



TREASURE ISLAND MOBILITY MANAGEMENT AGENCY

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

Memorandum

AGENDA ITEM 6

DATE: December 27, 2021

TO: Treasure Island Mobility Management Agency Board

From: Cynthia Fong - Deputy Director for Finance and Administration

Subject: 1/11/2022 Board Meeting: Recommend Acceptance of the Audit Report for the Fiscal Year Ended June 30, 2021

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Recommend Acceptance of the audit report for the fiscal year ended June 30, 2021</p> <p>SUMMARY</p> <p>The Treasure Island Mobility Management Agency's (TIMMA's) financial records are required to be audited annually by an independent, certified public accountant. The Annual Financial Report (Audit Report) for the year ended June 30, 2021, was conducted in accordance with generally accepted auditing standards by the independent, certified public accounting firm of Eide Bailly LLP. We received all unmodified audit opinions from Eide Bailly, with no findings or recommendations for improvements.</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

Under its Fiscal Policy (Resolution 21-01), TIMMA's financial records are to be audited annually by an independent, certified public accounting firm. The audits for the fiscal year (FY) ended June 30, 2021, were conducted in accordance with generally accepted auditing standards, the standards applicable to financial audits contained in the Government Auditing Standards, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance). The Audit Report contains formal opinions, or disclaimers thereof, issued by an independent, certified public accounting firm as a result of an external audit performed on the agency. An unmodified opinion (also known as a clean opinion/unqualified opinion) is the best type of report an agency may receive from an external audit and represents that the agency complied with direct and material regulatory requirements or that the agency's financial condition, position, and operations in all material respects were fairly presented.



DISCUSSION

The Audit Report includes an Independent Auditor's Report; a management discussion and analysis of the TIMMA financial performance during that fiscal year; the financial statements; and the required supplemental information.

We are pleased to note that Eide Bailly issued all unmodified opinions and had no findings or recommendations for improvements. We recognized all significant transactions in the financial statements in the proper period and received no adjustments to any estimates made in the financial statements. For the annual fiscal audit, Eide Bailly has issued an opinion stating that the financial statements present fairly, in all material respects, the financial position of TIMMA. The full audit report is enclosed.

FINANCIAL IMPACT

Expenditures did not exceed the amounts approved in the final amended FY2020/21 budget. Budgeted expenditures in the amount of \$787,734 were not expended in FY2020/21 and will be included in the FY2021/22 mid-year amendment.

SUPPLEMENTAL MATERIALS

Attachment 1 - Annual Financial Report for the Year Ended June 30, 2021

Annual Financial Report

For the Fiscal Year
Ended June 30, 2021



a component unit of the San Francisco County Transportation Authority



Annual Financial Report

For the Fiscal Year Ended June 30, 2021

Prepared by the Finance and Administration Division



a component unit of the San Francisco County Transportation Authority

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Treasure Island Mobility Management Agency

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June 30, 2021

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Independent Auditor's Report

Board of Commissioners
Treasure Island Mobility Management Agency
San Francisco, California

We have audited the accompanying financial statements of the governmental activities and the general fund of the Treasure Island Mobility Management Agency (Agency), a component unit of the San Francisco County Transportation Authority (Transportation Authority), as of and for the year ended June 30, 2021, and the related notes to the financial statements, as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditors' Responsibility

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and the general fund of the Agency as of June 30, 2021, and the changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management discussion and analysis and the budgetary comparison schedule be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

A handwritten signature in black ink that reads "Eide Bailly LLP". The signature is written in a cursive, flowing style.

Menlo Park, California
December 21, 2021

As management of the Treasure Island Mobility Management Agency (Agency), we offer readers of the financial statements this narrative overview and analysis of the financial activities of the Agency for the fiscal year (FY) ended June 30, 2021.

