



SFMTA

Transit Update

Julie Kirschbaum, Director of Transit
SFMTA Board of Directors – Policy and Governance Committee

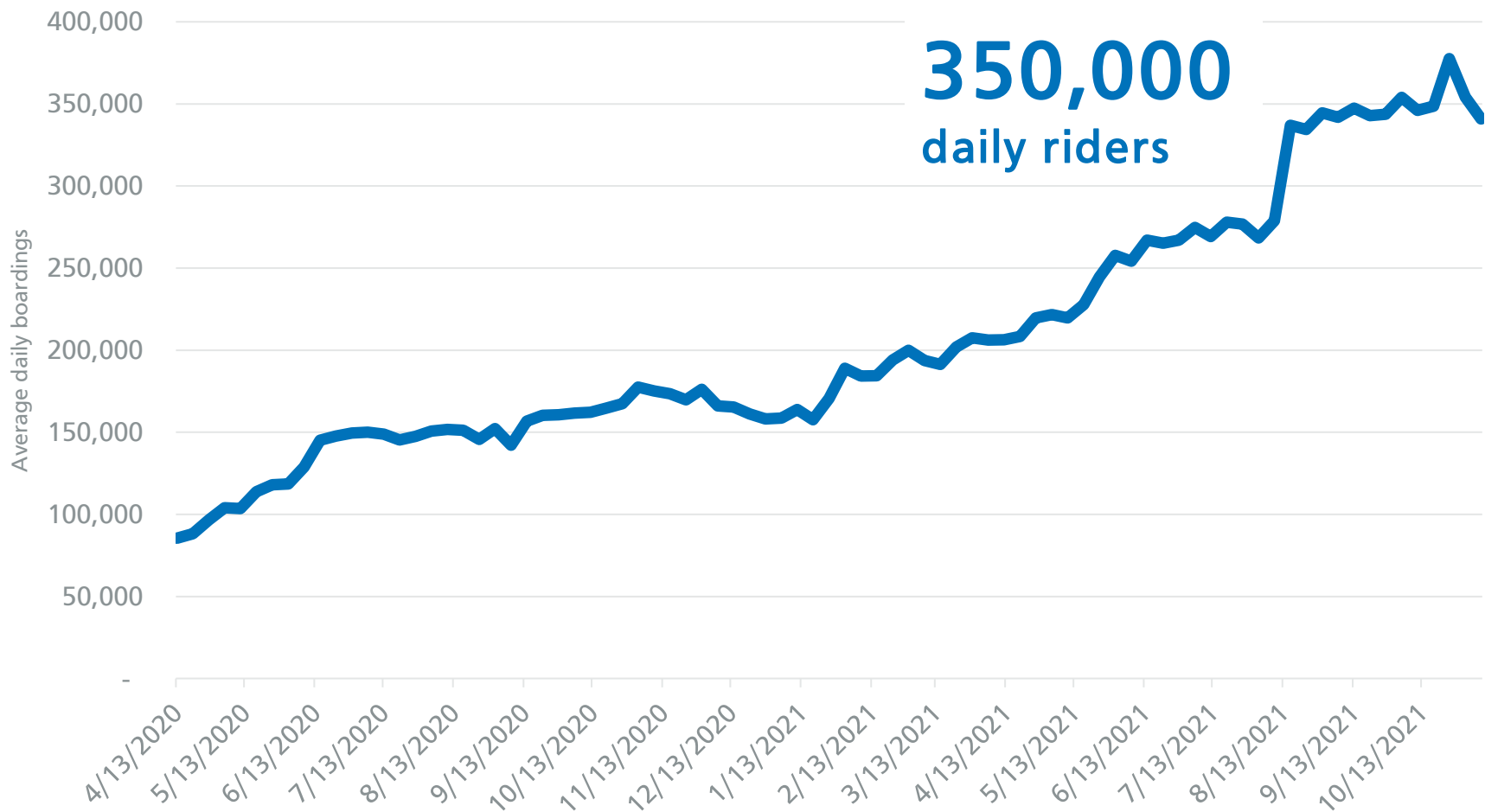
November 2021

Transit Performance

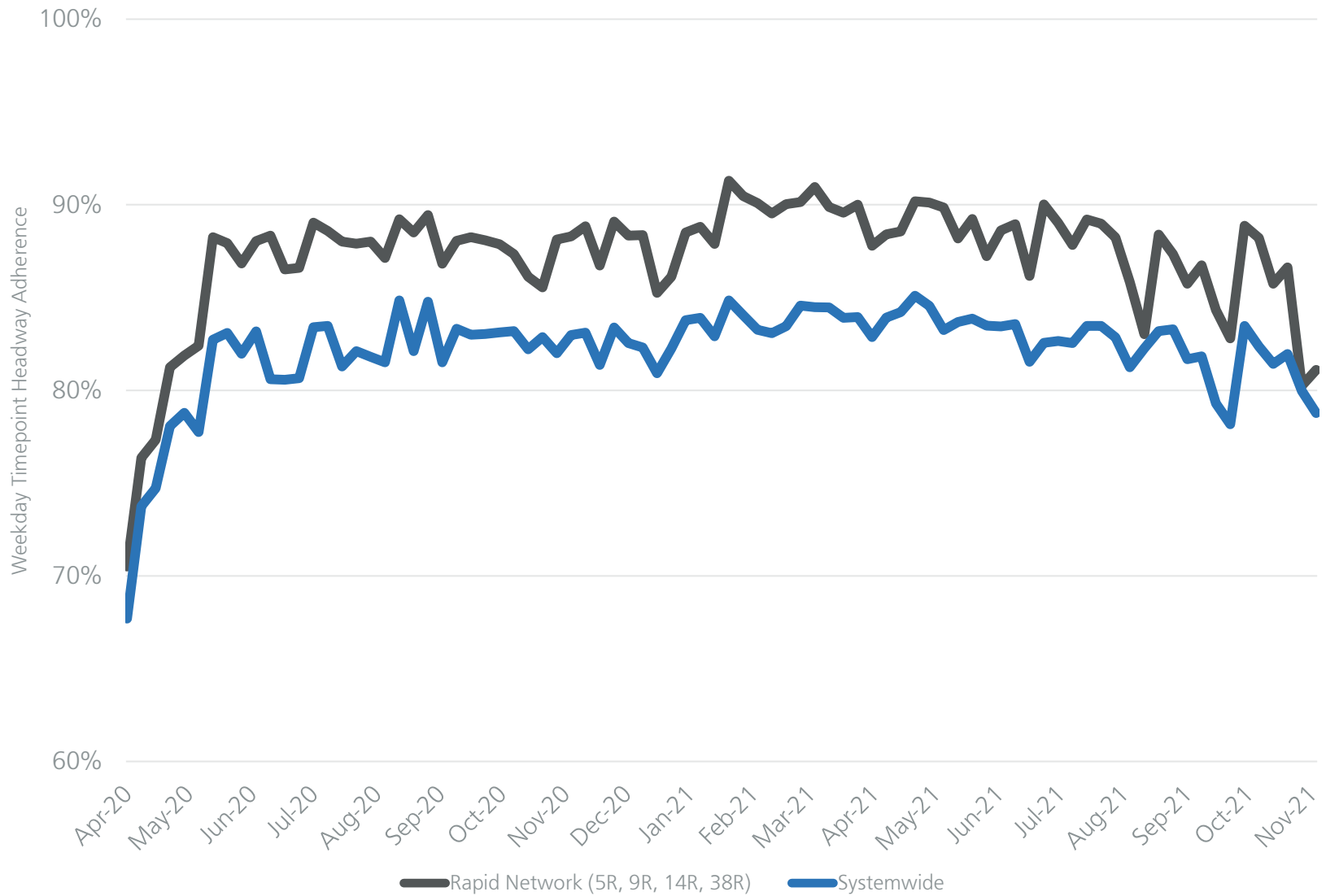


Ridership

