

**Treasure Island Development Authority
City and County of San Francisco
Meeting of June 10, 2026**

Subject: Memorandum of Understanding between SF Bay Ferry, TIMMA, and TIDA for Design, Permitting, Funding and Construction of Electric Ferry Charging Infrastructure (Action Item)

Staff Contact: Joey Benassini, Vertical Development Project Manager

Reviewed By: Jamie Querubin, Acting Treasure Island Director

EXECUTIVE SUMMARY

This report recommends approval of a Memorandum of Understanding (MOU) among the Treasure Island Development Authority (TIDA), the Treasure Island Mobility Management Agency (TIMMA), and the San Francisco Bay Area Water Emergency Transportation Authority (WETA, or SF Bay Ferry) to establish the parties' roles and responsibilities for design, permitting, construction and funding of electric ferry charging infrastructure at the Treasure Island Ferry Terminal.

The MOU is an important step toward enabling zero-emission ferry service to Treasure Island. It confirms the project delivery framework, identifies the front-of-meter and back-of-meter responsibilities, and supports the next phase of permitting and construction. Staff recommend that the Board authorize the Treasure Island Director, or designee, to execute the MOU and any non-material amendments necessary to complete the project.

BACKGROUND

The Treasure Island Transportation Implementation Plan ("TITIP") envisioned ferry service between downtown San Francisco and Treasure Island as a primary form of public transportation serving the islands. WETA currently operates regional ferry services to and from certain San Francisco facilities, and entered into an MOU with TIMMA to plan for future ferry service to and from Treasure Island. The existing Treasure Island ferry terminal was completed by Treasure Island Community Development (TICD) in 2021. TIDA owns the Treasure Island Ferry Terminal and the surrounding real property. After completion of the ferry terminal improvements, TICD licensed the ferry terminal from TIDA to operate a passenger ferry between Treasure Island and downtown San Francisco, in advance of WETA's start of operations. The ferry terminal project did not include the charging infrastructure needed to support the planned battery-electric ferry operations.

WETA has been advancing its Rapid Electric Emission-Free Ferry (REEF) program and related service planning efforts to transition to zero-emission ferry service along various routes in the Bay Area, which is also driven by a California Air Resources Board mandate for zero-emission commercial harbor craft.

The MOU reflects the parties' shared objective of delivering the charging infrastructure in advance of, or as close as practicable to, the completion and delivery of WETA's first 150-passenger battery-electric ferry vessel, which is currently anticipated in 2027. The MOU also anticipates that the parties will enter into additional agreements as needed, including lease, license, utility, and funding documents, to support implementation of the project.

DISCUSSION

Under the MOU, SF Bay Ferry will lead design and construction of the project and provide design support during construction. TIDA retains approval rights over key design elements affecting TIDA property, including the transformer screen or seating elements and the design and layout of the future passenger waiting area components. TIMMA's role is to participate as a party to the MOU, support implementation of the project in coordination with the other agencies, and provide funding.

The project is organized into front-of-meter and back-of-meter components. The front-of-meter facilities include the transformer, meter, and below-grade infrastructure and will ultimately be owned, operated, and maintained by the San Francisco Public Utilities Commission (SFPUC) as an extension of SFPUC's distribution system. The back-of-meter components include the switchgear, below-grade infrastructure, pier transition vault, feeders and conduit, and charging system; these will be owned, operated, and maintained by SF Bay Ferry. The MOU also contemplates that SF Bay Ferry will enter into a long-term lease with TIDA for use of TIDA property for the back-of-meter components and ferry terminal operation.

The MOU allocates project funding among the parties and identifies SF Bay Ferry grant and program funds as the primary source of project funding in the amount of \$5.8M, together with TIMMA's \$1.0 million contribution from developer transit capital contribution subsidy funds. SF Bay Ferry is responsible for costs above TIMMA's committed contribution. The MOU also states that the project will not be funded with general obligation or revenue bonds.

The project has advanced through a substantial permitting and review process. SFPUC approved the electric service application in September 2025; the application was originally submitted on July 29, 2024. The San Francisco Planning Department (SF Planning) issued a statutory exemption determination and approval letter in July 2025. The San Francisco Bay Conservation and Development Commission (BCDC") approved the project and issued an amendment to the applicable BCDC permit in February 2026. Staff is currently finalizing construction drawings and anticipates submitting the project to San Francisco Department of Building Inspection (DBI) for building permit review later this summer, with construction expected to begin later this year.

