450	-
Total Program Revenues	2,249,961	(2,231,677)	4,481,638
Expenditures:			
Technical Professional Services Costs	1,369,763	(2,771,433)	4,141,196
Administrative Operating Costs			
Personnel Expenditures			
Salaries	516,085	217,415	298,670
Fringe Benefits	258,043	108,708	149,335
Non-personnel Expenditures			
Administrative Operations	266,946	239,946	27,000
Commissioner-Related Expenses	3,100	-	3,100
Total Expenditures	2,413,937	(2,205,364)	4,619,301
Other Financing Sources (Uses):			
Transfer in from Transportation Authority	84,000	(53,663)	137,663
Transfer in from Transportation For Clean Air Fund	79,976	79,976	-
Total Other Financing Sources (Uses):	163,976	26,313	137,663
Net Change in Fund Balance	\$ -	\$ -	\$ -



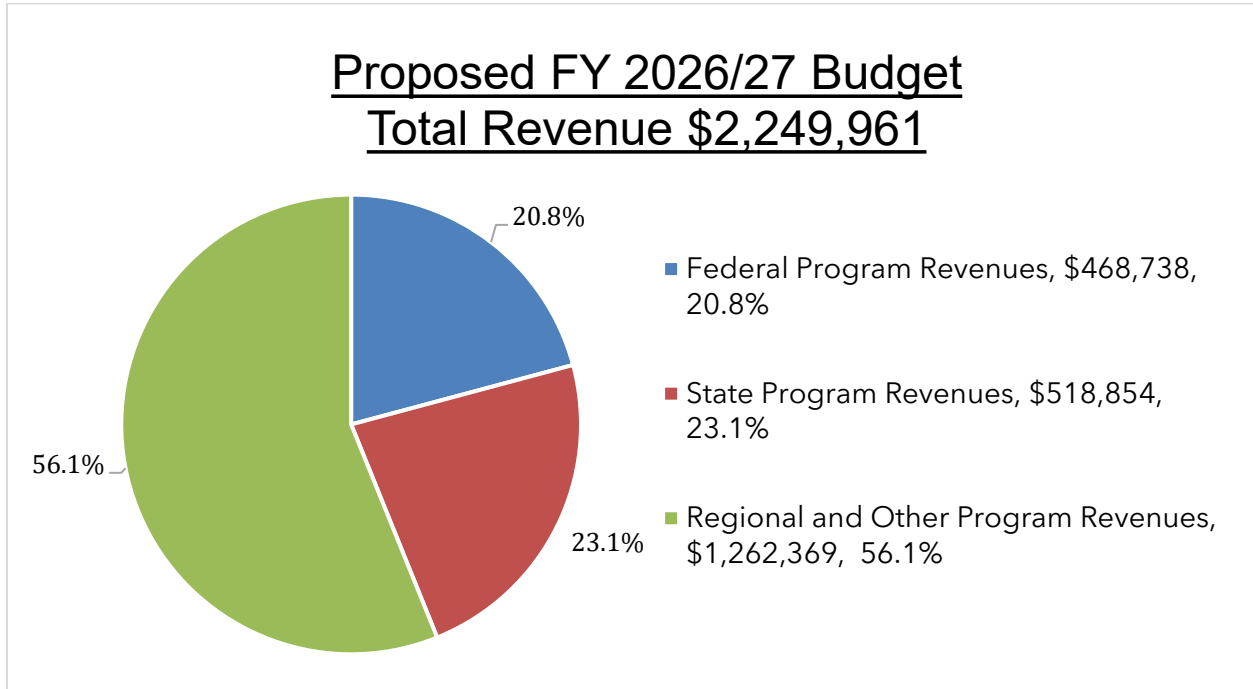
**Treasure Island Mobility Management Agency
Attachment 3
Proposed Fiscal Year 2026/27 Budget
Comparison of Revenues and Expenditures**

