



**TREASURE ISLAND
MOBILITY MANAGEMENT AGENCY**

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

AGENDA

TREASURE ISLAND MOBILITY MANAGEMENT AGENCY Meeting Notice

Date: Tuesday, June 28, 2022; 9:30 a.m.

Location: Legislative Chamber, Room 250, City Hall (hybrid)
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: 2488 127 9818 # #

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, Mar, Melgar, Peskin, Preston, Ronen, Safai, Stefani, and Walton

Clerk: Angela Tsao

Remote Access to Information and Participation:

This meeting will be held in person at the location listed above. As authorized by California Government Code Section 54953(e), it is possible that some members of the Treasure Island Mobility Management Agency Board may attend this meeting remotely. In that event, those members will participate by teleconferencing. 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.

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| 1. | Roll Call | Page |
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Consent Agenda

- | | | |
|----|---|----------|
| 2. | Approve Resolution Making Findings to Allow Teleconferenced Meetings Under California Government Code Section 54953(e) - ACTION* | 3 |
| 3. | Approve the Minutes of the May 24, 2022 Meeting - ACTION* | 5 |

Other Items

- | | | |
|----|---|-----------|
| 4. | Chair's Report - INFORMATION | |
| 5. | Executive Director's Report - INFORMATION | |
| 6. | Adopt the Fiscal Year 2022/23 Annual Budget and Work Program- ACTION* | 7 |
| 7. | Execute the First of Two One-Year Contract Options for Professional Services Contracts, to Nossaman LLP; Meyers Nave, a Professional Corporation; and Wendel Rosen LLP; in a Combined Amount Not to Exceed \$150,000 for On-Call General Legal Counsel Services- ACTION* | 23 |
| 8. | Introduction of New Items - INFORMATION | |

During this segment of the meeting, Board members may make comments on items not specifically listed above or introduce or request items for future consideration.

- | | | |
|-----|----------------|--|
| 9. | Public Comment | |
| 10. | Adjournment | |

*Additional Materials

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 Clerk of the Transportation Authority 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 TIMMA Board after distribution of the meeting packet, those materials are available for public inspection at the Transportation Authority at 1455 Market Street, Floor 22, 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.



**TREASURE ISLAND
MOBILITY MANAGEMENT AGENCY**

TB062822

RESOLUTION NO. 22-XX

RESOLUTION MAKING FINDINGS TO ALLOW TELECONFERENCED MEETINGS UNDER CALIFORNIA GOVERNMENT CODE SECTION 54953(E)

WHEREAS, California Government Code Section 54953(e) empowers local legislative bodies to convene by teleconferencing technology during a proclaimed state of emergency under the State Emergency Services Act so long as certain conditions are met; and

WHEREAS, In March, 2020, the Governor of the State of California proclaimed a state of emergency in California in connection with the Coronavirus Disease 2019 (COVID-19) pandemic, and that state of emergency remains in effect; and

WHEREAS, In February 25, 2020, the Mayor of the City and County of San Francisco (City) declared a local emergency, and on March 6, 2020, the City's Health Officer declared a local health emergency, and both those declarations also remain in effect; and

WHEREAS, On September 16, 2021, the Governor signed AB 361, a bill that amends the Brown Act to allow local legislative bodies to continue to meet by teleconferencing during a state of emergency without complying with restrictions in state law that would otherwise apply, provided that the legislative bodies make certain findings at least once every 30 days; and

WHEREAS, While Federal, State, and local health officials emphasize the critical importance of vaccination and consistent mask-wearing, regardless of vaccination status, to prevent the spread of COVID-19, and the City's Health Officer has issued at least one order (Health Officer Order No. C19-07y, available online at www.sfdph.org/healthorders) and one directive (Health Officer Directive No. 2020-33i, available online at www.sfdph.org/directives) that continue to recommend measures to promote safety for indoor gatherings, such as vaccination, masking, improved ventilation, and other measures, in certain contexts; and

WHEREAS, The California Department of Industrial Relations Division of Occupational Safety and Health has promulgated Section 3205 of Title 8 of the California Code of Regulations, which requires most employers in California, including in the City, to train and instruct employees about measures that can decrease the spread of COVID-19, including physical distancing and other social distancing measures; and

WHEREAS, Without limiting any requirements under applicable federal, state, or local pandemic-related rules, orders, or directives, the City's Department of Public Health, in



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TB062822

RESOLUTION NO. 22-XX

coordination with the City's Health Officer, has advised that for group gatherings indoors, such as meetings of boards and commissions, people can increase safety and greatly reduce risks to the health and safety of attendees from COVID-19 by maximizing ventilation, wearing well-fitting masks regardless of vaccination status (and as required for unvaccinated people by the State of California's indoor masking order), encouraging vaccination (including a booster as soon as eligible), staying home when sick or when experiencing any COVID-19 symptom discouraging consumption of food or beverages in the meeting, following good hand hygiene practices, and making informed choices when gathering with people who vaccination status is not known; and

WHEREAS, The Treasure Island Mobility Management Agency (TIMMA) Board began meeting in person on May 24, 2022, allowing members to participate by teleconferencing from a separate location for COVID-related health reasons and providing members of the public an opportunity to observe and provide public comment either in person or remotely; now, therefore, be it

RESOLVED, That the TIMMA Board finds as follows:

1. As described above, the State of California and the City remain in a state of emergency due to the COVID-19 pandemic. At this meeting, the TIMMA Board has considered the circumstances of the state of emergency.
2. As described above, because of the COVID-19 pandemic, conducting meetings of this body and its committee in person without allowing certain members of this body to attend remotely would present imminent risks to the health or safety of certain attendees due to COVID-19, and the state of emergency continues to directly impact the ability of members to meet safely in person; and, be it further

RESOLVED, That for at least the next 30 days, meetings of the TIMMA Board and the TIMMA Committee will hold in-person meetings, with some members possibly appearing remotely. If all members of the TIMMA Board are unable to attend in person for COVID-related health reasons, then the TIMMA Board will hold the meeting remotely without providing an in-person meeting location. All meetings of the TIMMA Board and TIMMA Committee will provide an opportunity for members of the public to address this body and its committee and will otherwise occur in a manner that protects the statutory and constitutional rights of parties and the members of the public attending the meeting via teleconferencing.