The MOU also addresses public outreach, contracting, construction staging, and service continuity during construction. It requires the parties to work cooperatively to secure remaining permits and to coordinate construction in a manner that minimizes disruption to existing ferry service.

FISCAL IMPACT

Approval of the MOU does not itself authorize a new standalone expenditure by TIDA beyond the commitments described in the agreement. The MOU establishes that TIMMA will contribute \$1.0 million from the developer transit capital contribution subsidy funds and that SF Bay Ferry will be responsible for project costs above that amount, subject to the availability of appropriated or allocated funds. TIDA's fiscal exposure is primarily limited to its property-owner role, coordination responsibilities, and any future lease or access agreements necessary to implement the project.

Staff notes that the MOU includes an appropriations / allocation contingency, which allows a party to terminate the agreement if sufficient funds are not appropriated or allocated. As a result, the project remains contingent on final funding confirmation and execution of subsequent implementing agreements.

RECOMMENDATION

Staff recommends adopting the resolution to approve the MOU between SF Bay Ferry, TIMMA, and TIDA for design, permitting, funding, and construction of electric ferry charging infrastructure at the Treasure Island Ferry Terminal, and authorize the Treasure Island Director, or designee, to execute the MOU and any non-material amendments consistent with the resolution.

NEXT STEPS

Following Board approval, staff will finalize execution of the MOU, continue coordination with SF Bay Ferry, TIMMA, SFPUC, BCDC, and SFDBI, complete construction drawings, and advance the building permit application in anticipation of a late 2026 construction start. Staff will also prepare any additional lease, license, access, or utility agreements needed to support construction and long-term operation of the project.

ATTACHMENTS

1. Draft Memorandum of Understanding among TIDA, TIMMA and WETA

EXHIBIT A: DRAFT MEMORANDUM OF UNDERSTANDING AMONG TIDA, TIMMA AND WETA

MEMORANDUM OF UNDERSTANDING

This **MEMORANDUM OF UNDERSTANDING (“MOU”)** dated as of _____, 2026 is made among the **SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY (“WETA” or “SF Bay Ferry”)**, **TREASURE ISLAND MOBILITY MANAGEMENT AGENCY (“TIMMA”)**, and the **TREASURE ISLAND DEVELOPMENT AUTHORITY (“TIDA”)**, collectively referred to as **“Parties.”** The purpose of this MOU is to define the roles and responsibilities for the design and construction of the Treasure Island Ferry Terminal Electrification Project (**“Project”**).

RECITALS

- A. WETA is a regional public transit agency tasked with operating and expanding ferry service on San Francisco Bay and with coordinating the water transit response to regional emergencies. Pursuant to California Government Code Section 66540.7(a), WETA has "the responsibility within the area of its jurisdiction to study, plan, and implement any improvements, expansion, or enhancements of existing or future public transportation ferries and related facilities and services." WETA services are operated under the customer-facing brand of San Francisco Bay Ferry.
- B. TIDA owns the Treasure Island Ferry Terminal (the **“Ferry Terminal”**) and the surrounding real property that is the subject of this MOU.
- C. TIMMA manages the transportation program for the Treasure Island redevelopment project.
- D. SF Bay Ferry has committed to pursuing the operation of zero-emission ferries through its Rapid Electric Emission-Free Ferry (REEF) Program, its 2050 Service Vision and Expansion Policy, the Metropolitan Transportation Commission (MTC) Plan Bay Area 2050+, and through compliance with California Air Resource Board (CARB) regulations concerning commercial harbor crafts.
- E. Construction of the existing Ferry Terminal was completed in 2021 but did not include the charging infrastructure required to operate zero emission battery electric ferry vessels from the Ferry Terminal as subsequently required by CARB.
- F. The Project includes installation of electrical charging infrastructure at the Ferry Terminal and adjacent lands to allow for the charging of battery powered electric ferries berthed at the Ferry Terminal.
- G. This MOU addresses the roles and responsibilities of the Parties in the design and construction of the Project, as well as coordination with the San Francisco Public Utility Commission (**“SFPUC”**), the San Francisco Department of Building Inspection (**“SFDBI”**), and the San Francisco Bay Conservation and Development Commission (**“BCDC”**).
- H. The Parties desire to complete the Project prior to the delivery of the first 150 passenger battery electric vessel in FY 2027.

