



**Mission Bay Transportation Improvement Fund  
Advisory Committee**

Bruce Agid – Chair  
Sarah Davis– Co-Chair  
Amit Kothari  
Catherine Sharpe  
Mike Hawkins

October 25, 2023

Mayor's Office of Public Policy and Finance  
Attn: Anna Dunning, Budget Director City Hall, Room 200  
1 Dr. Carlton B. Goodlett Place San Francisco, CA 94102

Director Dunning,

I am writing to present this letter of support, with certain conditions, on behalf of the Mission Bay Transportation Improvement Fund (MBTIF) Advisory Committee, for the budget pertaining to fiscal years (FY) 2024-25 and 2025-26, as proposed by the San Francisco Municipal Transportation Agency (SFMTA), the Police Department (SFPD), and Public Works (SFPW). While we believe that the recommended budget allocations for various City and County of San Francisco departments are adequate to meet the anticipated demands associated with transportation, public safety, and street and sidewalk cleaning services for events at the Chase Center, our support comes with specific conditions that necessitate careful attention and prompt action.

In the years leading up to the budget for FY 2024-25 and FY 2025-26, we had generally observed satisfactory City services, especially concerning the management of challenges posed by events at the Chase Center. These services successfully mitigated issues related to traffic, parking, pedestrian safety, public safety, and cleanliness in the neighborhoods surrounding the Chase Center.

Pedestrian safety is of paramount importance within the vicinity of the Chase Center. We appreciate coordination between the Golden State Warriors (GSW) and City departments in ensuring orderly crossings. Based on an initial analysis of event impacts, it appears that pedestrian safety standards have been met, and we recognize this aspect of event management as a general success.

Regarding cleanliness, we believe that City departments must continue to coordinate with the transition of Mission Bay Parks to the Recreation & Parks department and the Port of San Francisco. SFPW's budgets include funds for Office of Community Investment and Infrastructure (OCI) parks cleaning. We will continue to monitor park cleanliness, and if deemed appropriate, will escalate the issue to your office. We will encourage you to consider best practices for providing additional cleaning services and securing the necessary funding.

The Committee remains committed to closely monitoring the expenditure and service levels of SFMTA, SFPD, and SFPW to ensure that the services offered align with the needs of event attendees and the surrounding neighborhoods. These services should closely match actual demand. We believe that departments' proposed (FY) 2024-25 and 2025-26 budgets will be generally sufficient to provide services in these fiscal years. With GSW's recent acquisition of a WNBA team, and continued pandemic recovery, we anticipate an increase in the number of events at the Chase Center. Consequently, it is crucial that support for the MBTIF keeps pace with this growth to ensure the continued effectiveness of our efforts.

The City Controller's 2020 commissioned report, *San Francisco Multi-Purpose Venue Fiscal Impact Analysis: Revenues* concluded that the Chase Center development will continue to generate several City revenue streams including contributions to the General Fund. The Advisory Committee recommends your office's continuing allocation to the MBTIF to meet need for municipal services around Chase, as the legislation originally intended. City departments should not be forced to make tradeoffs between providing services the Chase Center and other areas of San Francisco.

The TMP has established specific event levels to guide City agencies in developing staffing plans for events of various sizes. These levels are categorized as Level 1 (less than 5,000 attendees), Level 2 (5,000 to 10,000 attendees), and Level 3 (over 10,000 attendees). With coordination between GSW, City departments' staffing and service levels have been adjusted given lessons learned during the operation of the Chase Center since 2019. In particular, SFMTA's Muni service has been adjusted downward due the changes in baseline T Service with the opening of Central Subway. However, a larger driver is transportation mode split, which now favors personal vehicles because of change in behavior during the pandemic. GSW plans to continue promoting alternative modes including transit, and Citywide trends in Muni ridership show increased use. If ridership increases, more service may be deployed, which may necessitate additional MBTIF funding. For further details on staffing and service levels, please refer to Attachment B.