Ridership recovery has accelerated since the August service restoration

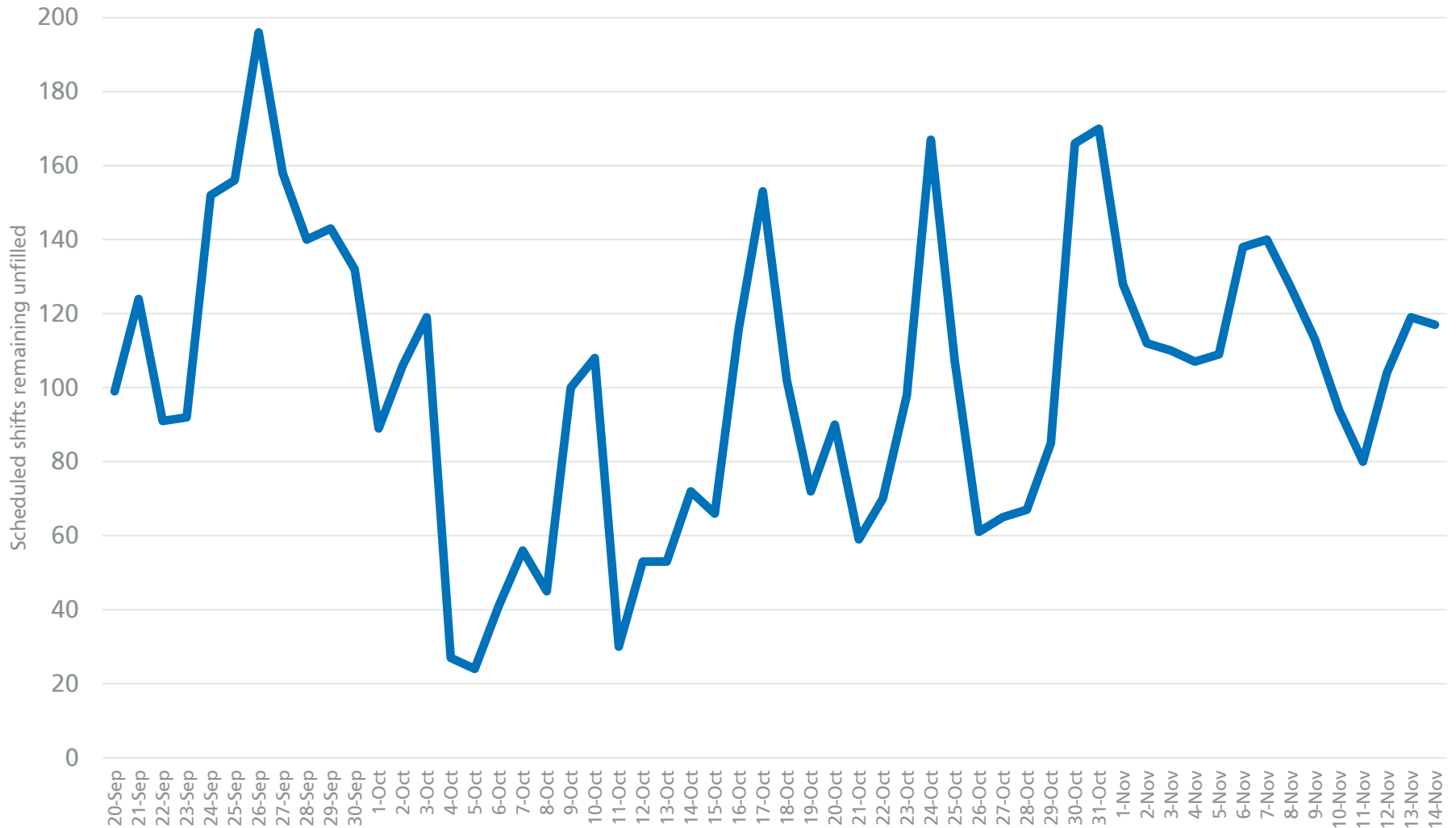


Headway Adherence



