



SFMTA

Mission Bay Transportation Improvement Fund Fiscal Year (FY) 2022-23 and FY 2023-24 Budgets and Service Levels

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Mission Bay Transportation Improvement Fund (MBTIF) Advisory Committee (AC)
23 September 2021

Mission Bay Transportation Improvement Fund Meeting Objectives

Objectives

- Present FY 2022-23 (FY23) and FY 2023-24 (FY24) departmental budgets based on projected expenditures and operations
- Receive feedback and questions from Advisory Committee members on service levels

Agenda

- *Two-Year Budget Top-level for FY23 and FY24*
- *Service Details by Department*
 - SFMTA Transportation
 - SFPD Public Safety
 - SFPW Street Cleanliness
- *Question and Answers*

Mission Bay Transportation Improvement Fund AC Budget Roadmap

MBTIF AC Meeting Primary Agenda Items	
September 23, 2021	Departments present expected expenditure and service level updates, focus on operational realities; AC asks questions and provides feedback
October 28, 2021	Departments present finalized budgets and service levels that to the greatest extent possible integrate AC feedback
November 18, 2021	Departments fulfill any remaining informational requests; AC begins drafting statement to MTA Director of Transportation (DOT) and Mayor's Budget Office (MBO)
December 16, 2021	AC finalizes statement to MTA DOT and MBO
January 27, 2022	AC approves statement to MTA DOT and MBO

Mission Bay Transportation Improvement Fund MBTIF Budget Overview

Dollars in Thousands

	FY 2019-20 Revised Budget	FY 2020-21 Revised Budget	FY 2021-22 Revised Budget	FY 2022-23 Revised Budget	FY 2023-24 Proposed Budget
Sources					
MBTIF	8,100	3,170	7,610	8,800	9,100
Uses					
SFMTA Allocation	6,207	2,778	5,868	5,102	5,276
SFPD Allocation	1,285	280	1,214	2,706	2,799
SFPW Allocation	558	112	528	992	1,026
CON Allocation	50	0	0	0	0
Sources Minus Uses	0	0	0	0	0

- SF Office of the Controller (CON) is currently assuming full funding in FY23 & FY24 per amounts defined in the MBTIF ordinance
- CON will assess Chase Center event numbers and economic activity in future fiscal updates and may adjust funding amounts as required

SFMTA

Mission Bay Transportation Improvement Fund SFMTA Operational Deployment

Level 1: <5k
(20 Events)

- Full Metro/LRV deployment
- Bus deployment (78X & 79X) for 33% of Level 1 events
- No PCO deployment with exceptions
- No MTAP (crowd control) staff deployment

Level 2: >=5k to
<10k
(68 Events)

- Full Metro/LRV deployment
- Bus deployment (78X & 79X) for 75% of events
- Modified PCO deployment, 21 total
- Full MTAP deployment

Level 3: >10k
(112 Events)

- Full Metro/LRV deployment
- Full bus deployment (78X & 79X)
- Full PCO deployment, 25 total
- Full MTAP deployment

Staffing levels subject to exception depending on event requirements

Mission Bay Transportation Improvement Fund

SFMTA MBTIF Budget and Projected General Fund & Enterprise Revenues and Expenditures

Dollars in Thousands

	FY 2022-23 Proposed Budget	FY 2023-24 Proposed Budget
Sources		
MBTIF MTA Allocation	5,102	5,276
Projected SFMTA Share of Parking Tax Attributable to Chase	3,136	3,246
Projected SFMTA Share of GF Baseline Increase Attributable to Chase	1,654	1,712
Projected Special Event Parking Meter Fees	719	734
Projected Transit Fares	3,581	3,653
Uses		
Projected Operating Expenditures	(8,343)	(8,616)
Subtotal Remaining Balance	5,849	6,004
Projected Capital Payback from MBTIF	0	0
Projected Capital Payback from Other Sources	(5,849)	(6,004)
Subtotal Capital Payback	(5,849)	(6,004)
Remaining Balance	0	0

