



SFMTA

Mission Bay Transportation Improvement Fund FY 2022-23 Actuals and FY 2024-25 & FY 2025-26 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)
October 12, 2023

Mission Bay Transportation Improvement Fund Meeting Objectives

Objectives

- Present FY 2022-23 Actuals and Service Levels
- Present FY 2024-25 & FY 2025-26 Proposed Budgets (Two-Year Budget)

Agenda

- *Actuals and proposed budgets by department*
 - SFMTA Transportation
 - SFPD Public Safety
 - SFPW Street Cleanliness
- *Question and Answers*

Budget process and timeline

Sept 2023 AC Meeting

- Departments present FY 2022-23 Annual Budget Report
- Review FY 2023-24 expenditure/revenue projection
- FY 2024-25 and FY 2025-26 initial budget plan per department

October 2023 AC Meeting

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

November 2023 AC Meeting

- AC Finalizes Letter to Mayor's Budget Office

February 2024

- Departments submit budgets

May 2024

- Mayor releases proposed budget plan

June 2024

- BOS Budget hearings

August 2024

- 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

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FY 2022-23 Recap

Mission Bay Transportation Improvement Fund SFMTA FY 2022-23 Budget v. Actuals Overview

Budget
\$6.2m

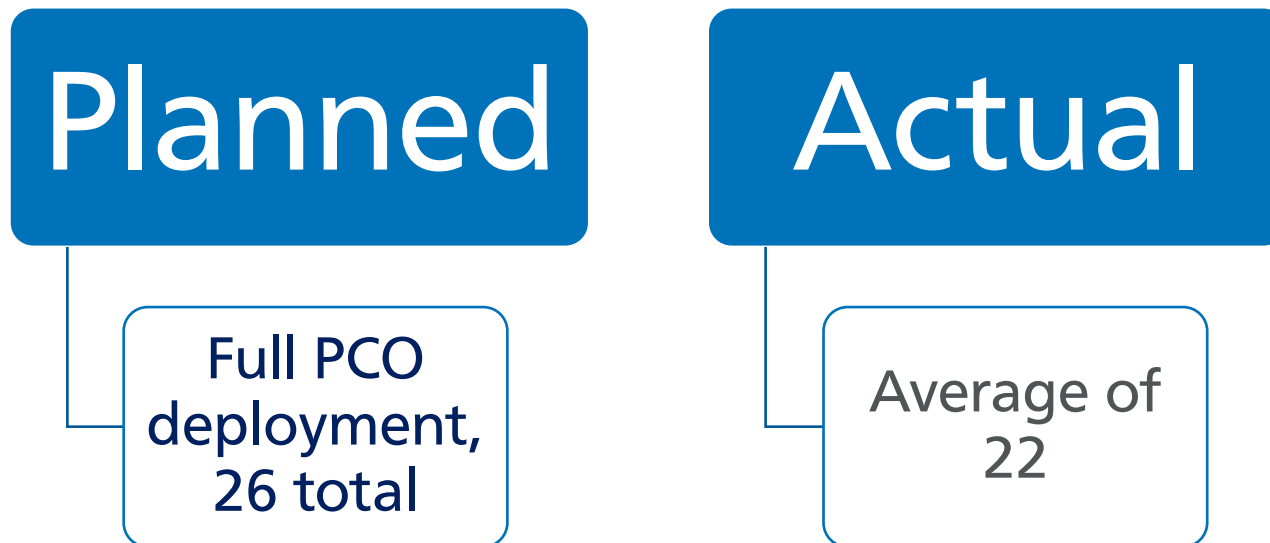
- \$68k assumed per event cost

Actual
\$3.3m

- \$39k actual per event cost

- 84 actual events v. 207 assumed
- Total spending variance driven by assumed # events
- Per event variance driven by a combination of factors
 - Labor mandatory fringe costs lower than projected
 - Biggest driver is that required Transit service levels were lower than planned