Line Item	Proposed Fiscal Year 2026/27 Budget	Variance from Adopted Fiscal Year 2025/26 Budget	Adopted Fiscal Year 2025/26 Budget	% Variance
Program Revenues				
Federal	\$ 468,738	\$ (2,631,508)	\$ 3,100,246	-84.9%
State	518,854	(562,292)	1,081,146	-52.0%
Regional and Other	1,262,369	962,123	300,246	320.4%
Total Revenues	2,249,961	(2,231,677)	4,481,638	-49.8%
Expenditures				
Technical Professional Services Costs	1,369,763	(2,771,433)	4,141,196	-66.9%
Administrative Operating Costs				
Personnel	774,128	326,123	448,005	72.8%
Non-Personnel	270,046	239,946	30,100	797.2%
Total Expenditures	2,413,937	(2,205,364)	4,619,301	-47.7%
Other Financing Sources (Uses):				
Transfer in from Transportation Authority	84,000	(53,663)	137,663	-39.0%
Transfer in from Transportation For Clean Air Fund	79,976	79,976	-	0.0%
Total Other Financing Sources (Uses)	163,976	26,313	137,663	19.1%
Net change in Fund Balance	\$ -	\$ -	\$ -	

Attachment 4
Line Item Description

TOTAL PROJECTED REVENUES:.....\$2,249,961

The following chart shows the composition of revenues for the proposed Fiscal Year (FY) 2026/27 budget.



Federal Program Revenues:.....\$468,738

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. 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, public restrooms, and associated support space. These elements are an integral component

Attachment 4
Line Item Description

of the larger ferry terminal. Once construction is complete, anticipated in August 2026, the terminal will be owned by TIDA.

Federal Program Revenues are budgeted to decrease by \$2.6 million, or 84.9% from the Adopted FY 2025/26 Budget, due to decreased efforts on the Treasure Island Ferry Terminal Enhancements project as the majority of the construction was completed in FY 2025/26.

The federal ATCMTD grant will be matched by local Community Facilities District Funds from Treasure Island Community Development LLC (TICD) (formerly Ferry Exchange) 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:.....\$518,854

The FY 2026/27 budget for TIMMA includes state grant funds awarded to TIDA through AHSC funds for the Ferry Terminal Enhancements project. For the Ferry Terminal Enhancements project, the \$3 million federal grant will be matched with TIDA's AHSC grants, awarded specifically for construction of the ferry terminal.

State Program Revenues are budgeted to decrease by \$562,292, or 52.0%, in AHSC Ferry Terminal funds in the FY 2026/27 budget as the majority of the construction was completed in FY 2025/26, as mentioned above.

Regional and Other Program Revenues:.....\$1,262,369

The FY 2026/27 budget for TIMMA includes local funds from TICD through fund exchanges for the developer's federal Ferry Grant Exchange, the developer's operating subsidy, and contributions from TIDA. The fund exchange provides matching funds to the ATCMTD grant to advance program design and obtain federal approvals for the Toll and Affordability Program. The operating subsidy is intended to cover a portion of the costs of the operation of transit services, associated public outreach, and other reasonable and customary operating costs.