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DRAFT MINUTES

TREASURE ISLAND MOBILITY MANAGEMENT AGENCY

Tuesday, May 24, 2022

1. Roll Call

Vice Chair Mandelman called the meeting to order at 9:04 a.m.

Present at Roll Call: Commissioners Dorsey, Mandelman, Preston, Ronen, Safai, Stefani, and Walton (7)

Absent at Roll Call: Commissioners Chan, Mar, Melgar, and Peskin (4)

Consent Agenda

2. **Approve Resolution Making Findings to Allow Teleconferenced Meetings Under California Government Code Section 54953(e) - ACTION**
3. **Approve the Minutes of the September 28, 2021 Meeting - ACTION**
4. **Acceptance of the Audit Report for the Fiscal Year Ended June 30, 2021 - ACTION**
5. **Internal Accounting Report for the Six Months Ending December 31, 2021 and Nine Months Ending March 31, 2022- INFORMATION**

Commissioner Dorsey moved to approve the consent agenda, seconded by Commissioner Stefani.

The consent agenda approved without objection by the following vote:

Ayes: Commissioners Dorsey, Mandelman, Preston, Ronen, Safai, Stefani, and Walton (7)

Absent: Commissioners Chan, Mar, Melgar, and Peskin (4)

Other Items

6. Election of Chair and Vice Chair - ACTION

Vice Chair Mandelman nominated Commissioner Dorsey for seat of Chair, seconded by Commissioner Stefani.

There was no public comment.

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

Ayes: Commissioners Dorsey, Mandelman, Preston, Ronen, Stefani, and Walton (6)

Absent: Commissioners Chan, Mar, Melgar, Peskin, and Safai (5)

Commissioner Stefani nominated Commissioner Mandelman for the seat of Vice Chair, seconded by Commissioner Walton.

There was no public comment.

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

Ayes: Commissioners Dorsey, Mandelman, Preston, Ronen, Stefani, and Walton (6)

Absent: Commissioners Chan, Mar, Melgar, Peskin, and Safai (5)

7. Executive Director's Report - INFORMATION

Tilly Chang, Executive Director, presented the item.

There was no public comment.

8. Amend the Adopted Fiscal Year 2021/22 Budget to Increase Revenues by \$114,491, Decrease Expenditures by \$19,562 and Decrease Other Financing Sources by \$134,053 - ACTION

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

There was no public comment.

Vice Chair Mandelman moved to approve the FY22 Amended Budget, seconded by Commissioner Ronen.

The item was approved without objection by the following vote:

Ayes: Commissioners Dorsey, Mandelman, Preston, Ronen, Safai, Stefani, and Walton (7)

Absent: Commissioners Chan, Mar, Melgar, and Peskin (4)

9. [Public Hearing] Proposed Fiscal Year 2022/23 Annual Budget and Work Program- INFORMATION

Cynthia Fong, Deputy Director for Finance & Administration, and Rachel Hiatt, Deputy Director for Planning, presented the item.

There was no public comment.

10. Introduction of New Items - INFORMATION

There were no new items introduced.

11. Public Comment

There was no general public comment.

12. Adjournment

The meeting was adjourned at 9:37 a.m.



**TREASURE ISLAND
MOBILITY MANAGEMENT AGENCY**

TB062822

RESOLUTION NO. 22-XX

RESOLUTION ADOPTING THE PROPOSED FISCAL YEAR 2022/23 BUDGET AND WORK PROGRAM

WHEREAS, Pursuant to the Treasure Island Mobility Management Agency's (TIMMA's) Fiscal Policy (Resolution 21-01), 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 FY 2022/23 Work Program includes activities in several major streams of work: Program Management; Outreach and Communications; Program Design, Approval and Delivery; and Toll System/Affordability Program Delivery; and

WHEREAS, The Program Management work stream includes program-wide management activities such as maintaining the master program schedule, providing Board support, managing funding and grants, providing for meetings of the TIMMA Committee and Board, advocating for funding opportunities, preparing grant funding applications, and pursuing financing opportunities; and

WHEREAS, The Outreach and Communications work stream includes public involvement and outreach activities in support of program implementation; and

WHEREAS, In parallel with the Outreach and Communications work stream, the Program Design, Approval and Delivery work stream includes the planning, design, and approval of the Treasure Island Mobility Management Program, including all program elements and their financial implications at start up and over the medium to long-term; and

WHEREAS, The Toll System/Affordability Program Delivery work stream includes finalizing civil engineering designs, start of toll system integration design, network communication installation, initial construction of the toll system infrastructure, and securing required permits and approval of ordinances and policies; activities which are dependent on



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RESOLUTION NO. 22-XX

the approval of the congestion pricing and affordability program policies; and

WHEREAS, Attachment 1 contains a description of TIMMA's proposed Work Program for FY 2022/23; 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 \$10.8 million from various federal, state and local funding sources, total expenditures are projected to be \$11.0 million for technical professional services, personnel, and non-personnel costs, and other financing sources (uses) are projected to include inter-agency transfers of \$250,681 between the San Francisco County Transportation Authority (Transportation Authority) and TIMMA, which represents appropriations of Proposition K Sales Tax to TIMMA; and

WHEREAS, The TIMMA program revenue for FY 2022/23 covers the full cost of all Transportation Authority activities in support of TIMMA; now, therefore, be it

RESOLVED, That TIMMA hereby adopts the proposed FY 2022/23 Budget and Work Program.

Attachments:

1. Proposed Work Program for FY 2022/23
2. Proposed Budget for FY 2022/23

Attachment 1

Proposed Fiscal Year 2022/2023 TIMMA Work Program

The Treasure Island Mobility Management Agency's (TIMMA's) proposed Fiscal Year (FY) 2022/23 Work Program includes activities in several work streams pursuant to Board of Supervisors Resolution 110-14 and as requested by the Treasure Island Development Authority (TIDA) and overseen by the Executive Director:

- Program Management;
- Outreach and Communications;
- Program Design, Approval and Delivery (subject to toll/affordability policy approval); and
- Toll System Delivery (subject to policy approval).