- I. The Parties anticipate entering into subsequent agreements between all or among some of the Parties, both prior to initiating construction and prior to completion of the Project, including but not limited to relevant lease, license, and funding agreements.

AGREEMENT

The Parties hereby agree as follows:

General

1. The term of this MOU shall extend until completion of the Project by SF Bay Ferry, unless otherwise mutually agreed upon by the Parties.
2. The Project is comprised of Front of Meter and Back of Meter project components generally located as indicated in Exhibit A to this MOU.
3. The “**Front of Meter**” project components, as indicated in Exhibit A, include: (3A) Transformer, (3B) Meter, and (3C) Below Grade Infrastructure. These components are described in more detail below.
 - a. **Transformer:** The transformer will be located within an existing landscaped area south of the Ferry Terminal adjacent to the future passenger shelter and waiting area. The transformer will measure approximately 76.1” W x 66.4” D x 59” H. To mitigate any potential visual impacts, the transformer will be screened by a new structure or seating elements around the east side of the transformer. TIDA shall approve the design, color and dimension of the screen or the seating elements.
 - b. **Meter:** The meter will be within the switchgear (4A) to be located within an existing landscaped area south of the Ferry Terminal within the footprint of the future passenger shelter.
 - c. **Below Grade Infrastructure:** Trenching, new conduit, and feeders will be installed between: (1) the transformer and the existing below grade electrical vault at the northwest corner of the intersection of Treasure Island Road and Trade Winds Avenue; and (2) the transformer and switchgear.
4. The “**Back of Meter**” project components, as indicated on Exhibit A, include (4A) Switchgear, (4B) Below Grade Infrastructure, (4C) Pier Transition Vault, (4D) Feeders and Conduit, and (4E) Charging System. These components are described in more detail below.
 - a. **Switchgear:** The switchgear will be located within an existing landscaped area south of the Ferry Terminal within the footprint of the future passenger shelter. The switchgear will be designed and installed in a manner compatible with the design and layout of the future passenger waiting area. The switchgear will measure approximately 220” L x 49” D x 93” H. SFPUC and TIDA will approve the design of the switchgear.
 - b. **Below Grade Infrastructure:** Trenching, new conduit, and feeders will be installed between the switchgear and Pier Transition Vault at the entrance to the Ferry Terminal pier.

- c. **Pier Transition Vault:** A transition vault is located on the shore adjacent to the south side Ferry Terminal pier. This vault will be utilized to transition the below grade conduit and feeders to waterside conduit and feeders.
- d. **Feeders and Conduit:** New conduit and feeders will be installed on the south side of the existing fixed pier. The feeders will connect to the charging system components. Additional structural support will be installed to carry the feeders and conduit along the side of the Ferry Terminal concrete pier.
- e. **Charging System:** The existing passenger float will remain in place, and the charging system will be installed on the float using a float mounted charging system. The charging system includes power distribution, power converters, charging dispensers with charging cabling and plugs, and an active cooling system. The charging system will not include batteries. Assisted docking equipment will also be installed on the float.

Project Implementation

- 5. **Design:** SF Bay Ferry will design the Project and provide design support services during construction. Other than TIDA's design approval as set forth in Sections 3 and 4, SF Bay Ferry will determine the design of the Project. SF Bay Ferry will coordinate and consult with the SFPUC in the design of the Project to ensure that SFPUC will (i) be able to provide sufficient power once the Project is operational, and (ii) accept ownership of the Front of Meter improvements. SF Bay Ferry anticipates that SFPUC will need to provide approximately 1.3MW of electrical power to the Project to support charging and operation of SF Bay Ferry zero emission battery electric ferry vessels while docking at the Ferry Terminal.
- 6. **Environmental Review:** The Parties will cooperate in identifying a lead agency under CEQA, which will have responsibility for ensuring the Project complies with CEQA. The Parties will further cooperate in facilitating environmental review, if any, that may be required under NEPA.
- 7. **Permitting:** The Parties will work cooperatively to secure permits and undertake design review processes required by BCDC, San Francisco Bay Regional Water Quality Control Board, United States Army Corps of Engineers and other entities that oversee waterfront projects. TIDA will facilitate obtaining SFDBI permits and approvals, including building permits and right-to-enter permits, as applicable and necessary for the Project. Building permit fees are included as a project expense in Exhibit B.
- 8. **Public Outreach:** The Parties will coordinate public outreach, and stakeholder notification and consultation processes as needed to avoid unnecessary duplication of efforts or confusion between and among these groups and the specific responsibilities the Parties are undertaking. Each Party will inform the other regarding its public outreach scope and schedule.
- 9. **Project Funding:** The Parties are responsible for Project funding as set forth in the attached Exhibit B. SF Bay Ferry funds supporting the Project include grant funding from the Transit and Intercity Rail Capital Program (TIRCP), MTC State of Good Repair (SGR) Program, and

