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June 1, 2020

Honorable Board of Directors
Marin County Transit District
3501 Civic Center Drive
San Rafael, CA 94903

**SUBJECT: Marin County Transit District Third Quarter FY
2019/20 Performance Report**

Dear Board Members:

RECOMMENDATION: Accept report.

board of directors

dennis rodoni
president
supervisor district 4

kate colin
vice president
city of san rafael

judy arnold
2nd vice president
supervisor district 5

damon connolly
director
supervisor district 1

eric lucan
director
city of novato

katie rice
director
supervisor district 2

kathrin sears
director
supervisor district 3

SUMMARY:

As part of the District's service monitoring process, staff has prepared a quarterly performance report alongside the quarterly financial report. Attached is the report for the third quarter of FY 2019/20.

The quarterly report provides route-level statistics and performance measures with financial data and an in-depth analysis of trends. The report discusses of any relevant external factors such as service changes.

Additional detailed analyses of system performance and trends are provided in an annual system performance report. This report is available on the District's website at <https://marintransit.org/service-performance-reports> in addition to the monthly reports.

FISCAL/STAFFING IMPACT: None associated with this report.

Respectfully submitted,

Aida Banhashemi
Planning Manager

Attachments

Quarterly Performance Report for FY 2019/20 Q3

This report summarizes the operational performance of Marin Transit services for the third quarter of FY 2019/20 from January 1, 2020 through March 31, 2020. The Quarterly Performance Report provides detailed route-level statistics, analyzes trends, and evaluates performance measures established under Measure A and Measure AA.

Report Format

The data presented in this report is generated directly from TransTrack, Marin Transit's data management system. TransTrack enables Marin Transit to consolidate and analyze all operational data from the District's transit programs and contractors as one system. In December 2016, the District upgraded the system to provide a new tool to create custom reports including this Quarterly Performance Report. The new report captures all costs associated with service operations and is not limited to contractor costs. This reporting format most accurately represents the District's actual costs of providing service.

Route performance is presented relative to typology-based targets. The Board updated the targets on April 2, 2018, as part of a larger performance monitoring plan update. These typology-based targets aim to match routes and service levels to the markets they are intended to serve. All performance and financial data are consistent with the District's reporting for the National Transit Database.

Performance Goals

Performance goals at the route level are measured in both productivity (unlinked passengers per hour and per trip) and cost-effectiveness (subsidy per unlinked passenger trip). **Table 1** below summarizes route level performance goals by typology. Note that there are currently no productivity or cost-effectiveness goals identified for the Yellow Bus or Partnership service typologies.

Table 1: Productivity and Subsidy Goals by Service Typology

Service Typology	Routes	Unlinked Passenger Trips per Hour (at or above)	Subsidy per Passenger Trip (at or below)
Local Trunkline	35, 36, 71x	20	\$4.50
Regular Local	17, 22, 23, 23X, 29, 49	18	\$6.50
Local Connector	219, 228, 233, 245, 251, 257	8	\$9.00
Supplemental	113, 115, 117, 119, 125, 139, 145, 149, 151, 154	20 per trip	\$3.00
Rural	61, 68	6	\$12.00
Recreational	66 (Muir Woods Shuttle)	25	\$3.00
Demand Response	Local DAR, Novato DAR, Dillon Beach/Tomaes DAR, Point Reyes DAR	2	\$35.00

Performance Summary

In the third quarter of FY 2019/20, Marin Transit carried a total of 709,002 passengers systemwide. This represents a decrease of 7.1% in ridership compared to the third quarter of the previous fiscal year. On fixed-route transit services including Yellow School Bus, Marin Transit carried 672,796 riders. This is a 6.8% decrease from the last fiscal year. Marin Access services carried

36,206 trips on demand response and mobility management programs, a decrease of 12% compared to last fiscal year. The tables at the end of this report provide a breakdown of all route-level statistics.

Local Trunkline (Routes 35, 36, and 71x)

In the third quarter of FY 2019/20, Local Trunkline services carried 256,835 passengers. This is a 4.4% decrease compared to the third quarter of the previous fiscal year. Only Routes 35 and 36 met the productivity target of 20 passengers per hour and none of the routes met the \$4.50 per passenger subsidy target.

Local Basic (Routes 17, 22, 23, 23x, 29 and 49)

Local Basic services carried a total of 218,919 passengers during the third quarter of this fiscal year, a decrease of 3.6% compared to last fiscal year. Except for Route 49 that met its subsidy target of \$6.50 per passenger, none of the six routes met either of their productivity or subsidy targets this quarter.