Mission Bay Transportation Improvement Fund SFMTA FY 2022-23 Planned v. Actual



- No meaningful difference in Parking Control Officer (PCO) deployment across Medium and Large event sizes due to traffic control requirements
- Deployment size ranges from mid-teens to thirty depending on event

Mission Bay Transportation Improvement Fund

SFMTA FY 2022-23 Transit Planned v. Actual

Planned

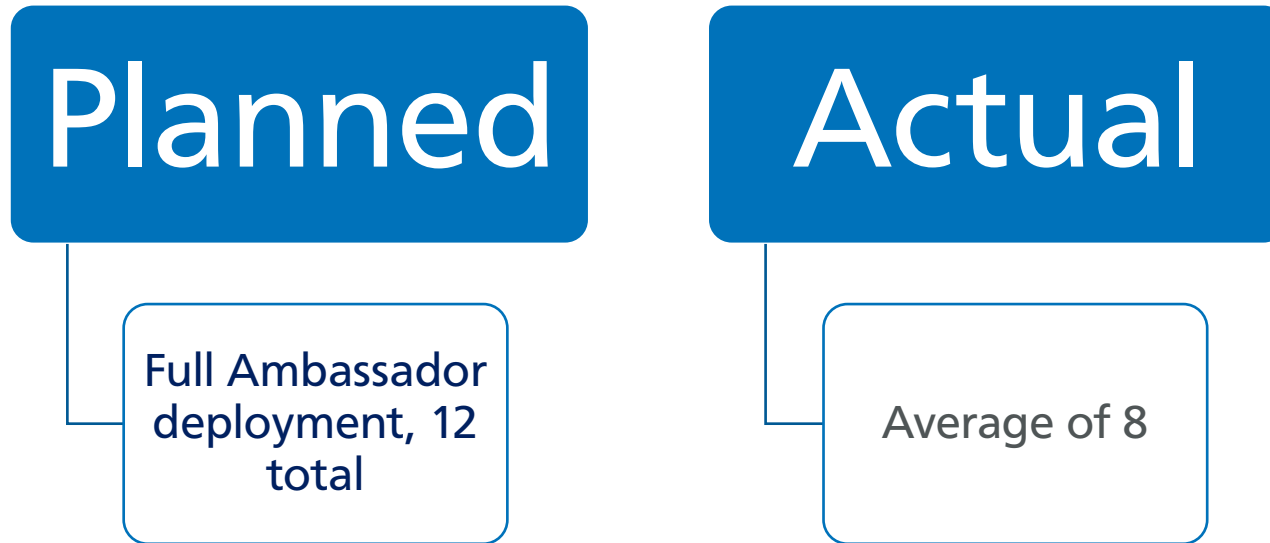
Actual

L1: <5k	<ul style="list-style-type: none">• No additional MuniMetro/LRV or Bus deployment
L2: 5k to 10k	<ul style="list-style-type: none">• 3 additional two-car MuniMetro/LRV deployment• 3 additional 60-ft coaches on the 78X• 3 additional 40-ft coaches on the 79X
L 3: >10k	<ul style="list-style-type: none">• 6 additional two-car MuniMetro/LRV deployment• 6 additional 60-ft coaches on the 78X• 6 additional 40-ft coaches on the 79X

<ul style="list-style-type: none">• No additional MuniMetro/LRV or Bus deployment
<ul style="list-style-type: none">• Average of 3 additional two-car MuniMetro/LRV deployment• Average of 4 additional 60-ft coaches on the 78X• No additional 40-ft coaches on the 79X
<ul style="list-style-type: none">• Average of 4 additional two-car MuniMetro/LRV deployment• Average of 6 additional 60-ft coaches on the 78X• No additional 40-ft coaches on the 79X

- Transit has been right-sized since FY20, and required deployment is smaller than initially projected
- Central subway service has also reduced MuniMetro augmentation

Mission Bay Transportation Improvement Fund SFMTA Muni Transit Assistance Program (MTAP) Planned v. Actual



- MTAP's 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 and all Chase deployments are voluntary
- MTAP is only being deployed to Warriors games but may expand as staffing allows