Financial Highlights

- Net Position - The assets exceeded its liabilities by \$1.1 million (net position) at FY ended June 30, 2021. All of which is considered unrestricted net position and may be used to meet the Agency's ongoing obligations.
- Total Assets - Total assets increased by \$606 thousand, which is mainly due to an increase in receivable from the City and County of San Francisco.
- Total Liabilities - Total liabilities increased by \$703 thousand, which is mainly due to an increase in payable to the San Francisco County Transportation Authority (Transportation Authority) for costs incurred and paid for by the Agency.
- Operating Grants and Contributions Revenues - Total operating grants and contributions increased by \$240 thousand. This is mainly due to reimbursements from the Treasure Island Development Authority (TIDA) for FY2019/20 activities but collected in FY2020/21.
- Transportation Improvement Expenses - Total transportation improvement expenses increased by \$219 thousand in FY2020/21 as compared to the prior year, which is mainly due to increased level of effort and activities in preparation for operations as we progress toward the launch of a tolling system.
- Total revenues and expenditures were less than the final budgetary estimates by \$697 thousand as work across all subprojects of the Agency program proceeded more slowly than anticipated. We anticipate toll policies to be adopted by January 2022 in which toll system design and integration work will proceed thereafter.
- Fund Balance - The Agency's sole governmental fund, the general fund, reported no fund balances, which is consistent with the prior year.

Overview of the Financial Statements

The discussion and analysis provided here are intended to serve as an introduction to the Agency's basic financial statements. The Agency's basic financial statements consist of three components: 1) government-wide financial statements, 2) fund financial statements, and 3) the notes to financial statements. This report also includes required supplementary information intended to furnish additional detail to support the basic financial statements themselves.

Government-Wide Financial Statements

The government-wide financial statements are designed to provide readers with a broad overview of the Agency's finances, in a manner similar to a private-sector business.

The statement of net position presents financial information on all of the Agency's assets, liabilities with the difference reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the Agency is improving or deteriorating.

The statement of activities presents information showing how the Agency's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, revenues and expenses are reported for some items that will only result in cash flows in future fiscal periods.

The governmental activities of the Agency includes transportation improvement as the only activity.

The government-wide financial statements can be found on pages 10-11 of this report.

Fund Financial Statements

A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. The Agency, like other state and local governments, uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements.

Governmental Funds

Governmental funds are used to account for essentially the same functions reported as governmental activities in the government-wide financial statements. However, unlike the government-wide financial statements, governmental fund financial statements focus on near-term inflows and outflows of spendable resources, as well as on balances of spendable resources available at the end of the fiscal year. Such information may be useful in assessing a government's near-term financing requirements. Because the focus of governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for governmental funds with similar information presented for governmental activities in the government-wide financial statements. By doing so, readers may better understand the long-term impact of the government's near-term financing decisions. Both the governmental fund balance sheet and the governmental fund statement of revenues, expenditures, and changes in fund balances provide a reconciliation to facilitate this comparison between governmental funds and governmental activities.

The Agency maintains one governmental fund which is the general fund and adopts an annual appropriated budget for its general fund. A budgetary comparison has been provided for the general fund to demonstrate compliance with this budget.

The basic governmental fund financial statements can be found on pages 12-13 of this report.

Notes to the Financial Statements

The notes provide additional information that is necessary to acquire a full understanding of the data provided in the government-wide and fund financial statements. The notes to the financial statements can be found on pages 14-16 of this report.

Other Information

In addition to the basic financial statements and accompanying notes, this report also presents required supplementary information concerning the Agency's general fund budget.

Required supplementary information can be found on pages 17-18 of this report.

Government-Wide Overall Financial Analysis

As noted earlier, net position over time may serve as a useful indicator of a government's financial position. The Agency's statement of net position shows assets exceeded its liabilities by \$1.1 million at year ended June 30, 2021.