The Executive Director 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 17-02). Further, the Executive Director is responsible for regular and effective communications with the Board, 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.

PROGRAM MANAGEMENT

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

- **Board Operations and Support:** Staff TIMMA Committee and Board meetings. We anticipate quarterly Committee and Board meetings during the fiscal year. Develop a recommendation and potential structure for a TIMMA Community Advisory Committee for Board consideration.
- **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.
- **Funding and Grants Management:** Manage grants and prepare invoices for reimbursement. We are pursuing an amendment to the federal Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant agreement that would increase TIMMA's share of funding and extend the schedule to match new construction schedules. We will also obligate and expend the federal earmark grant for the Ferry Facility, matched by Affordable Housing and Sustainable Communities (AHSC) funds awarded to TIDA. This task includes activities to advocate for funding opportunities and prepare grant funding applications. We will advocate for state and regional funds for clean ferries and other program expenditures, including grants from Bay Area Air Quality Management District, Metropolitan Transportation Commission, Senate Bill 1, state AHSC grants, California Air Resources Board, Cap and Trade, and other funds to help realize these plans.
- **Financing:** Work with TIDA and the City and County of San Francisco (City) to secure low cost, long term public financing for the TIMMA capital program. Negotiate with the Treasure Island Community Development LLC (TICD) to fill operating budget gaps in the early years of program operations.

Attachment 1

Proposed Fiscal Year 2022/2023 TIMMA Work Program

- **Contract Support:** This work includes managing contracts and developing associated Memoranda of Agreements and Understandings such as for ferry service planning and future deployment of transit services.
- **Policies:** Update Administrative Code, Rules of Order, Fiscal, Procurement, Travel, and other policies, as needed.
- **Operations Planning:** Develop plans, policies, and protocols for TIMMA operations. Develop a plan for staffing, office and other administrative requirements, and operations and maintenance facilities.
- **Program Schedule:** Maintain the overall schedule for program delivery, incorporating TIMMA activities as well as development progress. Provide updates to the Board as requested.
- **Program Implementation Report (PIR):** Following toll policy adoption, update the TIMM PIR to reflect adopted policy and other developments in the program.

OUTREACH AND COMMUNICATIONS

The Outreach and Communications work stream includes public involvement and outreach activities in support of planning and implementation recommendations. During FY 2022/23, key communications activities are expected to include the following:

- Execute the annual TIMMA pricing and mobility program outreach and involvement strategy with the public, the Board, various stakeholder groups and other government agencies. Outreach for the toll and affordability program is anticipated to continue through the second quarter of FY 2022/23, concluding with policy adoption. Other outreach will support an autonomous shuttle pilot and ferry service planning.
- Outreach is accomplished through various means, including through community outreach meetings and workshops (in compliance with shelter-in-place guidance), disseminating agency news and updates, and discussions with key stakeholders (One Treasure Island, Treasure Island Organizing Committee, Board Sailors Association, merchants, etc.).

PROGRAM DESIGN, APPROVAL AND DELIVERY

In parallel with program outreach, this work stream includes the planning, design and approval of the Treasure Island Mobility Management Program including all program elements and their financial implications at start-up and over the medium to long-term. These elements include finalizing key components such as transit service levels, implementation of the Transit Pass Program, Transportation Affordability Program policies, Parking Management legislation, bike and car share services, other Travel Demand Management (TDM) measures, and congestion pricing program refinement.

During the fiscal year, proposed activities include:

- **Demand Projections and Program Financial Analysis:** Complete and maintain short and mid-term demand and financial projections of the Mobility Program, which incorporates toll level, hours, toll program operations cost and revenue; transit and shuttle service levels, transit program cost and revenue; parking management program rates and associated cost and

Attachment 1

Proposed Fiscal Year 2022/2023 TIMMA Work Program

revenue; and Transportation Affordability Program requirements and costs. As warranted, identify alternative program and funding scenarios for the Board to consider.

- **Ferry and East Bay Transit Service Plan and Delivery:** Complete ferry service planning study in coordination with the Water Emergency Transportation Authority and the Port of San Francisco. Progress construction on the ferry terminal restrooms and shelters, including National Environmental Policy Act clearance, using the \$3 million federal earmark and \$750,000 AHSC local match. Continue activities in cooperation with ferry partners for joint development of funding and investment plans for water transit services. Conduct a Request for Information process with the on-demand shuttle and transit industry to refine East Bay and On-Island transit service assumptions.
- **Affordability Program:** The Affordability Program includes transportation credits, discounts, and supports for current and future low-income households and current businesses and workers. Following adoption of toll policies, integrate the affordability elements into the toll system, transit pass, and other implementation efforts.
- **Toll Policy Recommendations:** Following adoption of the toll and affordability program, complete comprehensive analysis of toll policies, including hours of operation, toll level, and discounts or exemptions and in combination with Transit, TDM, Affordability Program and other relevant components, based on updated demand modeling. Identify funding gaps and potential funding strategy to fill gaps for each scenario. Recommend refinements to the toll program as appropriate based on updated analysis.
- **Transit Pass Implementation:** During FY 2022/23, continue implementation of the Treasure Island institutional pass as part of the regional Clipper program. Work with transit operators to draft and adopt fare policies.
- **Parking Management Program Implementation:** Support the San Francisco Municipal Transportation Agency (SFMTA) as they finalize the Parking Management Plan and parking legislation and bring both for adoption by the TIMMA and SFMTA Boards. As needed to support the infrastructure construction schedule, support the SFMTA preparing for the delivery of their Parking Management Plan, and initiate agreements with SFMTA as needed.
- **TDM:** Following adoption of toll policies, the TDM work this year will include developing a framework for performance measurement and management and developing the implementation approach for bikeshare and carshare services on-Island.
- **Autonomous Vehicle (AV) Shuttle Pilot:** With the support of a federal ATCMTD program grant and Metropolitan Transportation Commission Innovative Deployments to Enhance Arterials Shared Automated Vehicles federal grant, continue project development with SFMTA; procure the AV Shuttle pilot vendor to better understand technology trends and impacts; and launch the AV Shuttle pilot. Partner with community stakeholders to conduct outreach on the pilot and conduct workforce development activities.
- **Bicycle/Pedestrian Planning:** In close coordination with Caltrans, TIDA, SFMTA and Bay Area Toll Authority, further advance bicycle and pedestrian mobility plans for TI/YBI.

