



**SFMTA**

# **Mission Bay Transportation Improvement Fund FY 2023-24 Actuals and FY 2025-26 & FY 2026-27 Budgets**

**Prepared by:**  
**San Francisco Municipal Transportation Agency**  
**San Francisco Police Department**  
**San Francisco Public Works**

**Mission Bay Transportation Improvement Fund (MBTIF) Advisory Committee (AC)**  
**September 26, 2024**

# Mission Bay Transportation Improvement Fund Meeting Objectives

## Objectives

- Present FY 2023-24 Actuals and Service Levels
- Present FY 2025-26 & FY 2026-27 Proposed Budgets (Two-Year Budget)

## Agenda

- *Actuals and proposed budgets by department*
  - SFMTA
  - SFDPW
  - SFPD
- *Question and Answers*

# Budget process and timeline

## **Sept 2024 AC Meeting**

- Departments present FY 2023-24 Annual Budget Report
- Review FY 2024-25 expenditure/revenue projection
- FY 2025-26 and FY 2026-27 initial budget plan per department
- Discuss Letter to Mayor's Budget Office

## **October 2024 AC Meeting**

- FY 2024-25 and FY 2025-26 final budget plan per department
- AC Draft Letter to Mayor's Budget Office

## **November 2024 AC Meeting**

- AC Finalizes Letter to Mayor's Budget Office

## **February 2025**

- Departments submit budgets

## **May 2025**

- Mayor releases proposed budget plan

## **June 2025**

- BOS Budget hearings

## **August 2025**

- Mayor signs budget

# Key Budget Points from the 2015 BLA Report

- Only General Fund tax revenues directly generated by the Warriors Project should be included in the Controller's estimates of Project revenues to the City
- The General Fund contribution to the Mission Bay Transportation Improvement Fund is capped at 90 percent of General Fund tax revenues (\$14.6 million) generated by the Warriors Project (\$16.2 million)
  - Projected revenues are updated by the Controller every five years (next update in 2025)
- The Mayor and the Board of Supervisors shall include in the City's annual budget sufficient General Fund revenues for deposit into the Fund to meet City departments' budgeted expenditures to provide services
- SFMTA services are predicated on the understanding that there will be no adverse financial impact to the Agency

# SFMTA

## FY 2023-24 Recap

# Mission Bay Transportation Improvement Fund

## SFMTA FY2023-24 12-Month Actual Operating Costs by Event Level

*in thousands*

Event Attendance Level	Actual Number of Events	Transit Operations Costs*	Traffic Control & Enforcement Costs**	Total Costs	Average Costs Per Event
Level 1: Small (<5k)	4	\$0.0	\$10.3	\$10.3	\$2.6
Level 2: Medium (5k-10k)	17	\$215.6	\$393.9	\$609.5	\$35.9
Level 3: Large (>10k)	82	\$2,261.6	\$2,179.8	\$4,441.4	\$54.2
<b>Total</b>	<b>103</b>	<b>\$2,477.2</b>	<b>\$2,584.0</b>	<b>\$5,061.1</b>	<b>\$49.1</b>

\*Transit Operations: Additional Bus and Muni Metro Light Rail Vehicle Deployments, Transit Ambassadors, Transit Supervisors, Shop and Track Maintenance Workers, Transit Planners