In measuring service demand and delivery, we believe it is essential to employ a comprehensive set of metrics. The Committee has collaborated with City agencies and other stakeholders to define a set of metrics that establish goals and objectives (based on the 2015 TMP) and document the service levels and performance delivered by SFMTA, SFPD, and SFPW. The purpose of these metrics is to identify any potential gaps or opportunities to optimize the services provided by the City. Additionally, we would like to see greater consideration and measurement of event impacts on the communities surrounding the Chase Center. While things are generally going well, we do not believe that current data collection is sufficiently addressing the viewpoint of community impacts and concerns.

As the area around the Chase Center continues to grow and evolve, we anticipate that the needs of surrounding businesses and communities will similarly change. Therefore, we emphasize the ongoing assessment of the trade-offs associated with different MBTIF uses, while ensuring that funds are leveraged, as per MBTIF legislation, to address impacts directly attributable to Chase Center events.

While the minimum MBTIF amounts, coupled with enterprise and parking tax revenues generated by Chase Center events, currently suffice to cover Chase Center-specific operating expenses, SFMTA debt service costs, and a portion of SFMTA capital expenditures, the issue of SFMTA's capital expenditure balance remains a concern. We encourage the Mayor's Budget Office, in collaboration with SFMTA, to continue with efforts to reduce capital balance amounts.

In conclusion, we appreciate your consideration of the MBTIF Advisory Committee's feedback. We eagerly anticipate working closely with the Mayor's Office, SFMTA, SFPD, SFPW, and other City departments to ensure the continued effective allocation of funds and the efficient provision of critical services to meet the needs of event-goers and the communities surrounding the Chase Center.

Sincerely,

Bruce Agid

Mission Bay Transportation Improvement Fund Advisory Committee  
Letter to the Mayor's Office of Public Policy and Finance  
FY 2024-25 and FY 2025-26 Budget Recommendations  
October 25, 2023

Chair, Mission Bay Transportation Improvement Fund Advisory Committee

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Attachments: (5)

- Attachment A: MBTIF Request for FY 2024-25 and 2025-26
- Attachment B: SFMTA Planned Deployment in FY 2024-25 and 2025-26
- Attachment C: SFPD Planned Deployment in FY 2024-25 and 2025-26
- Attachment D: SFPD Planned Deployment in FY 2024-25 and 2025-26
- Attachment E: MBTIF Advisory Committee Motion of Support

Cc: Jeffery Tumlin, SFMTA Director of Transportation  
Bree Mawhorter, SFMTA Chief Financial Officer  
Chief William Scott, SFPD  
X, SFPD Chief Financial Officer  
Carla Short, SFPW Acting Director  
Bruce Robertson, SFPW Deputy Director for Finance and Administration

Attachment A

Mission Bay Transportation Improvement Fund (MBTIF) Request for FY 2024-25 and FY 2025-26

Mission Bay Transportation Improvement Fund Advisory Committee  
Letter to the Mayor's Office of Public Policy and Finance  
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## Attachment B

SFMTA Planned Operational Deployment FY 2024-25 and FY 2025-26

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## Attachment C

SFPD Planned Operational Deployment FY 2024-25 and FY 2025-26

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## Attachment D

SFPW Planned Operational Deployment FY 2024-25 and FY 2025-26



## Attachment E

### MBTIF Advisory Committee Motion of Support

The Mission Bay Transportation Improvement Fund Advisory Committee supports with conditions as stipulated in the letter, the budget submitted by the San Francisco Municipal Transportation Agency (SFMTA), Police Department (SFPD) and Public Works (SFPW) at the November 15th, 2023 Advisory Committee meeting.

Motion made by Bruce Agid, Chair Seconded by XXXXXX

Vote:

Bruce Agid

Sarah Davis

Amit Kothari

Catherine Sharpe

Mike Hawkins