TOLL SYSTEM/AFFORDABILITY PROGRAM DELIVERY

Attachment 1

Proposed Fiscal Year 2022/2023 TIMMA Work Program

This work stream includes finalizing civil engineering designs; start of toll system integration design; network communication installation; and initial construction of the toll system infrastructure. Tasks under this work stream are dependent on the approval of the toll and affordability program policies. Key delivery activities for FY 2022/23 include the following:

- **Civil Structural Design:** Finalize tolling infrastructure and civil engineering design plans at multiple locations on TI/YBI, in coordination with Island Road and YBI Westside Bridges design and construction activities. Civil structures to support tolling infrastructure will be constructed in phases with Phase 1 design efforts planned for completion during FY 2022/23, pending Board approval of the toll/affordability policy.
- **Toll System Integration:** With the support of a federal ATCMTD program grant and local match, prepare business rules, system requirements and cost estimates to support issuing a Request for Proposal for the Toll System Integration vendor contract, pending Board approval of the toll/affordability policy. Ongoing coordination with TIDA, Bay Area Toll Authority and Caltrans.
- **Infrastructure Construction:** With the support of a federal ATCMTD program grant and local match, complete the installation of underground fiber utilities to support the tolling system communications.
- **Approvals:** Draft, finalize and gain approvals for the toll ordinance and policies regarding privacy and surveillance.
- **Affordability Program:** Ensure that the toll-related affordability program elements are integrated into the toll system design and delivery.
- **Operation Plan:** Finalize standard operating procedures, agreements, and contracts to support toll collection, processing, and facility maintenance activities as outlined in the approved Concept of Operations.

Treasure Island Mobility Management Agency
Attachment 2
Proposed Fiscal Year 2022/23 Budget
Line Item Detail



	Proposed Fiscal Year 2022/23 Budget	Increase/ (Decrease)	Proposed Fiscal Year 2021/22 Budget Amendment
Program Revenues:			
<u>Federal</u>			
Advanced Transportation and Congestion Management Technologies Deployment	\$ 3,729,957	\$ 2,747,207	\$ 982,750
Ferry Boat Discretionary Funds - Treasure Island Ferry Terminal	1,460,000	1,460,000	-
Innovative Deployments to Enhance Arterials Shared Autonomous Vehicle	464,885	447,955	16,930
<u>State</u>			
Affordable Housing and Sustainable Communities - Treasure Island Ferry Terminal	365,000	365,000	-
Affordable Housing and Sustainable Communities - East Bay Bus Exchange	1,013,283	1,013,283	-
<u>Regional and Other</u>			
Treasure Island Community Development LLC - Exhibit N Shuttle Exchange	1,857,673	1,857,673	-
Treasure Island Community Development LLC - Ferry Exchange	1,875,000	1,875,000	-
Treasure Island Development Authority	-	(1,771,043)	1,771,043
Total Program Revenues	10,765,798	7,995,075	2,770,723
Expenditures:			
Technical Professional Services Costs	9,315,408	7,494,314	1,821,094
Administrative Operating Costs			
Personnel			
Salaries	1,009,626	479,982	529,644
Fringe Benefits	497,745	250,507	247,238
Non-personnel			
Administrative Operations	187,500	(44,446)	231,946
Commissioner-Related Expenses	6,200	-	6,200
Total Expenditures	11,016,479	8,180,357	2,836,122
Other Financing Sources (Uses):			
Transfer in from Transportation Authority	250,681	185,282	65,399
Transfer out to Transportation Authority	-	-	-
Total Other Financing Sources (Uses):	250,681	185,282	65,399
Net Change in Fund Balance	\$ -	\$ -	\$ -



**TREASURE ISLAND
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Memorandum

AGENDA ITEM 6

DATE: June 23, 2022
TO: Treasure Island Mobility Management Agency Board
FROM: Cynthia Fong - Deputy Director for Finance and Administration
SUBJECT: 05/24/22 Board Meeting: Adopt the Proposed Fiscal Year 2022/23 Annual Budget and Work Program

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt the Proposed Fiscal Year (FY) 2022/23 Annual Budget and Work Program</p> <p>SUMMARY</p> <p>The proposed FY 2022/23 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 \$10.8 million from various funding sources; total expenditures are projected to be \$11.0 million from for technical professional services, personnel, and non-personnel costs; and other financing sources are projected to be \$250,681. There have been no changes made to the proposed annual budget and work program since the item was included in the May 24 Board meeting agenda as an information item.</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: Program Management; Outreach and Communications; Program Design, Approval and Delivery; and Toll System/Affordability Program Delivery.

The Program Management work stream includes program-wide management activities such as maintaining the master program schedule, providing 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, prepare grant funding applications, and pursue financing opportunities.

The Outreach and Communications work stream includes public involvement and outreach activities in support of program implementation.

In parallel with Outreach and Communications, the Program Design, Approval and Delivery work stream includes the planning, design, and approval of the Treasure Island Mobility Management Program, including all program elements and their financial implications at start up and over the medium to long-term. These elements include finalizing key components such as transit service levels and operating arrangements, implementation of the Transit Pass Program, Transportation Affordability Program policies, Parking Management legislation, bike and car share services, other Travel Demand Management measures, and congestion pricing program refinement. These components have been documented in the Treasure Island Mobility Management Program Implementation Report (2021).

The proposed FY 2022/23 Annual Budget and Work Program also includes the Toll System Delivery work stream, which includes finalization of civil engineering designs, start of toll system integration design, network communication installation, and initial construction of the toll system infrastructure. This work stream also includes securing required permits and approval of ordinances and policies. Tasks under this work stream are dependent on the approval of the congestion pricing and affordability program policies above.