Mission Bay Transportation Improvement Fund

SFMTA FY 2022-23 Actuals and 2023-24 Projection

Dollars in Thousands

	FY 2022-23 Actuals	FY 2023-24 Projection
Sources		
MBTIF MTA Allocation	4,792	4,968
SFMTA Share of Parking Tax Attributable to Chase	1,327	1,964
Special Event Parking Meter Fees	817	1,167
Transit Fares (GSW Agreement)	620	886
Subtotal Sources	7,556	8,984
Uses		
Operating Expenditures	(3,314)	(6,109)
Debt Service	(1,947)	(1,947)
Subtotal Use	(5,261)	(8,057)
Subtotal Remaining Balance (Sources Minus Uses)	2,295	927
Capital Expenditure Payback	(2,295)	(927)
Remaining Balance	\$ -	\$ -

- FY24 assumes 120 events
- Assumes current mode split which impacts both parking and transit fare revenue

Event Count

84

120

Mission Bay Transportation Improvement Fund

SFMTA FY 2022-23 Capital Investment Payback

	Dollars in Thousands
FY19 Year-end Capital Balance	(71,761)
FY20 MBTIF Capital Investment Payback	2,129
FY20 Year-end Capital Balance	(69,632)
FY21 MBTIF Capital Investment Payback	2,778
FY21 Year-end Capital Balance	(66,854)
FY22 MBTIF Capital Investment Payback	3,470
FY22 Year-end Capital Balance	(63,384)
FY23 MBTIF Capital Investment Payback	2,295
FY23 Year-end Capital Balance	(61,090)

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FY 2024-25 & FY 2025-26 Proposed Budgets

Mission Bay Transportation Improvement Fund

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

Level 1: <5k

- No transit augmentation, baseline service only
- 9 PCOs deployed to close Warrior's Way
- No MTAP/Ambassadors (crowd control)

Level 2: $\geq 5k$ to <10k

- 3 two-car MuniMetro/LRVs
- 3 60-ft 78X buses
- 26 PCOs
- 6 MTAP/Ambassadors

Level 3: >10k

- 5 two-car MuniMetro/LRVs
- 6 60-ft 78X buses
- 26 PCOs
- 12 MTAP/Ambassadors

Staffing levels subject to exception depending on event requirements

MTAP/Ambassador Deployment based on availability and is a voluntary assignment

Mission Bay Transportation Improvement Fund

SFMTA FY 2024-25 & 2025-26 Proposed Budgets

Dollars in Thousands

	FY 2024-25 Proposed	FY 2025-26 Proposed
Sources		
MBTIF MTA Allocation	4,968	4,968
SFMTA Share of Parking Tax Attributable to Chase	2,015	2,069
Special Event Parking Meter Fees	1,167	1,167
Transit Fares (GSW Agreement)	886	886
Subtotal Sources	9,036	9,089
Uses		
Operating Expenditures	(6,335)	(6,504)
Debt Service	(1,947)	(1,947)
Subtotal Use	(8,283)	(8,451)
Subtotal Remaining Balance (Sources Minus Uses)	753	638
Capital Expenditure Payback	(753)	(638)
Remaining Balance	\$ -	\$ -

- Assumes 120 events per Chase projections
- Assumes labor increases of 2.62% in FY25 and 2.66% in FY26 per Controller—eventual increase dependent on pending labor agreements
- Assumes current mode split which impacts parking and transit fare revenue

Event Count

120

120

SFPD

Mission Bay Transportation Improvement Fund FY25 and FY26 Budgets

- Police Budget - based on 120 Events:
 - FY25: \$2,548,222
 - FY26: \$2,624,668

Mission Bay Transportation Improvement Fund

Cost per Game

FY25: Average Per Event Cost:

\$Summary of services/benefits to public
26 Police Sworn Serving 6 Hour Shifts

- Traffic Unit (Motorcycles)
- Honda Unit
- Foot Beat
- Bicycle Beat
- Marine Unit