\*\*Traffic Control & Enforcement: Parking Control Officers

# Mission Bay Transportation Improvement Fund

## FY24 SFMTA Transit: Planned vs Actual Deployment, Average Per Event

	Planned	Actual*
L1: <5k	<ul style="list-style-type: none"> <li>No additional Muni Metro/LRV or Bus deployment</li> </ul>	<ul style="list-style-type: none"> <li>No additional Muni Metro/LRV or Bus deployment</li> </ul>
L2: 5k to 10k	<ul style="list-style-type: none"> <li>3 additional two-car Muni Metro/LRV deployment</li> <li>3 additional 60-ft coaches on the 78X</li> <li>3 additional 40-ft coaches on the 79X</li> </ul>	<ul style="list-style-type: none"> <li>3 additional two-car Muni Metro/LRV deployment</li> <li>4 additional 60-ft coaches on the 78X</li> <li>No additional 40-ft coaches on the 79X</li> </ul>
L3: >10k	<ul style="list-style-type: none"> <li>6 additional two-car Muni Metro/LRV deployment</li> <li>6 additional 60-ft coaches on the 78X</li> <li>6 additional 40-ft coaches on the 79X</li> </ul>	<ul style="list-style-type: none"> <li>5 additional two-car Muni Metro/LRV deployment</li> <li>6 additional 60-ft coaches on the 78X</li> <li>No additional 40-ft coaches on the 79X</li> </ul>

- Transit service required deployment is lower than projected
- Central Subway service has also reduced Muni Metro augmentation

### \*Event Size and Service Deployments

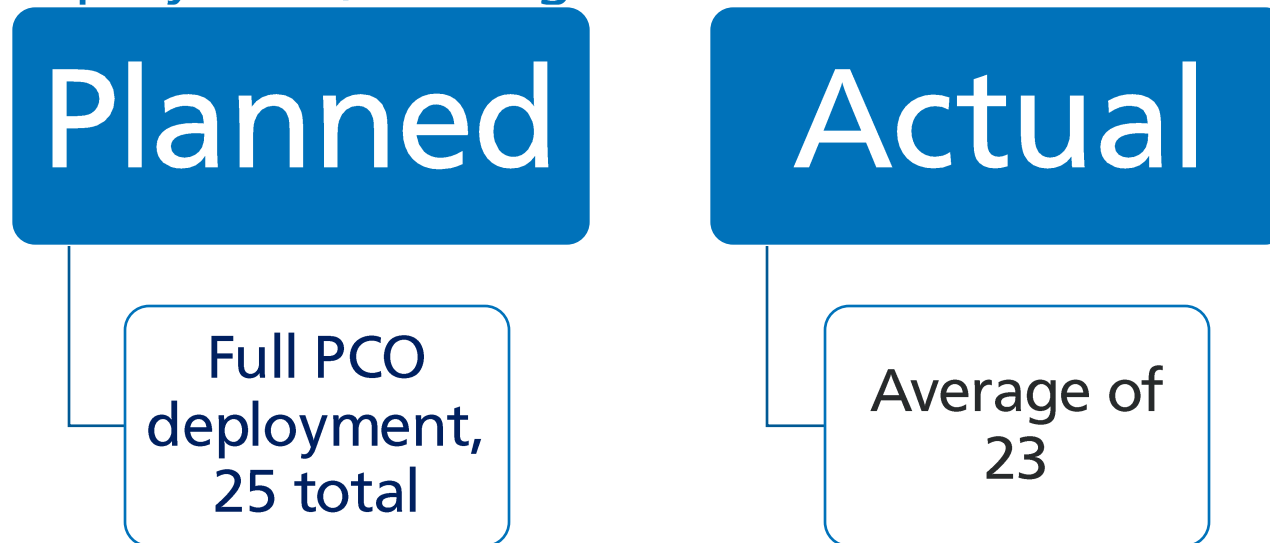
Services are always being augmented at Large events (>10k attendees)

Services are selectively augmented at Medium events (5k to 10k) in coordination with GSW

No augmentation at Small events (<5k)

# Mission Bay Transportation Improvement Fund

## FY24 SFMTA Traffic Control and Enforcement: Planned vs Actual Deployment, Average Per Event



- Average difference of 5 in Parking Control Officer (PCO) deployment between Medium (19) and Large events (24).
- Deployment size may range from low-teens to thirty depending on event.