Program Revenues. TIMMA's total revenues are projected to be \$10.8 million, with \$3.7 million obligated from federal Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant, \$1.5 million obligated from the Ferry Boat Discretionary Funds, \$464,885 obligated from Innovative Deployments to Enhance Arterials Shared Autonomous Vehicle (IDEA SAV), \$1.4 million obligated from Affordable Housing and Sustainable Communities (AHSC) Treasure Island Ferry Terminal and East Bay Bus Exchange, and \$3.7 million committed from the Treasure Island Community Development LLC (TICD) Exhibit N Shuttle Exchange and Ferry Exchange. Local and state funds from TICD and AHSC East Bay Bus Exchange, respectively, will be used to fulfill the match requirements to the Federal ATCMTD grant and Federal IDEA SAV grant. State funds from AHSC Treasure Island Ferry Terminal will be used to fulfill the match requirement to the Federal Ferry Boat Discretionary Fund.

Expenditures. Total expenditures are projected to be \$11.0 million, with \$9.3 million for technical professional services costs, \$1.5 million for personnel costs, and \$193,700 for non-



personnel costs. Technical professional services include planning, engineering, design, communications, and environmental services. Included are technical services contracts already awarded for the Treasure Island Conceptual System Design; on-call demand model development and application; on-call transportation planning; strategic advising/project management support; on-call strategic communications; and outreach services. Additional technical professional services budgeted in FY 2022/23 include new toll system contracts for toll system integrator and civil engineering design activity (pending toll policy adoption); environmental clearance and construction of the Treasure Island Ferry Terminal; AV Shuttle pilot launch; and implementation efforts in support of the transit pass, transit service deployment and affordability programs. 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 \$250,681 between the Transportation Authority and TIMMA, which represents appropriations of Proposition K Sales Tax to TIMMA.

In addition, we are working with the Treasure Island Development Authority and the City and County of San Francisco to secure low cost, long term public financing for the TIMMA capital program, which will be presented for approval at a future meeting. If approved, additional financing capacity and related expenditure estimates will be updated and reflected in the mid-year budget amendment.

FINANCIAL IMPACT

As described above.

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

Treasure Island Mobility Management Agency
Attachment 3
Proposed Fiscal Year 2022/23 Budget
Comparison of Revenues and Expenditures

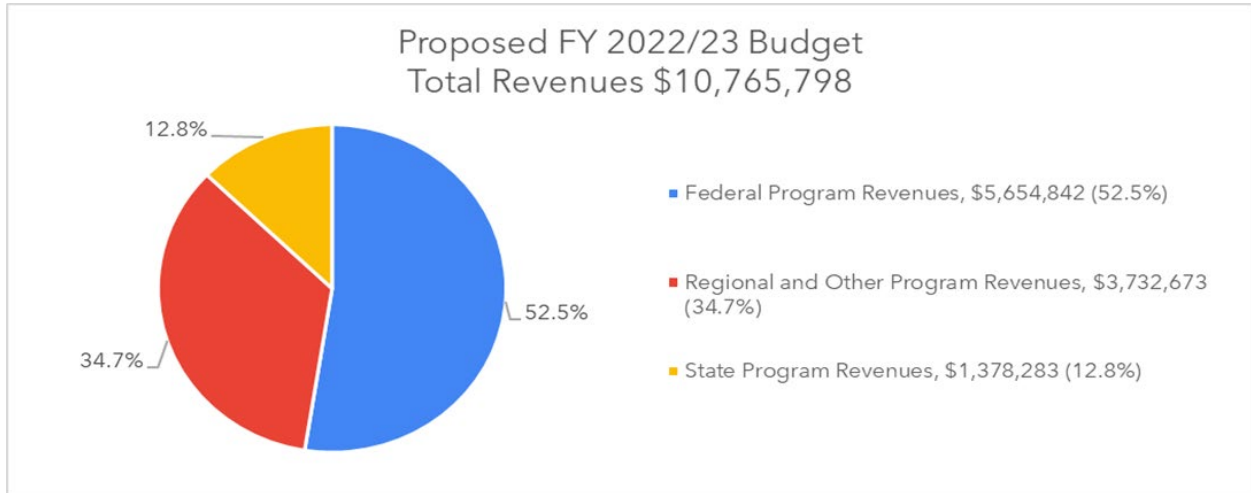


Line Item	Fiscal Year 2020/21 Actual	Proposed Fiscal Year 2021/22 Budget Amendment	Proposed Fiscal Year 2022/23 Budget	Variance from Fiscal Year 2021/22 Budget Amendment	% Variance
Program Revenues					
Federal	\$ 232,236	\$ 999,680	\$ 5,654,842	\$ 4,655,162	465.7%
State	-	-	1,378,283	1,378,283	N/A
Regional and Other	1,303,898	1,771,043	3,732,673	1,961,630	110.8%
Total Revenues	1,536,134	2,770,723	10,765,798	7,995,075	288.6%
Expenditures					
Technical Professional Services Costs	836,576	1,821,094	9,315,408	7,494,314	411.5%
Administrative Operating Costs					
Personnel	543,811	776,882	1,507,371	730,489	94.0%
Non-Personnel	65,300	238,146	193,700	(44,446)	-18.7%
Total Expenditures	1,445,687	2,836,122	11,016,479	8,180,357	288.4%
Other Financing Sources (Uses):					
Transfer in from Transportation Authority	-	65,399	250,681	185,282	283.3%
Transfer out to Transportation Authority	(90,447)	-	-	-	N/A
Total Other Financing Sources (Uses)	(90,447)	65,399	250,681	185,282	N/A
Net change in Fund Balance	\$ -	\$ -	\$ -	\$ -	

Attachment 4
Line Item Description

TOTAL PROJECTED REVENUES.....\$10,765,798

The following chart shows the composition of revenues for the proposed Fiscal Year (FY) 2022/23 budget.



Federal Program Revenues: \$5,654,842

The Treasure Island Mobility Management Agency (TIMMA), in partnership with the San Francisco Municipal Transportation Agency, has secured \$5.3 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 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. The civil elements will include design and construction of the civil infrastructure (conduit installation, foundations) needed to install the toll system elements including poles, mast arms, readers, cameras, and detection equipment. The toll system infrastructure will require tolling gantries at five locations on Yerba Buena Island/Treasure Island. The toll system will use electronic toll collection. The project tasks include development of the Scope of Work and procurement activities for Toll System Integration services (toll system final design). The Toll System Integrator will prepare detailed toll system requirements, draft and final system design; conduct testing; and install the toll system equipment. A portion of this ATCMTD grant is also allocated to the Autonomous Vehicle (AV) shuttle pilot project.