	For the Year Ended		\$ Change	% Change
	June 30, 2021	June 30, 2020		
ASSETS				
Program receivables	\$ 4,179	\$ 431,417	\$ (427,238)	-99.0%
Receivable from the City and County of San Francisco	<u>2,258,832</u>	<u>1,225,227</u>	<u>1,033,605</u>	84.4%
Total Assets	<u>2,263,011</u>	<u>1,656,644</u>	<u>606,367</u>	36.6%
LIABILITIES				
Accounts payable	138,701	304,806	(166,105)	-54.5%
Payable to San Francisco County Transportation Authority	<u>1,026,286</u>	<u>156,794</u>	<u>869,492</u>	554.5%
Total Liabilities	<u>1,164,987</u>	<u>461,600</u>	<u>703,387</u>	152.4%
NET POSITION				
Unrestricted net position	<u>1,098,024</u>	<u>1,195,044</u>	<u>(97,020)</u>	-8.1%
Total Net Position	<u><u>\$ 1,098,024</u></u>	<u><u>\$ 1,195,044</u></u>	<u><u>\$ (97,020)</u></u>	-8.1%

The Agency reported an unrestricted net position of \$1.1 million, a decrease of \$97 thousand due to increased payable liabilities as compared to prior year. Total assets increased by \$606 thousand which consists of program receivables from the Federal Advanced Transportation and Congestion Management Technologies Deployment grant and program receivables from the City and County of San Francisco. The increase in receivable from the City and County of San Francisco is related to the timing of invoices submitted to funding agencies and whose payments were not collected as of June 30, 2021. Total liabilities increased by \$703 thousand which consists of accounts payable and payable to the Transportation Authority. Payable of \$1 million to the Transportation Authority was for costs incurred by the Agency, but paid by the Transportation Authority on behalf of the Agency. The Agency will reimburse the Transportation Authority with grant payments received.

Governmental Activities

The Agency's net position for governmental activities decreased \$97 thousand for the year ended June 30, 2021, with an ending balance of \$1.1 million.

	For the Year Ended		\$ Change	% Change
	June 30, 2021	June 30, 2020		
Revenues:				
Operating grants and contributions	\$ 1,439,114	\$ 1,198,712	\$ 240,402	20.1%
Total revenues	<u>1,439,114</u>	<u>1,198,712</u>	<u>240,402</u>	20.1%
Expenses:				
Transportation improvement	1,536,134	1,317,432	218,702	16.6%
Total expenses	<u>1,536,134</u>	<u>1,317,432</u>	<u>218,702</u>	16.6%
Change in net position	(97,020)	(118,720)	21,700	-18.3%
Net position, beginning of year	<u>1,195,044</u>	<u>1,313,764</u>	<u>(118,720)</u>	-9.0%
Net position, end of year	<u><u>\$ 1,098,024</u></u>	<u><u>\$ 1,195,044</u></u>	<u><u>\$ (97,020)</u></u>	-8.1%

Financial Analysis

As noted earlier, the Agency uses fund accounting to report its governmental transactions. The focus of the Agency's governmental fund is to provide information on near-term inflows, outflows, and balances of spendable resources. Such information is useful in assessing the Agency's financing requirements. Operating grants and contributions increased by \$240 thousand. This is mainly due to reimbursements from TIDA for FY2019/20 activities but collected in FY2020/21. Transportation improvement expenses increased by \$219 thousand as compared to the prior year. This is mainly because as we progress toward the launch of a tolling system, level of effort and activities increases year-to-year in preparation for operations. Some of the milestones reached this fiscal year were the adoption of the Worker Affordability Program; completion of the California Environmental Quality Act technical studies; and the completion of 65% civil design for Toll Points 1 through 3.

Budgetary Analysis and Highlights and Economic Factors

The most significant differences between budgeted revenues and expenditures and actual revenues and expenditures were as follows:

	Budgeted Amounts		Actual	Positive (Negative) Variance Final to Actual
	Original	Final		
Revenues and Transfers In				
Federal	\$ 989,626	\$ 733,421	\$ 232,236	\$ (501,185)
Regional and other	1,500,000	1,500,000	1,303,898	(196,102)
Transfers in from other funds	7,435	-	-	-
Total Revenues and Transfers In	2,497,061	2,233,421	1,536,134	(697,287)
Expenditures and Transfers Out				
Administrative operating costs	568,413	573,121	609,111	(35,990)
Transportation improvement	1,928,648	1,660,300	836,576	823,724
Transfers out to other funds	-	-	90,447	(90,447)
Total Expenditures and Transfers Out	2,497,061	2,233,421	1,536,134	697,287
Change in Fund Balance	-	-	-	-
Fund Balance - Beginning	-	-	-	-
Fund Balance - Ending	\$ -	\$ -	\$ -	\$ -

Total revenues were less than the final budgetary estimates by \$697 thousand. Similarly, total expenditures were less than budgetary estimates by \$697 thousand. Work across all subprojects of the Agency program proceeded more slowly than anticipated. We anticipate toll policies to be adopted by January 2022. Toll system design and integration work will proceed when toll policies are adopted. Administrative operating costs were more than budgetary estimates by \$36 thousand. Transfers out to other funds was \$90 thousand more than budgetary estimates, due to Agency reimbursements to the Transportation Authority for prior year grant payments collected during FY2020/21.

Requests for Information

This financial report is designed to provide a general overview of the Agency's finances for all those with an interest in the government's finances. Questions concerning any of the information provided in this report, or requests for additional financial information, should be addressed to:

Treasure Island Mobility Management Agency
Attention: Deputy Director for Finance and Administration
1455 Market Street, 22nd Floor
San Francisco, California, 94103

Treasure Island Mobility Management Agency
Statement of Net Position
June 30, 2021

ASSETS

Program receivables	\$ 4,179
Receivable from the City and County of San Francisco	<u>2,258,832</u>
Total Assets	<u><u>2,263,011</u></u>

LIABILITIES

Accounts payable	138,701
Payable to San Francisco County Transportation Authority	<u>1,026,286</u>
Total Liabilities	<u><u>1,164,987</u></u>

NET POSITION

Unrestricted net position	<u>1,098,024</u>
Total Net Position	<u><u>\$ 1,098,024</u></u>

Treasure Island Mobility Management Agency
Statement of Activities
Year Ended June 30, 2021

EXPENSES

Transportation improvement \$ 1,536,134

PROGRAM REVENUES

Operating grants and contributions 1,439,114
Net program revenue (expense) (97,020)

CHANGE IN NET POSITION

Net position, beginning of year (97,020)
Net position, end of year \$ 1,098,024

Treasure Island Mobility Management Agency
Balance Sheet - Governmental Funds
June 30, 2021

	General Fund
ASSETS	
Program receivables	
Regional and other	\$ 4,179
Receivables from the City & County of San Francisco	2,258,832
Total Assets	\$ 2,263,011
LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCES	
Liabilities	
Accounts payable	\$ 138,701
Payable to San Francisco County Transportation Authority	1,026,286
Total liabilities	1,164,987
Deferred Inflows of Resources	
Unavailable revenues	1,098,024
Total deferred inflows of resources	1,098,024
Fund Balances	
Unassigned	-
Total Fund Balances	-
Total Liabilities, Deferred Inflows of Resources, and Fund Balances	\$ 2,263,011
 Reconciliation of the Governmental Fund Balance Sheet to the Statement of Net Position	
Amounts reported for governmental activities in the statement of net position are different because:	
Long-term receivables are not available to pay for current period indent expenditures and, therefore, are deferred in the governmental fund	\$ 1,098,024
Net position of governmental activities	\$ 1,098,024

San Francisco County Transportation Authority
Statement of Revenues, Expenditures, and Changes in Fund Balances - Governmental Funds
Year Ended June 30, 2021