### A Note on Event Size and Service Deployments

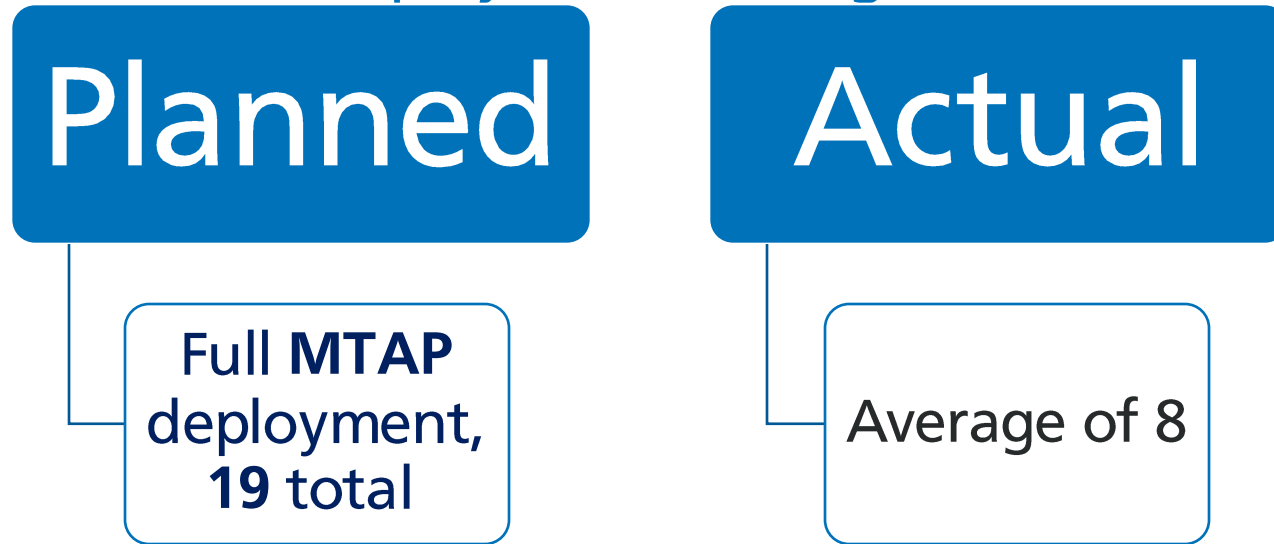
Services are always being augmented at Large events (>10k attendees)  
Services are selectively augmented at Medium events (5k to 10k) in coordination with GSW  
No augmentation at Small events (<5k)



## Mission Bay Transportation Improvement Fund

### FY24 SFMTA Muni Transit Assistance Program (MTAP):

#### Planned vs Actual Deployment, Average Per Event



- MTAP's main function is to provide all passengers and students safe passage from schools, transfer points and high volume stops throughout—Chase events are outside the scope of primary duties.
- Staff capacity is limited for Chase deployments.
- MTAP is mostly deployed for Warriors games and a few other medium and large events.

# Mission Bay Transportation Improvement Fund

## SFMTA FY 2024-25 Budgeted Operating Expenditures v. Updated Projected Actual Operating Expenditures

**Budget**  
**\$6.3m**

- \$53k assumed per event cost

**Projection**  
**\$5.9m**

- \$50k actual per event cost

- FY2024-25 Budget and Projection assumes 120 events
- Updated FY25 Projection based on actual service levels and costs per event for FY24 with labor increase of 2.26%.
- Per event variance driven by a combination of factors
  - Transit service required deployment is smaller than initially projected
  - Lower PCO and MTAP deployment than planned.

# SFMTA

## FY 2025-26 Proposed Budget

# Mission Bay Transportation Improvement Fund SFMTA FY 2025-26 Proposed Budget

	FY 2025-26 Proposed
<b>Sources</b>	
MBTIF MTA Allocation	2,381
SFMTA Share of Parking Tax Attributable to Chase	2,387
Special Event Parking Meter Fees	1,361
Transit Fares (GSW Agreement)	1,248
<b>Subtotal Sources</b>	<b>7,377</b>
<b>Uses</b>	
Operating Expenditures	(7,193)
Debt Service	(1,947)
<b>Subtotal Use</b>	<b>(9,140)</b>
<b>Subtotal Remaining Balance (Sources Minus Uses)</b>	<b>(1,763)</b>
Capital Expenditure Payback	0
<b>Remaining Balance</b>	<b>(1,763)</b>
Event Count	140

- Assumes 140 events in FY26.
- Assumes labor increases of 2.75% in FY26.
- MBTIF budget reduced by the Mayor's Office by \$2.6M for FY26 compared to the originally proposed budget in 2023.