- Operational costs are expected to be partially offset by projected enterprise revenues and General Fund revenues assuming 200 events and using assumptions from EPS's *SF Multi-Purpose Venue Fiscal Impact Analysis: Revenues* published 18 Feb 2020, and assuming transportation mode splits prior to the COVID-19 global pandemic
- Any revenues exceeding expenditures will be used to pay back SFMTA's capital expenditures related to Chase
- Projected operating expenditures assume 3.26% and 3.29% COLAs respectively in FY23 & FY24, per Controller's Office assumptions in the *March Update to the Five-Year Financial Plan (Joint Report)*

Mission Bay Transportation Improvement Fund
SFMTA Capital Balance

	Dollars in Thousands
FY19 Year-end Capital Balance	(71,761)
FY20 MBTIF Capital Investment Payback	2,129
FY20 Special Event Meter Revenue	657
FY20 Transit Fare Revenue	1,506
FY20 Year-end Capital Balance	(67,468)
FY21 MBTIF Capital Investment Payback	2,554
FY21 Special Event Meter Revenue	-
FY22 Transit Fare Revenue	-
FY21 Year-end Capital Balance	(64,914)

*FY21 payback and balance amounts not final— pending FY close and final audited expenditure and revenues

SFPD

Mission Bay Transportation Improvement Fund FY23 and FY24 Budgets

- Police Budget - based on 200 Events and 31% Of the Estimated FY23 & FY25 MBTIF Allocation:
 - FY23: \$2,706,000
 - FY24: \$2,799,000

Mission Bay Transportation Improvement Fund Cost per Game

FY23: Average Per Event Cost: \$13,530

- Summary of services/benefits to public
 - 18-20 Police Sworn Serving 6-8 Hours Shifts (depending on event)
 - Marine Unit
 - Traffic Unit (Motorcycles)
 - Honda Unit
 - Foot Beat Officers
 - Bicycle Beat Officers

Mission Bay Transportation Improvement Fund

Expenditures by Function – Per Event “Average” Deployment

Description	Rank	#	Hours	OT Cost/Hour	Total Estimate
Motorcycle Traffic Enforcement	Police Officer	6	6	\$120.21	\$4,328
Motorcycle Traffic Enforcement	Sergeant	2	6	\$138.97	\$1,668
Marine Unit	Police Officer	2	6	\$112.21	\$1,346
Marine Unit	Sergeant	1	6	\$130.78	\$785
Bicycle Patrol	Police Officer	2	6	\$112.21	\$1,346
Foot Beat Patrol (Chase & 16th/Mission)	Police Officer	4	7	\$112.21	\$3,142
Supervising Sergeant - Bike & Footbeat	Sergeant	1	7	\$130.78	\$915
		18			\$13,530

SFPW

Mission Bay Transportation Improvement Fund FY23 and FY24 DPW Proposed Budget

	FY23 Proposed	FY24 Proposed
Public Works Proposed Operating Budget		
PRELIMINARY OPERATING USES BY EVENT TYPE		
Street & Sidewalk Cleaning Operating Costs by Event Type		
Annual Operating Costs: Playoff Basketball Games (16)	-	-
Annual Operating Costs: Basketball Games and 10k+ attendee events (112)	\$ 559,356	\$ 574,458
Annual Operating Costs: 5K-10K attendee events (68)	\$ 339,609	\$ 348,778
Annual Operating Costs: <5K attendee events (20)	\$ 99,885	\$ 102,582
Total Operating Costs	\$ 998,849	\$ 1,025,818
PRELIMINARY SOURCES		
MBTIF Projected Need	\$ 998,576	\$ 1,025,818
Proposed Budget	\$ 992,000	\$ 1,025,818
Prior Year Balance	\$ 6,849	
SOURCES LESS USES	-	-
 MBTIF Total Allocation	 \$ 992,000	 \$ 1,025,818

Mission Bay Transportation Improvement Fund DPW Operating Costs per Event*

- FY23: \$4,994
- FY24: \$5,129

Summary of services/benefits to public

Augmented Chase Center Post-Event Cleanup Services

- Litter Patrol Routes
- Mechanical Sweeping Overlay

Assumptions regarding service levels and hours of operation

- 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

Fiscal Year 2021-22 Rates			
Job Code	Job Title	Regular	Overtime
7514	General Laborer	116.98	139.56
7215	General Laborer Supervisor I	132.08	156.22
7355	Truck Driver	150.11	179.10

****Assumed number of events: 200 events in FY23 and FY24, excluding playoff games.***

MBTIF Advisory Committee Questions and Feedback

Thank You