	General Fund
REVENUES	
Program revenues	
Federal	\$ 232,236
Regional and other	1,303,898
Total Revenues	1,536,134
EXPENDITURES	
Current - transportation improvement	
Personnel expenditures	543,811
Non-personnel expenditures	65,300
Capital project costs	836,576
Total Expenditures	1,445,687
Excess (Deficiency) of Revenues Over (Under) Expenditures	90,447
OTHER FINANCING SOURCES (USES)	
Transfers out	(90,447)
Total Other Financing Sources (Uses)	(90,447)
Net Change in Fund Balance	-
Fund Balances - Beginning	-
Fund Balances - Ending	\$ -
Reconciliation of the Governmental Fund Statement of Revenues, Expenditures, and Changes in Fund Balance to the Statement of Amounts reported for governmental funds in the statement of activities are different because of the following:	
Revenues in the statement of activities that do not provide current financial resources are not reported in the governmental funds statements:	
Change in deferred inflows related to unavailable revenues	\$ (97,020)
Change in net position of governmental activities	\$ (97,020)

Note 1 - Reporting Entity and Background

The Treasure Island Transportation Management Act of 2008 Assembly Bill 981 (Leno 2008) authorizes the creation or designation of a Treasure Island-specific transportation management agency. On April 1, 2014, the City and County of San Francisco Board of Supervisors approved a resolution designating the San Francisco County Transportation Authority (Transportation Authority) as the Treasure Island Mobility Management Agency (Agency) to implement the Treasure Island Transportation Implementation Plan in support of the Treasure Island/Yerba Buena Island Development Project. In September 2014, Governor Brown signed Assembly Bill 141 (Ammiano 2014), establishing the Agency as a legal entity, distinct from the Transportation Authority, to help firewall the Transportation Authority's other functions. The eleven members of the Transportation Authority Board act as the Agency's Board of Commissioners.

Pursuant to Governmental Accounting Standards Board (GASB) standards, the financial statements of the Agency are included in the Transportation Authority's basic financial statements using the blending method. Nonetheless, the Agency is governed by an administrative code separate from that of the Transportation Authority's, and the agency operates as a special-purpose government agency under state law, separate and distinct from the Transportation Authority. The ordinance that created the Agency empowers it to independently issue debt in order to finance transportation projects for the Agency. The Agency's borrowing capacity is separate and distinct from that of the Transportation Authority.

The Treasure Island Transportation Implementation Plan (TITIP), adopted in 2011, calls for a comprehensive, integrated program to manage travel demand on Treasure Island as it develops. This innovative approach to mobility includes a complementary package of strategies and services including required purchase of transit passes by residents, parking fees, and a multimodal congestion pricing program that applies motorist user fees to support enhanced and new bus, ferry, and shuttle transit, as well as bicycle sharing, to reduce the traffic impacts of the project. Assembly Bill 981 (Leno 2008) authorizes San Francisco to implement congestion pricing (tolling) on Treasure Island.

The Agency's goals for TITIP include the following:

Promote walking and biking: Bike lanes, pedestrian paths, and Bay Wheels stations are to be set up to make walking and biking around the island safe and enjoyable.

Provide high-quality transit: This includes providing more San Francisco Municipal Transportation Agency services, new AC Transit services, ferry services, and on-island shuttles, to ensure that at least 50% of trips to and from the island are made using sustainable methods.

Reduce the need for car-ownership and use: This will be done by implementing a toll to enter and exit the island, not including parking with housing, and implementing a car sharing service.

Promote affordability: Subsidize transit passes, provide discounts to services like car and bike share for longtime residents and below market rate housing residents.

Note 2 - Summary of Significant Accounting Policies

Basis of Presentation

Government-wide Financial Statements - The statement of net position and statement of activities display information about the Agency. These statements include the financial activities of the overall government. Eliminations have been made to minimize the double counting of internal activities. Governmental activities are normally supported by taxes, grants, and other revenues.

The statement of activities presents a comparison between direct expenses and program revenues. Direct expenses are those that are specifically associated with a program or function and, therefore, are clearly identifiable to a particular function. Program revenues include: 1) charges paid by the recipients of goods or services offered by the programs and 2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular program. Revenues that are not classified as program revenues, including all taxes, are presented instead as general revenues.