# SFDPW

# Mission Bay Transportation Improvement Fund

## DPW Budget v. Actuals

	FY 2023-24 Actuals	FY 2024-25 Proposed	FY 2025-26 Proposed	FY 2026-27 Proposed
<b>Public Works Proposed Operating Budget</b>				
<b>PRELIMINARY OPERATING USES BY EVENT TYPE</b>				
<b>Street &amp; Sidewalk Cleaning Operating Costs by Event Type</b>				
<b>Annual Operating Costs:</b>				
Annual Operating Costs: Playoff Basketball Games	-	-	-	-
Annual Operating Costs: Basketball Games & 10K+ attendee events	122,165	423,327	443,900	443,900
Annual Operating Costs: 5K-10K attendee events	22,822	102,343	180,487	180,487
Annual Operating Costs: <5K attendee events	16,110	27,912	29,268	29,268
<b>OCII/MB Parks Can Servicing Costs*</b>				
Basketball Games & 5K+ attendee events	144,987	216,887	257,645	257,645
<5K attendee events	16,110	11,516	12,077	12,077
<b>Total Operating Costs</b>	<b>322,194</b>	<b>781,985</b>	<b>923,378</b>	<b>923,378</b>
<b>PRELIMINARY SOURCES</b>				
<b>MBTIF Projected Need</b>	<b>322,194</b>	<b>781,985</b>	<b>923,378</b>	<b>923,378</b>
Proposed Budget**	1,081,000	-	-	391,263
Prior Year Balance (Estimated)	1,478,670	2,237,477	1,455,492	532,114
<b>USES</b>				
<i>Actual Expenditures/Projected Expenditures</i>	322,194	781,985	923,378	923,378
<b>SOURCES LESS USES</b>	<b>2,237,477</b>	<b>1,455,492</b>	<b>532,114</b>	<b>(0)</b>
<b>MBTIF Total Request</b>	<b>\$ 1,081,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 391,263</b>

Note on proposed budget:

\*\* DPW will be using fund balance to cover the projected need for FY25 and FY26, and a portion of FY27.

Assumptions:

- (1) 120 events in FY 2024, 125 events in FY 2025, 140 events FY 2026, 140 events FY 2027, and no playoff games
- (2) 50% of hours at OT rates
- (3) Assumes crew of (6) 7514s, (2) 7355s, and (1) 7215 for event street & sidewalk cleaning.

- \* Estimate for (4) additional 7514s for OCII/MB can cleaning
- (4) Prior Year Balance is based on FY24 expenditures
- (5) FY27 proposed budget uses FY26 event costing estimates.

# Mission Bay Transportation Improvement Fund

## SFDPW Planned Deployment in FY 2025 – 2027

### Planned\*

<p>Level 1: &lt;5k (12 Events)</p>	<ul style="list-style-type: none"> <li>• 2 Hours of Post-Event Cleanup (to begin 1 hour after event end time)</li> <li>• Field crew of 6 general laborers, 2 truck drivers, and 1 working supervisor.</li> </ul>	<p>\$41K</p>
<p>Level 2: &gt;=5k to &lt;10k (32 Events)</p>	<ul style="list-style-type: none"> <li>• 4 Hours of Post-Event Cleanup (to begin 1 hour after event end time)</li> <li>• Field crew of 6 general laborers, 2 truck drivers, and 1 working supervisor</li> </ul>	<p>\$218K</p>
<p>Level 3: &gt;10k (91 Events)</p>	<ul style="list-style-type: none"> <li>• 4 Hours of Post-Event Cleanup (to begin 1 hour after event end time)</li> <li>• Field crew of 6 general laborers, 2 truck drivers, and 1 working supervisor</li> </ul>	<p>\$617K</p>