Missed Service

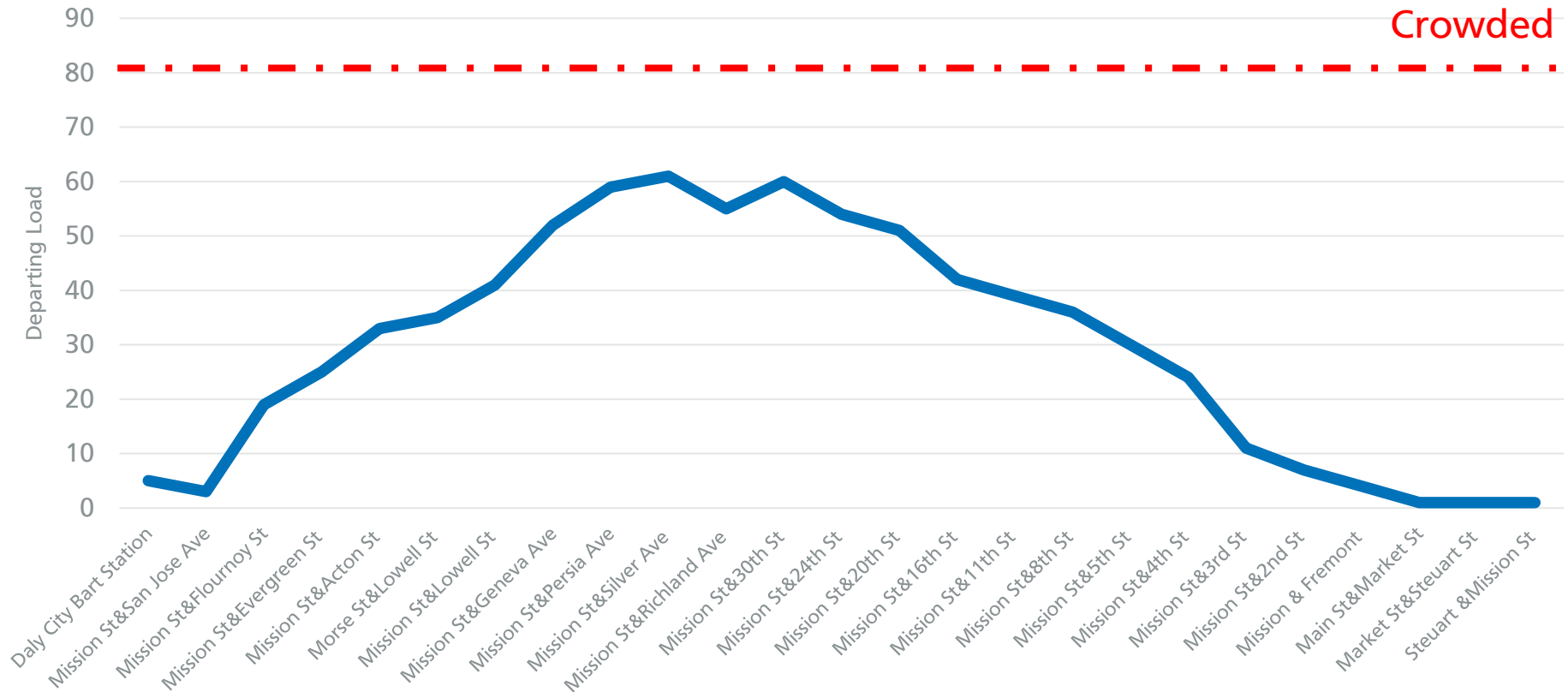
This includes proactively cancelled routes (e.g. 1, 14, 30 Shorts)



