



**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 2024-26 & 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 FY 2022-23 Budget v. Actuals Overview

**Budget**  
**\$6.2m**

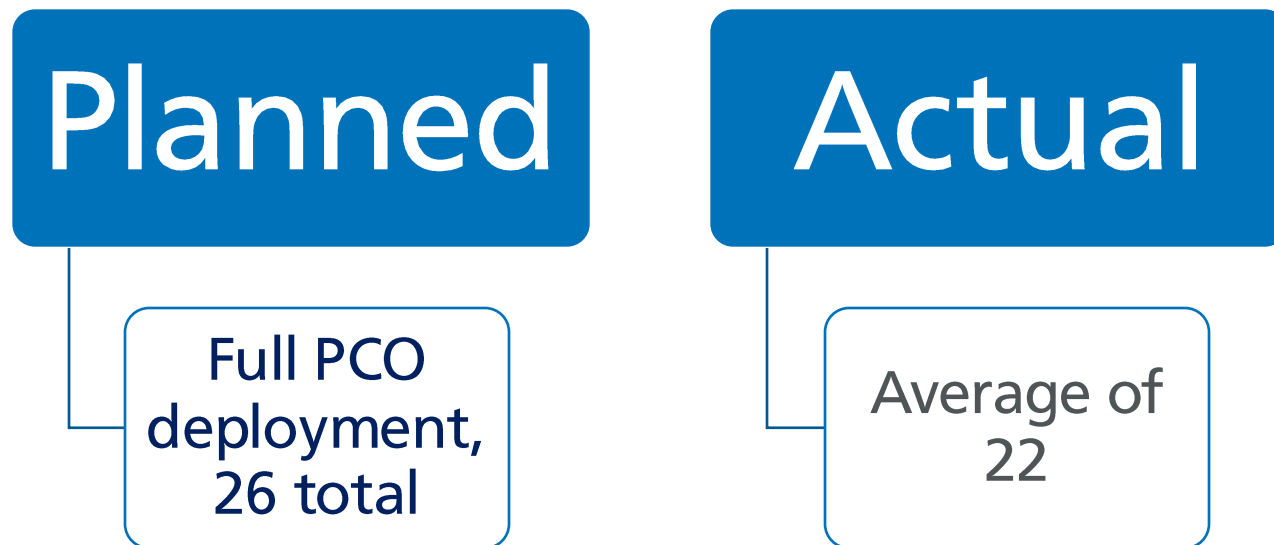
- \$68k assumed per event cost

**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

- No additional MuniMetro/LRV or Bus deployment

- No additional MuniMetro/LRV or Bus deployment

L2: 5k  
to 10k

- 3 additional two-car MuniMetro/LRV deployment
- 3 additional 60-ft coaches on the 78X
- 3 additional 40-ft coaches on the 79X

- 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

L3:  
>10k

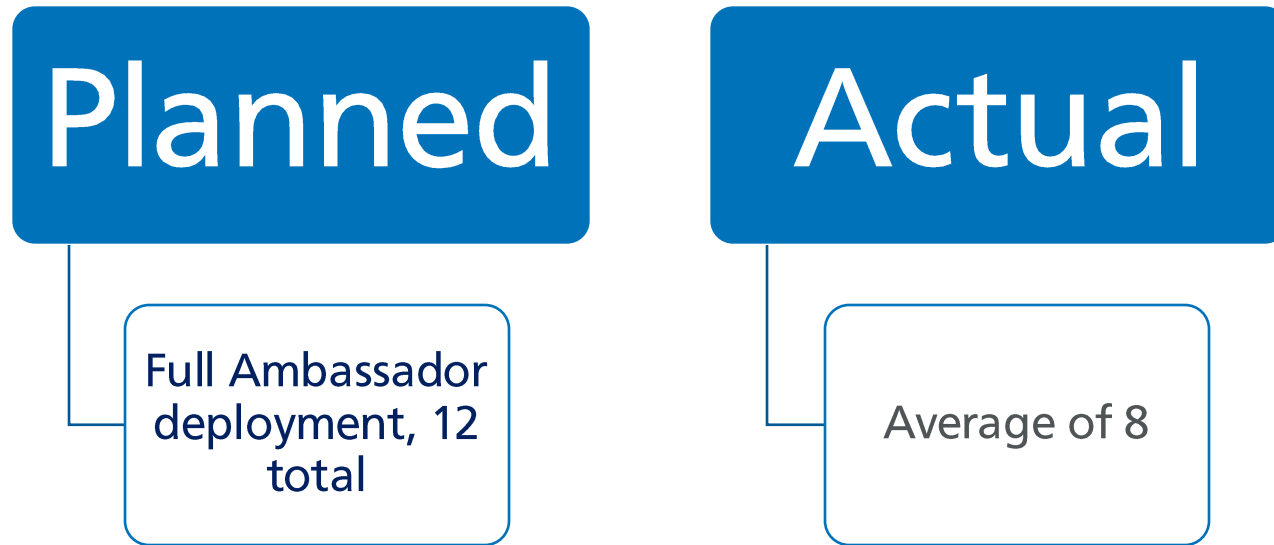
- 6 additional two-car MuniMetro/LRV deployment
- 6 additional 60-ft coaches on the 78X
- 6 additional 40-ft coaches on the 79X

- 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
<b>Sources</b>		
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
<b>Subtotal Sources</b>	<b>7,556</b>	<b>8,984</b>
<b>Uses</b>		
Operating Expenditures	(3,314)	(6,109)
Debt Service	(1,947)	(1,947)
<b>Subtotal Use</b>	<b>(5,261)</b>	<b>(8,057)</b>
<b>Subtotal Remaining Balance (Sources Minus Uses)</b>	<b>2,295</b>	<b>927</b>
<b>Capital Expenditure Payback</b>	<b>(2,295)</b>	<b>(927)</b>
<b>Remaining Balance</b>	<b>\$ -</b>	<b>\$ -</b>

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

# SFMTA

## 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
<b>Sources</b>		
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
<b>Subtotal Sources</b>	<b>9,036</b>	<b>9,089</b>
<b>Uses</b>		
Operating Expenditures	(6,335)	(6,504)
Debt Service	(1,947)	(1,947)
<b>Subtotal Use</b>	<b>(8,283)</b>	<b>(8,451)</b>
<b>Subtotal Remaining Balance (Sources Minus Uses)</b>	<b>753</b>	<b>638</b>
<b>Capital Expenditure Payback</b>	<b>(753)</b>	<b>(638)</b>
<b>Remaining Balance</b>	<b>\$ -</b>	<b>\$ -</b>

- 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

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\*

Level 1: <5k (12 Events)	<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>	\$41K
Level 2: ≥5k to <10k (22 Events)	<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>	\$218K
Level 3: >10k (107 Events)	<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>	\$617K

*\*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