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 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. In 2021, TIMMA and the California Department of Transportation (Caltrans) executed a master agreement for the receipt of federal-aid funds from Caltrans, which will enable us to obligate the Ferry Boat Discretionary funds in FY 2022/23. The construction of the Treasure Island Ferry Terminal project consists of bus shelters, public restrooms, and associated plaza construction. These elements are an integral component of the larger ferry terminal. Once constructed, the terminal will be owned by TIDA.

Attachment 4
Line Item Description

In 2022, the Metropolitan Transportation Commission awarded \$828,000 in Innovative Deployments to Enhance Arterials Shared Automated Vehicles Program (IDEA SAV) funds to extend an automated shuttle deployment and community outreach and partnerships process on Treasure Island, building on the project funded by ATCMTD.

Federal Program Revenues are budgeted to increase by \$4.7 million, or 465.7% from the Proposed FY 2021/22 Amended Budget, due to the increased efforts on the toll policy adoption, Autonomous Vehicle (AV) Shuttle pilot project, tolling environmental documentation, and final tolling infrastructure and civil engineering design, as well as the addition of the Treasure Island Ferry Terminal project. We expect to finalize and release the Request for Proposals for the Toll System Integrator in FY 2022/23. These activities will be funded by federal grant funds mentioned above and matched by local and state funds from the Treasure Island Community Development LLC (TICD), State Affordable Housing Sustainable Communities (AHSC) grant funds, and San Francisco County Transportation Authority (Transportation Authority) Prop K sales tax funds, appropriated through Transportation Authority Board Resolutions 15-13 and 16-52.

State Program Revenues:..... \$1,378,283

The FY 2022/23 budget for TIMMA includes state grant funds awarded to TIDA through AHSC funds for Ferry Terminal and East Bay Bus Exchange. For the Ferry Terminal project, the \$3 million federal grant will be matched by \$750,000 from TIDA's AHSC grant, awarded specifically for construction of the ferry terminal, which will be spread over two fiscal years. For the East Bay Bus Exchange, TIMMA and TIDA have agreed to a fund exchange in which \$1 million of AHSC funds awarded for East Bay transit vehicles will be directed to bike/pedestrian improvements constructed as part of the Transportation Authority's Southgate Road Realignment Project. A portion of the AHSC funds for the East Bay Bus Exchange will provide matching funds to the federal ATCMTD grant.

State Program Revenues are budgeted to add \$1.4 million in new AHSC funds in the FY 2022/23 budget, consisting of \$365,000 of AHSC Ferry Terminal funds and \$1 million of AHSC East Bay Bus Exchange funds.

Regional and Other Program Revenues:..... \$3,732,673

The FY 2022/23 budget for TIMMA includes local funds from TICD through the anticipated fund exchanges for the developer's Exhibit N Shuttle obligation and the federal Ferry Grant Exchange. In addition to providing matching funds to the ATCMTD and IDEA SAV grants, TICD funds provide support for administrative, operating and planning functions including: developing agency policies and partnership agreements; project management; transit service coordination; and direct costs. The budget includes ongoing staffing and professional/technical service contracts required to conduct pre-implementation engineering, planning, and administration.

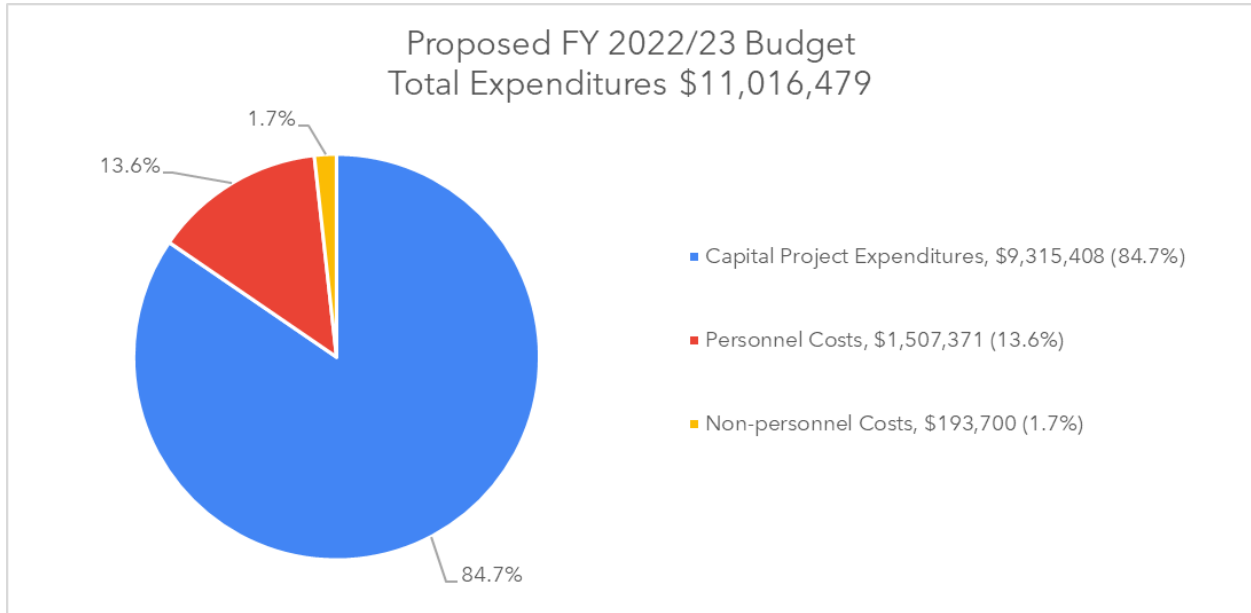
Regional and Other Program Revenues are budgeted to increase by \$2.0 million, or 110.8%, as compared to the FY 2021/22 Amended Budget.

Attachment 4
Line Item Description

TOTAL PROJECTED EXPENDITURES..... \$11,016,479

TIMMA’s Total Expenditures projected for the budget year are comprised of Technical Professional Services Costs of \$9.3 million and Administrative Operating Costs of \$1.7 million.