Managing service

We monitor loads across our service to ensure riders can get where they're going

14 R Mission Rapid, Inbound, November 2021



Subway Performance

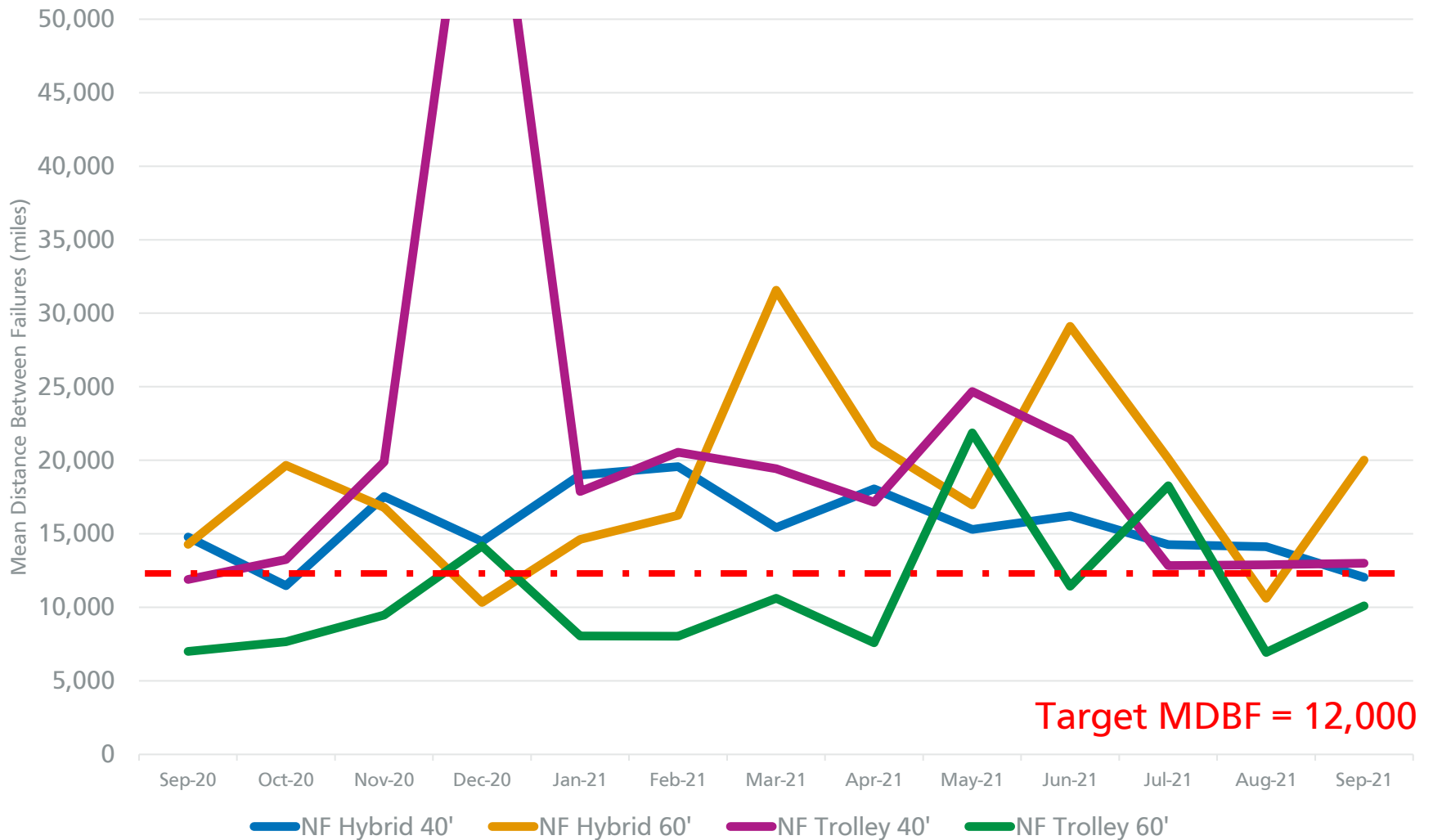
- Removal of two routes (J Church and L Taraval) greatly improve both travel times and variability
- Median subway travel times improved by 7 min, benefits to median end-to-end travel time described below:

AM Peak (6 am to 9 am)	
J-Church	0 minutes (0% faster)*
K-Ingleside/T Third	7 minutes (16% faster)
L-Taraval	Not evaluated
M-Ocean View	9 minutes (18% faster)
N-Judah	14 minutes (21% faster)

- Most train delays between stations have been eliminated and travel time variability has significantly improved (~55%)