*\*Staffing levels and service subject to exception depending on event requirements.*

SFPD



# Mission Bay Transportation Improvement Fund

## Prior Fiscal Actuals for FY22, FY23 and FY24

as of 9/20/2024

	FY 2021-22 Actuals	FY 2022-23 Actuals	FY 2023-24 Actuals	FY 2024-25 Adopted Budget & YTD Actuals	FY 2025-26 Proposed Budget and Projected
<b>Sources</b>					
MBTIF SFPD Allocation	\$1,214,485	\$2,958,000	\$3,051,000	\$0	\$1,452,275
Prior Year Remaining Balance	\$578,270	\$931,429	\$1,789,485	\$2,896,364	\$850,000
<b>Uses</b>					
Operating Expenditures	-\$861,326	-\$2,099,944	-\$1,944,121	-\$170,255	-\$2,100,000
<b>Remaining Balance</b>	<b>\$931,429</b>	<b>\$1,789,485</b>	<b>\$2,896,364</b>	<b>\$2,726,109</b>	<b>\$202,275</b>

Event Count	123	167	137
Average per Event Cost	\$23,548	\$17,343	\$21,141

# Mission Bay Transportation Improvement Fund

## Planned Service in FY 2024-25 and FY2025-26

### Level 1: <5k

- Foot/Bike Officer-4
- Supervising Sergeant-1
- Motorcycle Traffic Enforcement Officer-2
- Motorcycle Traffic Enforcement Supervising Sergeant-1
- Honda Unit Officer-2
- Honda Unit Supervising Sergeant-1

### Level 2: >=5k to <10k

- Foot/Bike Officer-8
- Supervising Sergeant-2
- Motorcycle Traffic Enforcement Officer-2
- Motorcycle Traffic Enforcement Supervising Sergeant-1
- Honda Unit Officer-2
- Honda Unit Supervising Sergeant-1

### Level 3: >10k

- Foot/Bike Officer-10
- Supervising Sergeant-2
- Motorcycle Traffic Enforcement/Honda Unit-6
- Supervising Motorcycle Traffic Enforcement/Honda Unit-2
- Marine Unit Officer-2
- Marine Unit Supervisor-1

*Staffing levels subject to exception depending on event requirements*

## Mission Bay Transportation Improvement Fund

### Expenditures by Function – Per Event “Average” Deployment

Description	Rank	#	Hours	OT Cost/Hour	Total Estimate
Motorcycle Traffic Enforcement & Honda Unit Officers	Police Officer	6	8	\$144.16	\$6,920
Motorcycle Traffic Enforcement & Honda Unit	Sergeant	2	8	\$166.75	\$2,668
Marine Unit	Police Officer	2	8	\$127.57	\$2,041
Marine Unit	Sergeant	1	8	\$166.75	\$1,334
Bicycle Patrol	Police Officer	4	8	\$127.57	\$4,082
Foot Beat Patrol (Chase & 16th/Mission)	Police Officer	6	8	\$127.57	\$6,123
Supervising Sergeant - Bike & Footbeat	Sergeant	2	8	\$166.75	\$2,668
		<b>23</b>			<b>\$25,836</b>

# Mission Bay Transportation Improvement Fund

## SFPD FY 2024-25 & 2025-26 Proposed Budgets by Level

**FY 2024-25** *Dollars in Thousands*

Abbreviation	Event Attendance Level	Projected Number of Events	Total Proposed Budget	Avg per Event Cost
L1	< 5k	55	632	11
L2	>= 5k to < 10k	22	414	19
L3	>= 10k	91	2,187	24
<b>Total</b>		<b>168</b>	<b>3,233</b>	<b>19</b>

**FY 2025-26** *Dollars in Thousands*

Abbreviation	Event Level	Projected Number of Events	Total Proposed Budget	Avg per Event Cost
L1	< 5k	60	710	12
L2	>= 5k to < 10k	37	717	19
L3	>= 10k	91	2,252	25
<b>Total</b>		<b>188</b>	<b>3,679</b>	<b>20</b>

Thank You