



SFMTA

Mission Bay Transportation Improvement Fund FY 2022-23 Actuals and FY 2024-25 & FY 2025-26 Budgets

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San Francisco Police Department
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Mission Bay Transportation Improvement Fund (MBTIF) Advisory Committee (AC)
October 26, 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

SFMTA

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 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 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)

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	2,099	2,414
Special Event Parking Meter Fees	1,215	1,361
Transit Fares (GSW Agreement)	923	1,034
Subtotal Sources	9,205	9,776
Uses		
Operating Expenditures	(6,599)	(7,587)
Debt Service	(1,947)	(1,947)
Subtotal Use	(8,546)	(9,535)
Subtotal Remaining Balance (Sources Minus Uses)	659	241
Capital Expenditure Payback	(659)	(241)
Remaining Balance	\$ -	\$ -

Event Count	125	140
Avg per Event Cost	\$ 53	\$ 54

- 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

Mission Bay Transportation Improvement Fund

SFMTA FY 2024-25 & 2025-26 Proposed Budgets by Level

FY 2024-25

Dollars in Thousands

Abbreviation	Event Attendance Level	Projected Number of Events	Transit Subtotal	Enforcement Subtotal	Avg per Event Cost	Grand Total
L1	< 5k	13	0	133	11	133
L2	>= 5k to < 10k	18	342	530	49	872
L3	>= 10k	95	2,758	2,836	59	5,594
Total		125	3,100	3,499	53	6,599

Avg per Event Cost by Division

25

28

FY 2025-26

Dollars in Thousands

Abbreviation	Event Level	Projected Number of Events	Transit Subtotal	Enforcement Subtotal	Avg per Event Cost	Grand Total
L1	< 5k	14	0	153	11	153
L2	>= 5k to < 10k	20	393	609	51	1,002
L3	>= 10k	106	3,171	3,260	61	6,432
Total		140	3,565	4,023	54	7,587

Avg per Event Cost by Division

25

29

SFPD

Mission Bay Transportation Improvement Fund FY 2022-23 Actuals and 2023-24 Projection

	<i>Dollars in Thousands</i>	
	FY 2022-23	FY 2023-24
	Actuals	Projection
Sources		
Prior Year Carryforward	931	1,789
MBTIF Allocation	2,958	3,051
Subtotal Sources	3,889	4,840
Uses		
Operating Expenditures	2,100	3,210
Subtotal Use	2,100	3,210
Remaining Balance (Carryforward)	1,789	1,631
Event Count	84	120
Avg per Event Cost	25	27

- The average for small and medium size events is 33 officers deployed with a total of 150 work hours.
- The average for large size events is 37 officers deployed with a total of 185 work hours.

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

Planned

Actual

L1:
<5k

- Bike Officers-2
- Traffic Officers-5
- Foot beat Officers-3

Average Bike Officers-2
Average Traffic Officers-2
Average Foot beat Officers-4

L2:
5k to
10k

- Bike Officers-2
- Traffic Offices-5
- Foot beat Officers-5

Average Bike Officers-2
Average Traffic Officers-6
Average Foot beat Officers-6

L 3:
>10k

- Bike Officers-2
- Traffic Officers and Honda Unit-12
- Foot beat Offices-5
- Marine Unit-3

Average Bike Officers-2
Average Traffic Officers and Honda Unit-8
Average Foot beat Offices-8
Average Marine Unit-3

- Actual was based on approximately 113 events at Chase Center

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 Enforcment/Honda Unit-4
- Supervising Motorcycle Traffic Enforcment/Honda Unit-2

Level 2: >=5k to <10k

- Foot/Bike Officer-7
- Supervising Sergeant-1
- Motorcycle Traffic Enforcment/Honda Unit-4
- Supervising Motorcycle Traffic Enforcment/Honda Unit-2

Level 3: >10k

- Foot/Bike Officer-11
- Supervising Sergeant-2
- Motorcycle Traffic Enforcment/Honda Unit-8
- Supervising Motorcycle Traffic Enforcment/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 SFPD FY 2024-25 & 2025-26 Proposed Budgets

	<i>Dollars in Thousands</i>	
	FY 2024-25 Proposed	FY 2025-26 Proposed
Sources		
Prior Year Carryforward	1,631	(548)
MBTIF Allocation	1,266	0
Subtotal Sources	2,896	(548)
Uses		
Operating Expenditures	3,444	3,973
Subtotal Use	3,444	3,973
Remaining Balance (Carryforward)	(548)	(4,520)
Event Count	168	188
Avg per Event Cost	21	21

- The figures shown are based on what is currently approved
- City's new MOU agreement with POA outlines retention premium pay which will increase future staffing costs
- The budget cycle for FY25 & FY26 will begin in December 2023 and Department will request additional funding to support anticipated activities for FY25 & FY26.