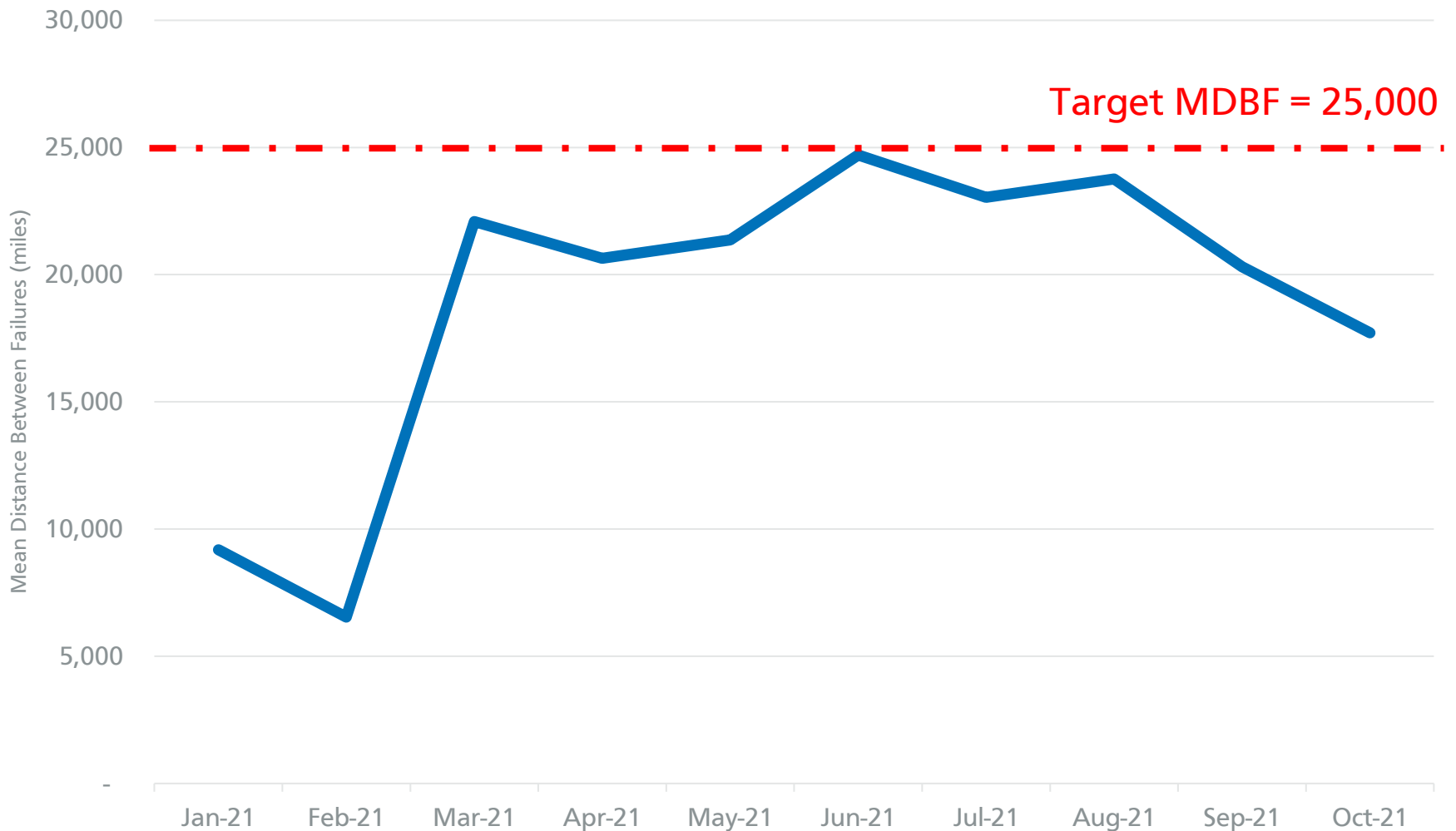
**Evaluation is inclusive of walk and wait time associated with the new transfer*

Rubber Tire Fleet Reliability



Target MDBF = 12,000

LRV4 Reliability



Midlife Program



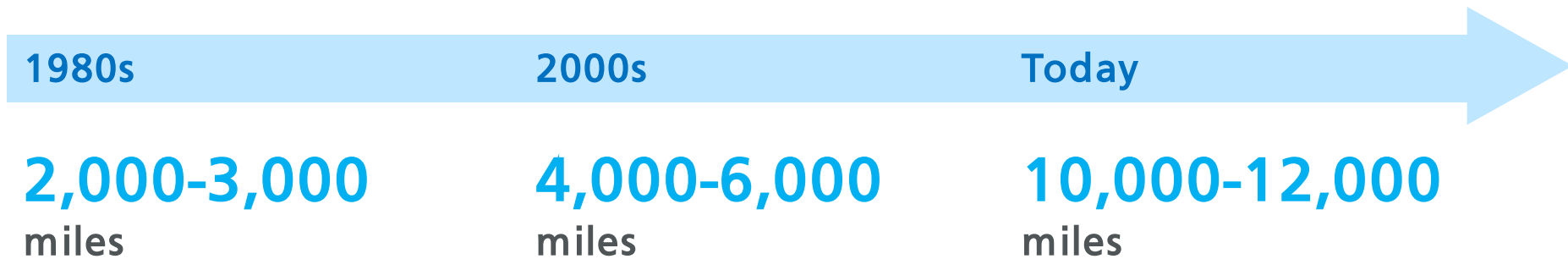
Our Primary Charge:

- Keep quality service on the streets
 - Requires both regular, day-to-day maintenance as well as midlife overhauls
 - Both are required to keep fleet in top condition
- Outstanding maintenance team is essential to Muni!