The following chart shows the composition of expenditures for the proposed FY 2022/23 budget.



TECHNICAL PROFESSIONAL SERVICES COSTS.....\$9,315,408

This line item includes technical consulting services which are needed to fulfill the responsibilities as TIMMA, per state and local law. Technical consulting services include planning, engineering, design, communications, and environmental services. Included are technical services contracts already awarded for the Treasure Island Conceptual System Design; on-call demand model development and application; on-call transportation planning; strategic advising/project management support; on-call strategic communications; and outreach services.

Technical professional services in the FY 2022/23 are budgeted to increase by \$7,494,314, or 411.5%, from the FY 2021/22 Amended Budget, which is due to several factors: new toll system contracts including the toll system integrator and civil engineering design activity; environmental clearance and construction of the Treasure Island Ferry Terminal; AV Shuttle pilot launch; and implementation efforts in support of the transit pass, transit service deployment and affordability programs.

ADMINISTRATIVE OPERATING COSTS..... \$1,701,071

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

Personnel:..... \$1,507,371

As stated in TIMMA’s Administrative Code (Ordinance 17-02), the Transportation Authority shall lend staff to TIMMA as appropriate, subject to reimbursement by TIMMA for salary and related benefits and other costs allocable to services performed for TIMMA by Transportation Authority staff. Personnel

Attachment 4
Line Item Description

costs encompass staffing across all divisions of the Transportation Authority to support the TIMMA FY 2022/23 work program. Personnel costs are budgeted to increase by \$730,489, or 94%, compared to the FY 2021/22 Amended Budget, which is mainly due to the addition of the Program Manager position for half of the fiscal year, addition of the Assistant Deputy Director for Planning position for a full fiscal year, and increased efforts on toll system delivery, AV Shuttle pilot, and transit pass and affordability programs as mentioned above. Associated overhead costs are also included in this line item, which allocate the Transportation Authority's indirect costs and operating expenditures proportionally to TIMMA.

Non-Personnel: \$193,700

This line item includes legal services and Commissioner meeting fees. Non-personnel costs in FY 2022/23 are budgeted to decrease by \$44,446, or 18.7% from the Proposed FY 2021/22 Amended Budget, which is due to a decrease in anticipated legal costs.

OTHER FINANCING SOURCES (USES).....\$250,681

Other Financing Sources (Uses) section of the Line Item Detail for the FY 2022/23 budget includes inter-agency transfers of \$250,681 between the Transportation Authority and TIMMA, which represents appropriations of Prop K Sales Tax to TIMMA. Other Financing Sources (Uses) will increase by \$185,282.

In addition, we are working with the TIDA and the City and County of San Francisco to secure low cost, long term public financing for the TIMMA capital program, which will be presented for approval at a future meeting. If approved, additional financing capacity and related expenditure estimates will be updated and reflected in the mid-year budget amendment.

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**TREASURE ISLAND
MOBILITY MANAGEMENT AGENCY**

TB062822

RESOLUTION NO. 22-XX

RESOLUTION EXECUTING THE FIRST OF TWO ONE-YEAR CONTRACT OPTIONS FOR ON-CALL LEGAL SERVICES TO NOSSAMAN LLP, MEYERS NAVE, A PROFESSIONAL CORPORATION; AND WENDEL ROSEN LLP; IN A COMBINED AMOUNT NOT TO EXCEED \$150,000 FOR ON-CALL GENERAL LEGAL COUNSEL SERVICES AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE CONTRACT PAYMENT TERMS AND NON-MATERIAL CONTRACT TERMS AND CONDITIONS

WHEREAS, The Treasure Island Mobility Management Agency (TIMMA) relies on on-call professional legal services related to the operation of public entities; and

WHEREAS, On November 19, 2019, through Resolution 20-01, TIMMA awarded three-year professional services contracts, with an option to extend for two additional one-year periods, to Nossaman LLP, Meyers Nave, a Professional Corporation, and Wendel Rosen LLP, for on-call general legal services for a combined amount not to exceed \$150,000, for a total contract value of \$300,000; and

WHEREAS, The proposed action will add contract capacity and exercise the first of two options of the initial contracts; and

WHEREAS, Task orders awarded under these contracts will be funded by a combination of federal, state and local grant funds that support the TIMMA Program, as well as Prop K sales tax funds appropriated to TIMMA; and

WHEREAS, Effective July 1, 2022, Wendel Rosen LLP will combine with the law firm of Fennemore Craig, and will be known as Fennemore Wendel, and contractual duties and obligations shall be assigned from Wendel Rosen LLP to Fennemore Craig; and

WHEREAS, Sufficient funds are included in TIMMA's proposed FY 2022/23 work program and budget to cover the cost of these contracts; now, therefore, be it

RESOLVED, That TIMMA exercises the first of two one-year contract options for on-call general legal services to Nossaman LLP; Meyers Nave, a Professional Corporation; and Wendel Rosen LLP in an amount not to exceed \$150,000, for a combined total contract



TREASURE ISLAND
MOBILITY MANAGEMENT AGENCY

TB062822

RESOLUTION NO. 22-XX

amount not to exceed \$300,000; and be it further

RESOLVED, That TIMMA further authorizes the Executive Director to modify contract payment terms and non-material contract terms and conditions; and be it further

RESOLVED, That for the purposes of this resolution, "non-material" shall mean contract terms and conditions other than provisions related to the overall contract amount, terms of payment, and general scope of services; and be it further

RESOLVED, That notwithstanding the foregoing and any rule or policy of TIMMA to the contrary, the Executive Director is expressly authorized to execute agreements and amendments to agreements that do not cause the total agreement value, as approved herein, to be exceeded and that do not expand the general scope of services.