Mission Bay Transportation Improvement Fund

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

FY 2024-25			<i>Dollars in Thousands</i>	
Abbreviation	Event Attendance Level	Projected Number of Events	Total Proposed Budget	Avg per Event Cost
L1	< 5k	55	603	11
L2	>= 5k to < 10k	22	464	21
L3	>= 10k	91	2,378	26
Total		168	3,444	21

FY 2025-26			<i>Dollars in Thousands</i>	
Abbreviation	Event Level	Projected Number of Events	Total Proposed Budget	Avg per Event Cost
L1	< 5k	60	685	11
L2	>= 5k to < 10k	37	812	22
L3	>= 10k	91	2,476	27
Total		188	3,973	21

SFDPW

Mission Bay Transportation Improvement Fund FY 2022-23 Actuals and 2023-24 Projection

	<i>Dollars in Thousands</i>	
	FY 2022-23	FY 2023-24
	Actuals	Projection
Sources		
Prior Year Carryforward	796	1,479
MBTIF Allocation	1,050	1,081
Subtotal Sources	1,846	2,560
Uses		
Operating Expenditures	368	774
Subtotal Use	368	774
Remaining Balance (Carryforward)	1,479	1,786
Event Count	85	120
Avg per Event Cost	4	6

DPW Event Cleaning Crew:

- Six (6) General Laborers
- Two (2) Truck Drivers
- One (1) working Supervisor

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

Planned

L1:
<5k

- Field crew of 6 General Laborers, 2 Truck Drivers, and one working supervisor
- **2 hours** of post-event cleanup (to begin hour after the event end time)

L2: 5k
to 10k

- Field crew of 6 General Laborers, 2 Truck Drivers, and one working supervisor
- **4 hours** of post-event cleanup (to begin 1 hour after event end time)

L 3:
>10k

- Field crew of 6 General Laborers, 2 Truck Drivers, and one working supervisor
- **4 hours** of post-event cleanup (to begin 1 hour after event end time)

Actual

Based on actual expenditures, the average cost per event for FY23 is approximately \$4,300. There were 85 events in FY23 for a total cleaning cost of \$367,825.

Mission Bay Transportation Improvement Fund

Planned Service in FY 2024-25 and FY2025-26

Level 1: <5k

- Field crew of 6 General Laborers, 2 Truck Drivers, and one working supervisor
- Four (4) General Laborers for additional can cleaning service.
- **2 hours** of post-event cleanup (to begin 1 hour after the event end time)

Level 2: >=5k to <10k

- Field crew of 6 General Laborers, 2 Truck Drivers, and one working supervisor
- Four (4) General Laborers for additional can cleaning service.
- **4 hours** of post-even cleanup (to begin 1 hour after event end time)

Level 3: >10k

- Field crew of 6 General Laborers, 2 Truck Drivers, and one working supervisor
- Four (4) General Laborers for additional can cleaning service.
- **4 hours** of post-even cleanup (to begin 1 hour after event end time)

Staffing levels subject to exception depending on event requirements

Mission Bay Transportation Improvement Fund

SFMTA FY 2024-25 & 2025-26 Proposed Budgets

	<i>Dollars in Thousands</i>	
	FY 2024-25 Proposed	FY 2025-26 Proposed
Sources		
Prior Year Carryforward	1,786	936
MBTIF Allocation	0	973
Subtotal Sources	1,786	1,909
Uses		
Operating Expenditures	850	1,003
Subtotal Use	850	1,003
Remaining Balance (Carryforward)	936	906
Event Count	125	140
Avg per Event Cost	7	7

Proposed FY25 budget is a policy recommendation from the Mayor's Budget Office.

Mission Bay Transportation Improvement Fund

SFMTA 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	12	43	4
L2	>= 5k to < 10k	22	157	7
L3	>= 10k	91	650	7
Total		125	850	7

DPW Event Cleaning Crew:

- Six (6) General Laborers
- Two (2) Truck Drivers
- One (1) working Supervisor

FY 2025-26

Dollars in Thousands

Abbreviation	Event Level	Projected Number of Events	Total Proposed Budget	Avg per Event Cost
L1	< 5k	12	45	4
L2	>= 5k to < 10k	37	277	7
L3	>= 10k	91	681	7
Total		140	1,003	7

Proposal includes four (4) additional General Laborers for OCII/Mission Bay can cleaning.

Thank You