Regional Measure 3 (RM3). Other SF Bay Ferry funds may be substituted for these sources as necessary to complete the project. TIMMA is committing \$1.0 million to support the Project which includes funds from their developer's Transit Capital Contribution Subsidy, as transferred from TIDA to TIMMA pursuant to a separate agreement between these agencies. The estimated Project costs and funding are listed in Exhibit B. SF Bay Ferry is responsible for all costs above TIMMA's contribution of \$1.0 million. The Project will not be funded with General Obligation or Revenue bonds.

10. **Contracting:** SF Bay Ferry will be responsible for advertising, procuring, awarding, and administering contracts for design, construction management, and construction of the Project, in consultation with the other Parties. The Parties must concur that adequate funding has been secured prior to the award of any contracts. Any such contracts will include all applicable City of San Francisco provisions relating to construction on City lands.
11. **Construction:** SF Bay Ferry will oversee the day-to-day management of Project construction, in consultation with the other Parties. SF Bay Ferry will work with TIDA to identify and make available staging facilities for Project construction and will assist coordinating with other construction projects near the Ferry Terminal to minimize disruptions. TIDA will issue to SF Bay Ferry necessary right-to-enter permits or other form of access agreement(s) granting SF Bay Ferry and its contractors' access rights necessary for the purposes of Project construction, as reasonably determined by TIDA.
12. **Existing Ferry Service:** SF Bay Ferry will construct the Project in a manner that avoids or minimizes potential disruption to existing ferry services that currently operate at the Treasure Island Ferry Terminal. Should a temporary closure or modification of existing ferry service be required, SF Bay Ferry will notify the ferry service operator and the Parties at least five business days prior to the planned closure or service disruption.
13. **Appropriations and Allocations:** The Parties acknowledge that each Party's budget is subject to an appropriations or funding allocation process, and therefore their ability to cover their allocated costs is subject to the appropriations or allocation of funds. This MOU may be terminated by any Party if sufficient funds for the Project are not appropriated or allocated.

Property Rights

14. **Front of Meter:** Because the Front of Meter Project components are an extension of SFPUC's distribution line, SFPUC will own, operate, and maintain all Front of Meter Project components upon completion of construction of the Project. TIDA will coordinate with SFPUC regarding use of TIDA's real property for the Front of Meter Project components. The Parties intend that ownership of Front of Meter Project components will be transferred by SF Bay Ferry to SFPUC upon completion of construction of the Project and before the start of service operations.

TIDA submitted an Electric Service Application for the Project to SFPUC on July 29, 2024. Consistent with that application, upon completion of construction of the Project and before the start of service operations, SF Bay Ferry will transfer ownership of Front of Meter Project components to SFPUC, in accordance with the applicable provisions of the SFPUC

Rules and Regulations Governing Electric Service, effective February 12, 2024, and the Distribution and Service Line Extension Agreement dated May 11, 2026, as received by TIDA, as each may be amended or supplemented from time to time. SF Bay Ferry and SFPUC may enter into any additional agreements or execute any other documents reasonably necessary to memorialize or effectuate the transfer of ownership and acceptance of such Front of Meter Project components. TIDA will cooperate with SF Bay Ferry in entering into such agreements as necessary to effect the conveyance of Front of Meter Project components.

15. **Back of Meter:** SF Bay Ferry will own, operate, and maintain all Back of Meter Project components upon completion of construction of the Project. SF Bay Ferry will enter into a long-term lease agreement with TIDA prior to completion of construction of the Project for use of TIDA property to operate and maintain all Back of Meter Project components as shown in Exhibit A.