Local Connector (Routes 219, 228, 233, 245, 251, and 257)

During the third quarter of the fiscal year, Local Connector services carried 86,210 total passengers. This is 5.8% less than the previous year. Routes 245, 251, and 257 met the productivity target of 8 passengers per hour. Only Route 245 met the subsidy target of \$9.00 per passenger.

Supplemental (Routes 113, 115, 117, 119, 125, 139, 145, 149, 151, and 154)

Supplemental school services carried a total of 43,059 passengers during the third quarter of FY 2019/20. This is 14.3% fewer passengers than the previous year. Six of the ten routes met the productivity target of 20 passengers per trip: Routes 115, 117, 119, 145, 151, and 154. Three of ten routes met their subsidy target of \$3.00 per passenger: 119, 145, and 151. Route 149 was a new route that started service in FY 19/20.

Rural (West Marin Stagecoach Routes 61 and 68)

In the third quarter of the fiscal year, the two Stagecoach routes carried 20,998 passengers total. This is about a 16.8% decrease from the prior year. Route 68 met the productivity goal of 6 passengers per hour. Neither route met the subsidy goal of \$12.00 per passenger.

Partnership Services (Route 122 – College of Marin Express)

Route 122 carried a total of 4,565 passengers during the third quarter of the year, a decrease of 26.3% compared to the prior year. There are no performance targets established for Partnership services.

Yellow Bus

Ross Valley School District yellow bus service carried 27,531 passengers during the third quarter of FY 2019/20 for a decrease of approximately 18.8% compared to the prior year. There are no performance targets established for Yellow Bus services.

Recreational (Route 66-Muir Woods Shuttle)

The Muir Woods service carried a total of 14,679 passengers during the third quarter of FY 2019/20. This is 23% fewer passengers compared to the previous year. The service did not meet its productivity target of 25 passengers per hour nor its subsidy target of \$3.00 per passenger.

Marin Access

Mobility Management programs offered by Marin Access include demand response services, Catch-A-Ride, and Volunteer Driver programs.

In the third quarter of FY 2019/20, local paratransit carried 25,362 passengers. The service productivity average of 2.1 passengers per hour met the 2.0 standard. The number of passengers represents a 12% decrease in ridership compared to the prior fiscal year. The service did not meet the subsidy target of \$35.00 per passenger.

The Novato Dial-a-Ride service carried 1,289 passengers and met its productivity standard at 2.0 passengers per hour. Ridership was 8.7% higher than in the previous fiscal year. The service did not meet the subsidy target of \$35.00 per passenger.

The Dillon Beach/Tomales Dial-a-Ride provides curb-to-curb pick-up and drop-off between Dillon Beach, Tomales, and Petaluma, and operates on Wednesdays only. During the third quarter of the fiscal year, the service carried 80 passengers, a 9.6% increase compared to last year. The service did not meet its productivity target with 2.0 passengers per hour nor its subsidy target of less than \$35.00 per passenger.

In July 2016, Marin Transit added a new general public dial-a-ride service between Point Reyes Station and Novato. The service runs twice a month on the first and third Monday. In the third quarter of the fiscal year, the service carried 66 passengers, 19.5% lower than the third quarter of last year. It met its productivity target and carried 2.1 passengers per hour. The service also met the subsidy target of less than \$35.00 per passenger trip.

The Volunteer Driver Program completed 2,959 trips in the third quarter of FY 2019/20. This represents a 17.8% decrease compared to the previous fiscal year.

The Catch-a-Ride program provided 3,082 one-way trips. This is a decrease of 13.3% compared to the prior year.

Marin Transit launched a new on-demand microtransit service called Marin Transit Connect in FY 2017/18. A total of 3,368 passengers rode the service in the third quarter of the FY 2019/20, a 11.9% decrease from the prior year. There are currently no official Board-adopted performance targets for the Connect service. At the beginning of FY 19/20, staff provided a one-year evaluation report of the Connect pilot program that suggested performance targets of 4 passengers per hour and \$15 per passenger trip. While the program continues to show improvement, the program is not meeting those suggested targets. Marin Transit expanded the Connect service area and changed the fares during the third quarter of FY 2019/20 to improve performance and meet suggested targets and in respond to rider feedback.