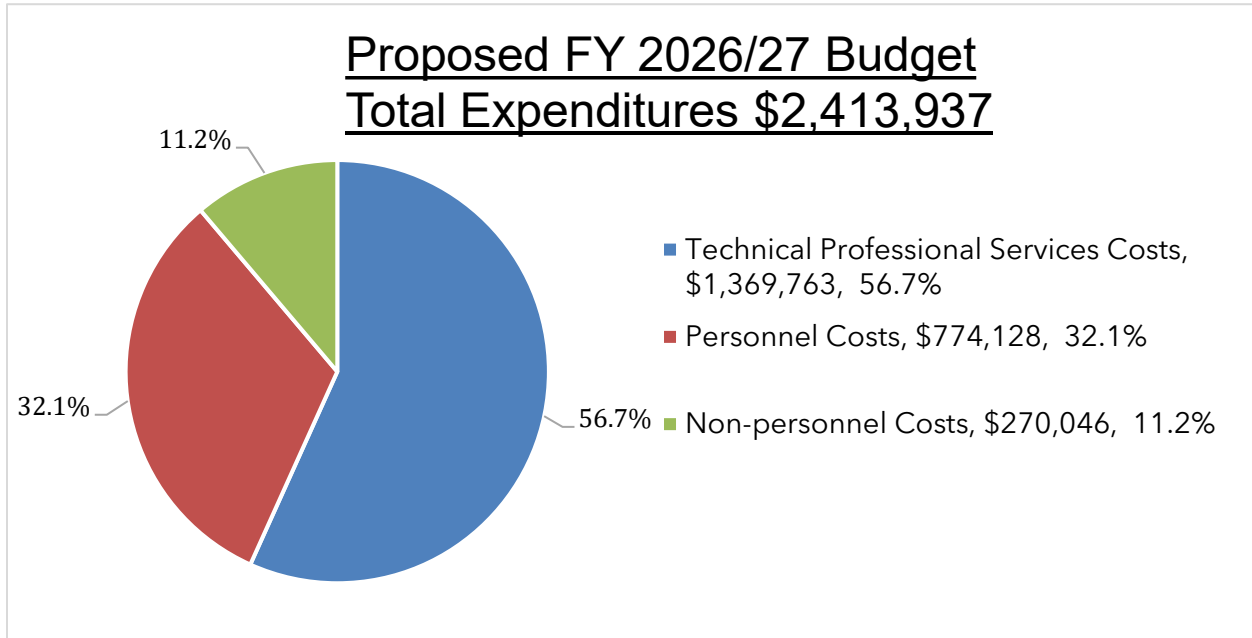
Regional and Other Program Revenues are budgeted to increase by \$962,123, or 320.4%, as compared to the adopted FY 2025/26 Budget as TIMMA expects to resume outreach and other work on the toll and affordability program in FY 2026/27.

**Attachment 4
Line Item Description**

TOTAL PROJECTED EXPENDITURES:.....\$2,413,937

TIMMA's Total Expenditures projected for the budget year are comprised of Technical Professional Services Costs of \$1.4 million and Administrative Operating Costs of \$1 million (including \$774,128 in personnel costs and \$270,047 in non-personnel costs).

The following chart shows the composition of expenditures for the proposed FY 2026/27 budget.



TECHNICAL PROFESSIONAL SERVICES COSTS:.....\$1,369,763

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 strategic communications, operating costs and technical professional services.

Technical professional services in FY 2026/27 are budgeted to decrease by \$2.8 million or 66.9%, from the adopted FY 2025/26 Budget, which is mainly due to decreased efforts on the Ferry Terminal Enhancements project as the majority of the construction was completed in FY 2025/26.

ADMINISTRATIVE OPERATING

COSTS:.....\$1,044,174

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

Personnel:.....\$774,128

Attachment 4
Line Item Description

As stated in TIMMA’s Administrative Code (Ordinance 24-01), The San Francisco County Transportation Authority (Transportation Authority) staff are providing services to TIMMA as appropriate, which are subject to reimbursement by TIMMA for salary and related benefits and other costs allocable to services performed. Personnel costs encompass staffing across all divisions of the Transportation Authority to support the TIMMA FY 2026/27 work program. Personnel costs are budgeted to increase by \$326,123, or 72.8%, compared to the adopted FY 2025/26 Budget, which is mainly due to the increased activities for bike program, ferry service implementation, on-island shuttle, parking demand study, 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:.....\$270,046

This line item includes professional services, legal services, and Commissioner meeting fees. Non-personnel costs in FY 2026/27 are budgeted to increase by \$239,947, or 797.2% from the adopted FY 2025/26 Budget, which is due primarily to an increase in anticipated legal costs, and professional services.

OTHER FINANCING SOURCES (USES):.....\$163,976

Other Financing Sources (Uses) section of the Line Item Detail for the FY 2026/27 budget includes inter-agency transfers of \$163,977 between the Transportation Authority, Transportation For Clean Air Fund (TFCA) and TIMMA, which represents \$84,000 Prop L funds appropriated to TIMMA. In addition, this line item includes inter-fund transfers of \$79,976 between TFCA and TIMMA funds for bikeshare operations, funded by a TFCA grant. Other Financing Sources (Uses) will increase by \$26,314 or 19.1%.