The Parties have entered into this Memorandum of Understanding as of the last date set forth below.

Treasure Island Mobility Management Agency

San Francisco Bay Area Water Emergency Transportation Authority

By: _____

Tilly Chang, Executive Director

Dated: _____

By: _____

Seamus Murphy, Executive Director

Dated: _____

Recommended for Approval:

Recommended for Approval:

By: _____

Cynthia Fong, Deputy Director for Finance and Administration

By: _____

Timothy Hanners, Interim Chief Capital Program Officer

Approved as to Form:

Approved as to Form:

By: _____

Fennemore LLP, Legal Counsel to TIMMA

By: _____

Steven Miller, Legal Counsel to Authority

Treasure Island Development Authority

By: _____

Jamie Querubin, Acting Treasure Island Director

Dated: _____

Approved as to Form:

David Chiu, City Attorney

By: _____

Grace Park, Deputy City Attorney

Exhibit B – Treasure Island Charing Infrastructure Project Funding

TREASURE ISLAND FERRY TERMINAL ELECTRIFICATION PROJECT

	TIMMA	SF Bay Ferry	TIDA	TOTAL
SOURCES	\$ 1,000,000	\$ 5,797,781	\$ -	\$ 6,797,781
EXPENSES	\$ 1,000,000	\$ 5,797,781	\$ -	\$ 6,797,781
<u>Soft Costs</u>	\$ -	\$ 573,930	\$ -	\$ 573,930
Design and Permitting	\$ -	\$ 573,930	\$ -	\$ 573,930
<u>Construction</u>	\$ 1,000,000	\$ 5,223,851	\$ -	\$ 6,223,851
Long Lead Time Equipment Purchase	\$ -	\$ 1,525,000	\$ -	\$ 1,525,000
Shoreside Installation	\$ 1,000,000	\$ 849,000	\$ -	\$ 1,849,000
Float Modifications and Installations	\$ -	\$ 2,075,000	\$ -	\$ 2,075,000
Construction Management	\$ -	\$ 175,000	\$ -	\$ 175,000
Support Costs	\$ -	\$ 190,000	\$ -	\$ 190,000
Contingency	\$ -	\$ 409,851	\$ -	\$ 409,851

1 [Memorandum of Understanding between the San Francisco Bay Area Water Emergency
2 Transportation Authority, Treasure Island Mobility Management Agency, and the
3 Treasure Island Development Authority]
4

5 **Resolution approving a Memorandum of Understanding between the San**
6 **Francisco Bay Area Water Emergency Transportation Authority, Treasure Island**
7 **Mobility Management Agency, and Treasure Island Development Authority for**
8 **design, permitting, funding and construction of electrical charging infrastructure**
9 **for a battery powered electric ferry to serve the Treasure Island Ferry Terminal**
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11 WHEREAS, Former Naval Station Treasure Island (the "Base" or "Treasure
12 Island") is a former military base located in the City and County of San Francisco (the
13 "City") consisting of approximately 550 acres on Treasure Island and Yerba Buena Island;
14 and

15 WHEREAS, The Base was selected for closure and disposition by the Base
16 Realignment and Closure Commission in 1993, acting under Public Law 101-510, and its
17 subsequent amendments, and the Base ceased operations in 1997; and

18 WHEREAS, Under the Treasure Island Conversion Act of 1997 (AB 699), which
19 amended Section 33492.5 of the California Health and Safety Code and added Section
20 2.1 to Chapter 1333 of the Statutes of 1968, the State Legislature (i) granted to the Board
21 of Supervisors the authority to designate the Treasure Island Development Authority
22 ("TIDA" or the "Authority") as a redevelopment agency under California Community
23 Redevelopment Law with authority over the Base; and (ii) with respect to those portions
24 of the Base that are subject to the public trust for commerce, navigation and fisheries (the
25

1 "Public Trust"), vested in TIDA the authority to administer the Public Trust as to such
2 property; and

3 WHEREAS, In 2003, Treasure Island Community Development, LLC (the "Master
4 Developer" or "TICD") was selected as master developer for the Base following a
5 competitive process; and