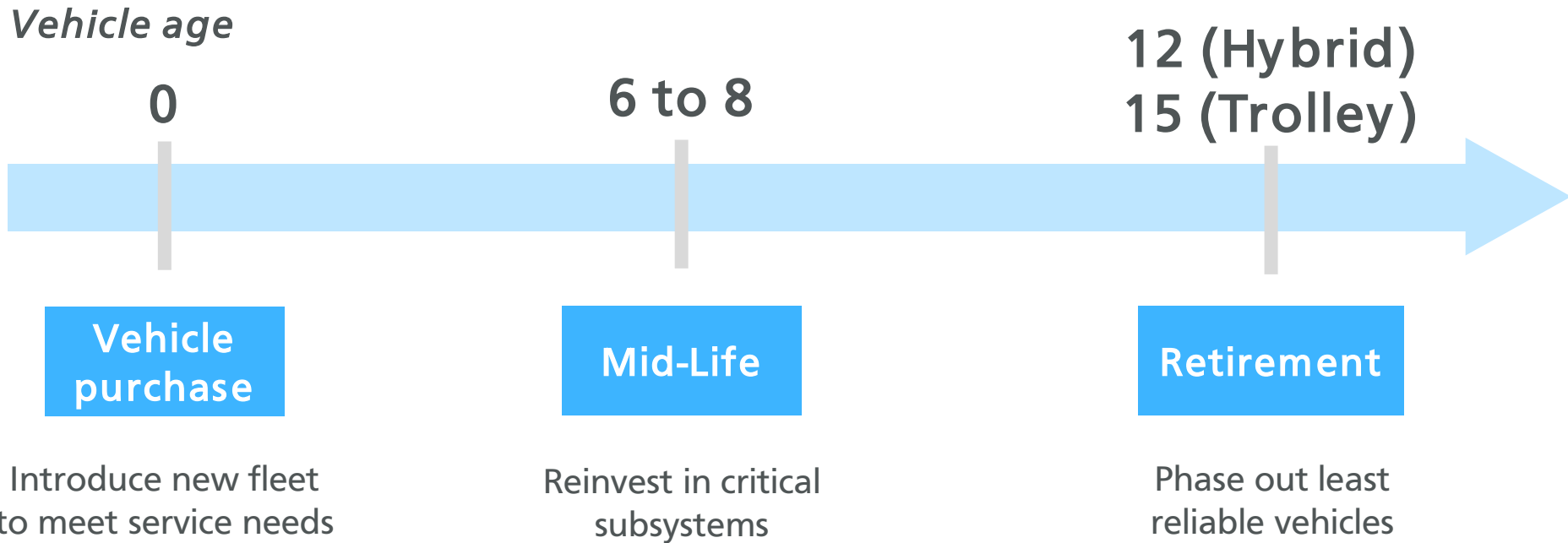
Improved Reliability = Better Service

Over the past 30 years, our fleet's reliability has dramatically increased.



Mean Distance Between Failures (MDBF) is the industry-standard measurement of vehicle reliability. It tracks how long a vehicle travels before a failure that results in lost service.

Rubber Tire Vehicle Lifecycle



Mid Life Overhaul Program

- **Revised Scope of Phase 1 included two batches of vehicle**
- **First Batch (112 40' coaches purchased in 2013)**
 - Perform in-house repower of the propulsion systems and automatic passenger counter (APC) only
- **Second Batch (219 40' & 60' coaches purchased in 2015-2016)**
 - Continue with the RFP
 - Propulsion system will be overhauled
 - Other systems will be refurbished or replaced with like kinds
 - Eliminated Standardization such as Liquid Crystal Display dashboard, BAE Green Zone, passenger seats, wheelchair securement, and wheelchair ramps
 - Eliminated parts replacement for all of the regular maintenance items

Next Steps

December/January 2021

- RFP contract to MTAB

January-March 2022

- RFP contact to Board of Supervisors' Budget & Finance Committee
- RFP contract to full Board of Supervisors

Thank You