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	8	6	\$139.96	\$6,718
Motorcycle Traffic Enforcement & Honda Unit	Sergeant	2	6	\$161.89	\$1,943
Marine Unit	Police Officer	2	6	\$123.85	\$1,486
Marine Unit	Sergeant	1	6	\$161.89	\$971
Bicycle Patrol	Police Officer	4	6	\$123.85	\$2,972
Foot Beat Patrol (Chase & 16th/Mission)	Police Officer	7	6	\$123.85	\$5,202
Supervising Sergeant - Bike & Footbeat	Sergeant	2	6	\$161.89	\$1,943
		26			\$21,235

SFDPW

Mission Bay Transportation Improvement Fund

DPW Budget v. Actuals

Public Works Proposed Operating Budget	FY22-23 Actuals	FY23-24 Proposed	FY24-25 Proposed	FY25-26 Proposed
PRELIMINARY OPERATING USES BY EVENT TYPE				
Street & Sidewalk Cleaning Operating Costs by Event Type				
Annual Operating Costs: Playoff Basketball Games (16)	81,516	76,899	80,898	84,786
Annual Operating Costs: Basketball Games & 10K+ attendee events (91)	570,612	437,361	460,106	482,219
Annual Operating Costs: 5K-10K attendee events (17)	346,443	81,705	85,954	90,085
Annual Operating Costs: <5K attendee events (12)	50,948	28,837	30,337	31,795
OCII/MB Parks Can Servicing Costs*				
Basketball Games & 5K+ attendee events (124)	411,950	245,852	258,637	271,068
<5K attendee events (12)	21,018	11,896	12,515	13,116
Total Operating Costs	1,482,487	882,548	928,445	973,069
PRELIMINARY SOURCES				
MBTIF Projected Need	1,482,487	882,548	928,445	973,069
Proposed Budget**	1,050,000	1,081,000	-	973,069
Prior Year Balance (Estimated)	796,495	1,478,670	1,677,122	748,676
USES				
Actual Expenditures/Projected Expenditures	367,825	882,548	928,445	973,069
SOURCES LESS USES	1,478,670	1,677,122	748,676	748,676

- Assumes 120 events plus 16 playoff games
- 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
- **Proposed FY25 budget is a policy recommendation from the Mayor’s Budget Office

Mission Bay Transportation Improvement Fund

DPW Budget v. Actuals

Public Works Proposed Operating Budget	FY22-23 Actuals	FY23-24 Proposed	FY24-25 Proposed	FY25-26 Proposed
PRELIMINARY SOURCES				
MBTIF Projected Need	1,482,487	882,548	928,445	973,069
Proposed Budget**	1,050,000	1,081,000	-	973,069
Prior Year Balance (Estimated)	796,495	1,478,670	1,677,122	748,676
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SOURCES LESS USES	1,478,670	1,677,122	748,676	748,676

- Assumes 120 events plus 16 playoff games
 - 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
- ** Proposed FY25 budget is a policy recommendation from the Mayor’s Budget Office

Mission Bay Transportation Improvement Fund

SFDPW Planned Deployment in FY 2024 – 2026

Planned*

<p>Level 1: <5k (12 Events)</p>	<ul style="list-style-type: none"> • 2 Hours of Post-Event Cleanup (to begin 1 hour after event end time) • Field crew of 6 general laborers, 2 truck drivers, and 1 working supervisor 	<p>\$30K</p>
<p>Level 2: ≥5k to <10k (17 Events)</p>	<ul style="list-style-type: none"> • 4 Hours of Post-Event Cleanup (to begin 1 hour after event end time) • Field crew of 6 general laborers, 2 truck drivers, and 1 working supervisor 	<p>\$260K</p>
<p>Level 3: >10k (107 Events)</p>	<ul style="list-style-type: none"> • 4 Hours of Post-Event Cleanup (to begin 1 hour after event end time) • Field crew of 6 general laborers, 2 truck drivers, and 1 working supervisor 	<p>\$540K</p>

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

Thank You