6 WHEREAS, On April 21, 2011, the TIDA Board of Directors unanimously made
7 certain environmental findings under the California Environmental Quality Act ("CEQA")
8 and approved a package of legislation in furtherance of the development project (the
9 "Project"), including a disposition and development agreement (the "DDA") with TICD;
10 and

11 WHEREAS, On June 7, 2011, the Board of Supervisors unanimously confirmed
12 certification of the final environmental impact report and made certain environmental
13 findings under CEQA (collectively, the "FEIR") by Resolution No. 246-11 and approved a
14 package of legislation in furtherance of the Project; and

15 WHEREAS, the Treasure Island Mobility Management Agency ("TIMMA")
16 manages the transportation program for the Project and is charged with implementing the
17 Treasure Island Transportation Implementation Plan ("TITIP"); and

18 WHEREAS, the San Francisco Bay Area Water Emergency Transportation
19 Authority ("WETA" or "SF Bay Ferry") is a regional public transit agency tasked with
20 operating and expanding ferry service on the San Francisco Bay and with coordinating
21 the water transit response to regional emergencies. Pursuant to California Government
22 Code Section 66540.7(a), WETA has "the responsibility within the area of its jurisdiction
23 to study, plan, and implement any improvements, expansion, or enhancements of existing
24 or future public transportation ferries and related facilities and services."; and

25

1 WHEREAS, The TITIP anticipates WETA service between Treasure Island and
2 downtown San Francisco; and

3
4 WHEREAS, TIDA owns the Treasure Island Ferry Terminal (the “Ferry Terminal”)
5 and the surrounding real property; and

6 WHEREAS, WETA has committed to pursuing the operation of zero-emission
7 ferries through its Rapid Electric Emission-Free Ferry (“REEF”) Program, its 2050 Service
8 Vision and Expansion Policy, the Metropolitan Transportation Commission (“MTC”) Plan
9 Bay Area 2050+, and through compliance with California Air Resource Board (“CARB”)
10 regulations concerning commercial harbor crafts; and

11 WHEREAS, Construction of the existing Ferry Terminal was completed in 2021
12 but did not include the electrical infrastructure required to operate and charge zero
13 emission battery electric ferry vessels from the Ferry Terminal as subsequently required
14 by CARB; and

15 WHEREAS, WETA has contracted with a vendor that has started construction of
16 a 150-passenger electric ferry vessel that is anticipated to be completed in 2027; and

17 WHEREAS, the Authority, TIMMA and WETA have been coordinating since 2024
18 to secure the necessary permit approvals for the electrical charging infrastructure at the
19 Ferry Terminal and adjacent lands to allow for the charging of battery powered electric
20 ferries berthed at the Ferry Terminal (“Ferry Electrification Project”) and desire to
21 complete it prior to or shortly after the delivery of the first 150-passenger electric ferry
22 vessel; and

23 WHEREAS, the Authority, TIMMA and WETA desire to enter into a Memorandum
24 of Understanding (“MOU”) to define the roles and responsibilities for the design,
25

FILE NO.

RESOLUTION NO.

1 permitting, construction and funding of the Ferry Electrification Project; now, therefore be
2 it

3 RESOLVED, That the Authority hereby authorizes the Treasure Island Director or
4 her designee to execute the MOU in substantially the form attached hereto as Exhibit A
5 with the WETA and TIMMA that outlines roles and responsibilities for design, permitting,
6 construction and funding of the Ferry Electrification Project; and, be it

7 FURTHER RESOLVED, That the Board of Directors hereby authorizes the
8 Treasure Island Director or her designee to execute and perform the Authority's
9 obligations under the MOU and enter into any additions, amendments or other
10 modifications to the MOU that Treasure Island Director determines in consultation with
11 the City Attorney are in the best interests of the Authority, that do not materially increase
12 the obligations or liabilities of the Authority, that do not materially reduce the rights of the
13 Authority, and are necessary or advisable to complete the preparation and approval of
14 the Agreement, such determination to be conclusively evidenced by the execution and
15 delivery by the Treasure Island Director or her designee of the documents and any
16 amendments thereto.

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CERTIFICATE OF SECRETARY

I hereby certify that I am the duly elected Secretary of the Treasure Island Development Authority, a California nonprofit public benefit corporation, and that the above Resolution was duly adopted and approved by the Board of Directors of the Authority at a properly noticed meeting on June 10, 2026.

Mark Dunlop, Secretary