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 7

DATE: June 23, 2022

TO: Treasure Island Mobility Management Agency Board

FROM: Cynthia Fong - Deputy Director for Finance and Administration

SUBJECT: 6/28/2022 Board Meeting: Execute the First of Two One-Year Contract Options for Professional Services Contracts, to Nossaman LLP; Meyers Nave, a Professional Corporation; and Wendel Rosen LLP; in a Combined Amount Not to Exceed \$150,000 for On-Call General Legal Counsel Services

RECOMMENDATION Information Action

- Execute the first of two one-year contract options for professional services contracts, to Nossaman LLP (Nossaman); Meyers Nave, a Professional Corporation (Meyers Nave); and Wendel Rosen LLP (Wendel Rosen); in a combined amount not to exceed \$150,000 for on-call general legal counsel services
- Authorize the Executive Director to negotiate contract payment terms and non-material terms and conditions

SUMMARY

In November 2019, through approval of Resolution 20-01, the Board awarded three-year professional services contracts, with an option to extend for two additional one-year periods, to Nossaman; Meyers Nave; and Wendel Rosen; in a combined amount not to exceed \$150,000 for on-call general legal services. We are seeking continued professional services of legal firms experienced in matters related to the operation of public entities and with specialized transportation expertise to provide on-call legal counsel services. The proposed action will exercise the first of two options of the initial contract.

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

BACKGROUND

Currently, we contract with Nossaman, Meyers Nave, and Wendel Rosen for specialized transportation on-call legal counsel services. The establishment of multiple contracts with whom TIMMA may call upon on a task order basis has allowed for improved responsiveness



(e.g., during times of peak demand). We also need continued broad and deep access to specialized transportation legal services given the wide range of desired proficiencies and experience, the amount and complexity of our work programs, as well as occasional conflicts of interest or availability that arise for specific efforts. The San Francisco County Transportation Authority also maintains contracts with the same set of on-call legal firms, which has enhanced staff efficiency in issuing task orders and supporting project needs. The breakdown of task orders awarded to these firms are included as Attachment 2.

DISCUSSION

The scope of services, included as Attachment 1, describes example task types that are representative of the needs in the coming year under this contract, which are also listed below.

1. Parliamentary Procedure and Rules for TIMMA Board and Committee
2. Administration
3. Financial
4. TIMMA Program
5. Legislation
6. Litigation
7. General Advice
8. Miscellaneous

During Fiscal Year 2022/23, we anticipate a higher level of legal counsel services will be needed to assist with the procurement and contract negotiations for a new toll system integration vendor contract; and to review and provide guidance of draft toll evasion enforcement, surveillance technology, and privacy policies, pending Board approval of the toll/affordability policy. Legal support will also be required for the autonomous vehicle shuttle vendor contract and development of inter-agency agreements. The proposed action will exercise the first of two one-year options for professional services contracts, to Nossaman, Meyers Nave, and Wendel Rosen, in an amount not to exceed \$150,000 for on-call legal services, for a combined total contract value of \$300,000.

Effective July 1, 2022, Wendel Rosen will combine with the law firm of Fennemore Craig and will be known as Fennemore Wendel. Contractual duties and obligations shall be assigned from Wendel Rosen LLP to Fennemore Craig. This change will not have any financial impacts.

FINANCIAL IMPACT

The proposed Fiscal Year 2022/23 work program and budget includes next year's activities. Task orders awarded under these contracts will be funded by a combination of federal, state, and local grant funds that support the TIMMA Program, as well as Prop K sales tax funds appropriated to TIMMA.



SUPPLEMENTAL MATERIALS

- Attachment 1 - Scope of Services
- Attachment 2 - Assigned Task Orders (2019 - 2022)

Attachment 1 Scope of Services

The below example task types are representative of needs in the coming year - additional undetermined task types are anticipated to be needed and not all task types listed below will necessarily be produced under these contracts. TIMMA may assign tasks on these qualifications as well as capabilities, experience, availability, and conflicts of interests, if any. Contractors are not guaranteed a task under these contracts.

Task Types:

1. **Parliamentary Procedure and Rules for TIMMA Board.** Attendance at board and committee meetings and consultation on Rules of Order, Ralph M. Brown Act, Administrative Code, City and County of San Francisco Elections Code, San Francisco Sunshine Ordinance, and conflict of interest issues. Contractor will be expected to attend the regular meetings of the TIMMA Board and Committee.
2. **Administration.** Personnel: As needed, advise regarding all labor-related issues such as benefits, hiring, discipline, termination, and review of internal policies and procedures. Contracts: As needed, review and/or draft legal documents including procurements, contracts, specifications, and standard grant agreements, including necessary legal opinions on restrictions, revisions, claims, default liability, protests and appeals. Public Records Act: As needed, advise on public records requests regarding scope of request, reviewing records, and approach to retrieving/releasing records.
3. **Financial.** Assist in the review of financial and budgetary matters, including financial presentations, representations and audit documents, and review of fiscal policies.
4. **TIMMA Program.** Review issues of jurisdiction and legal authority; support environmental requirements; develop, review and/or advise on policy and operating agreements; develop and/or review vendor and operator procurement documents and contracts; and advise on local, state, and federal requirements and legislation.
5. **Legislation.** Assist in drafting or reviewing legislation and the legislative process, from the local to the federal level.
6. **Litigation.** Prepare necessary documents, provide legal representation in court as required to initiate and prosecute or respond to lawsuits, and support mediation and negotiations (settlement) as needed.
7. **General Advice.** Provide verbal or written advice, as requested by TIMMA, on questions concerning the conformity of any contemplated action of TIMMA with applicable law and other matters, including providing guidance on TIMMA projects.
8. **Miscellaneous.** Provide verbal or written advice relating to California Environmental Quality Act/National Environmental Policy Act, construction (including construction manager general contractor), right of way, real estate and land use, state transportation finance, regional transportation planning and programming, and public private partnerships, among others.

Attachment 2
Assigned Task Orders (2019 to 2022)

Legal Firm	Task Order Description	Amount
Meyers Nave	Autonomous Shuttle Pilot Project	\$50,000
	Environmental Analysis	\$39,000
Total Task Orders Awarded to Meyers Nave		\$89,000
Wendel Rosen LLP	General Legal Services ¹ , Environmental Analysis	\$61,000
Total Task Orders Awarded to Wendel Rosen LLP		\$61,000
Total Task Orders Awarded to Nossaman LLP		\$0
Total Task Orders Awarded to Date		\$150,000
Total Contract Amount		\$150,000

¹ General legal services encompass activities such as attending Board and Committee meetings, assistance on contracts, advising on records requests and personnel matters, as well as providing legal services for TIMMA initiatives not covered by separate task orders.