Measurement Focus and Basis of Accounting

The accounting and financial reporting treatment is determined by the applicable measurement focus and basis of accounting. Measurement focus indicates the type of resources being measured, such as current financial resources or economic resources. The basis of accounting indicates the timing of transactions or events for recognition in the financial statements. The government-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met.

The governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available. Revenues are considered to be available when they are collectible, within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, the government considers revenues to be available if they are collected within 60 days of the end of the current fiscal period. Expenditures generally are recorded when a liability is incurred, as under accrual accounting. Entitlements are recorded as revenues when all eligibility requirements are met, including any time requirements, and the amount is received during the period or within the availability period for this revenue source (within 60 days of year end). Expenditure-driven grants are recognized as revenue when the qualifying expenditures have been incurred and all other eligibility requirements have been met, and the amount is received during the period or within the availability period for this revenue source (within 60 days of year end). All other revenue items are considered to be measurable and available only when cash is received by the Agency.

Fund Balance / Net Position

The net position reported on the statement of net position is unrestricted, while the Agency reported no fund balance on June 30, 2021. When an expenditure / expense is incurred for purposes for which both restricted and unrestricted net position / unassigned fund balance is available, the Agency considers restricted funds to have been spent first.

Use of Estimates

The preparation of basic financial statements, in conformity with generally accepted accounting principles (GAAP), requires management to make certain estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results may differ from those estimates.

Note 3 - Related Party Transactions

City and County of San Francisco

Receivables from the City and the County of San Francisco totaled \$2,258,832 at June 30, 2021. These amounts are due to the Agency for project billings related to the TITIP.

San Francisco County Transportation Authority

Payables to the Transportation Authority are comprised of \$1,026,286. These amounts were for the costs incurred by the Agency, but paid by the Transportation Authority on behalf of the Agency. Additionally, the Agency transferred \$90,447 to the Transportation Authority.

Note 4 - Commitments

The Agency's outstanding commitments totaled \$1,062,998 at June 30, 2021. This amount represents outstanding encumbrances on various Agency contracts held with private consulting companies.



Required Supplementary Information
June 30, 2021

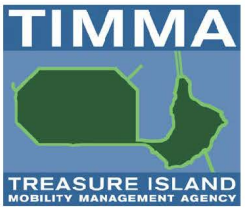
Treasure Island Mobility Management Agency

Treasure Island Mobility Management Agency
Schedule of Revenues, Expenditures, and Changes in Fund Balances - Budget and Actual
Year Ended June 30, 2021

	Budgeted Amounts		Actual	Positive (Negative) Variance
	Original	Final		Final to Actual
Revenues and Transfers In				
Federal	\$ 989,626	\$ 733,421	\$ 232,236	\$ (501,185)
Regional and other	1,500,000	1,500,000	1,303,898	(196,102)
Transfers in from other funds	7,435	-	-	-
Total Revenues and Transfers In	<u>2,497,061</u>	<u>2,233,421</u>	<u>1,536,134</u>	<u>(697,287)</u>
Expenditures and Transfers Out				
Administrative operating costs	568,413	573,121	609,111	(35,990)
Transportation improvement	1,928,648	1,660,300	836,576	823,724
Transfers out to other funds	-	-	90,447	(90,447)
Total Expenditures and Transfers Out	<u>2,497,061</u>	<u>2,233,421</u>	<u>1,536,134</u>	<u>697,287</u>
Change in Fund Balance	-	-	-	-
Fund Balance - Beginning	-	-	-	-
Fund Balance - Ending	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

Note 1 - Budgets and Budgetary Data

Comparisons with financial results for the current fiscal period for the fund are presented as required supplementary information and include, in addition to actual expenditures, amounts that have been appropriated for projects and programs. Unexpended capital budget appropriations are carried forward to subsequent years. The budget represents a process through which policy decisions are made, implemented, and controlled. Appropriations may be adjusted during the year with the approval of the governing board. Accordingly, the legal level of budgetary control by the Agency is the program (fund) level. Budgets are adopted on a basis consistent with generally accepted accounting principles.



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San Francisco, CA 94103
415-522-4800
www.timma.org