Ridership Trends

The overall 7.1% decrease in ridership is in line with the trends among bus transit agencies throughout the country and in the Bay Area. According to the National Transit Database, nationwide bus ridership declined 15.7% during the third quarter of FY 2019/20 compared to the prior year. Regionally, Golden Gate Transit also experienced a 17.8% decrease in the third quarter of 2019/20. Compared to the prior year, demand for Marin Access mobility management and demand response programs declined by 12% during the third quarter of FY 2019/20.

In response to the COVID-19 global pandemic, the County public health officer issued a Shelter in Place order for Marin County that began on March 16, 2020. Travel was advised for essential trips only, including trips on public transportation. This led to a precipitous decline in travel demand and significant decrease in ridership in the third quarter of FY 2019/20. This quarter overall performance was strong prior to the response to COVID-19. Comparing the first two months of this quarter to the first two months of the same quarter last year, there was a 11.2% increase in overall fixed route ridership and 5.2% in Marin Access program ridership.

As an essential service, Marin Transit continues to provide regular service. However, the pandemic has caused unprecedented disruptions to Marin Transit operations, ridership, and corresponding fare revenue on fixed route and paratransit services. Starting the third week in March, Marin Transit discontinued yellow bus service in the Ross Valley, Supplemental School Routes, Muir Woods Shuttle service, and weekend “peak” service on Route 61. The District was forced to cancel additional trips due to driver shortages on select local routes.

Table 2 below compares these factors, and qualitatively evaluates their potential impact on ridership.

Table 2: Factors Impacting Ridership Comparison

Factor		FY 2018/19 Q3	FY 2019/20 Q3	Impact
Calendar	School Days	57	48	▼▼▼
	Weekdays	64	65	▲
	Weekends & Holidays	29	29	--
	Muir Woods Shuttle	26	24	▼▼
Service Disruptions (cancelled/missed service)		177	216	▼▼▼
Rainfall (inches)		31.16	3.82	▲▲
Gas Prices		\$3.27	\$3.40	--

While the current loss of ridership and associated fares is unprecedented, the District plans to maintain Marin Transit’s remaining fixed route services to allow for social distancing, subject to driver availability. It is uncertain how limiting capacity to provide social distancing on buses will affect future service and operations as the economy reopens. Staff will continue to closely monitor service and ridership levels and respond to any significant change that may affect operations as needed.

Fixed-Route

Fixed-Route Passenger Statistics by Route

Typology	Route	Passengers	%Change*	Revenue Hours	%Change*	Productivity (pax/hr)	Change*
1. Local Trunkline	35	150,740	▼5.1%	5,840	▲3.1%	25.8	▼2.2
	36	81,265	▼2.6%	3,381	▲0.3%	24.0	▼0.7
	71	24,830	▼5.4%	1,853	▲1.0%	13.4	▼0.9
	Rollup	256,835	▼4.4%	11,074	▲1.9%	23.2	▼1.5
2. Local Basic	17	55,784	▼4.0%	3,649	▼1.0%	15.3	▼0.5
	22	43,477	▼8.2%	4,306	▼0.0%	10.1	▼0.9
	23	43,644	▼0.4%	2,704	▼0.9%	16.1	▲0.1
	23X	10,570	▼5.4%	687	▼1.2%	15.4	▼0.7
	29	8,918	▼13.7%	699	▼3.5%	12.8	▼1.5
	49	56,526	▲0.3%	3,728	▲2.0%	15.2	▼0.3
	Rollup	218,919	▼3.6%	15,773	▼0.2%	13.9	▼0.5
3. Local Connector	219	11,365	▼1.9%	1,619	▲1.3%	7.0	▼0.2
	228	16,749	▼11.3%	2,506	▲1.1%	6.7	▼0.9
	233	8,356	▼13.0%	1,086	▲1.3%	7.7	▼1.3
	245	11,416	▼6.9%	1,085	▲1.1%	10.5	▼0.9
	251	22,688	▼5.2%	2,375	▲1.1%	9.6	▼0.6
	257	15,636	▲2.6%	1,919	▲2.1%	8.1	▲0.0
	Rollup	86,210	▼5.8%	10,590	▲1.3%	8.1	▼0.6
4. Supplemental	113	3,860	▼21.8%	86	▼29.3%	45.0	▲4.3
	115	2,855	▼23.3%	81	▼23.1%	35.3	▼0.1
	117	5,048	▼33.8%	111	▼23.5%	45.4	▼7.1
	119	7,628	▼21.3%	148	▼17.5%	51.5	▼2.5
	125	2,236	▼16.8%	134	▼26.7%	16.7	▲2.0
	139	1,475	▲42.6%	75	▼25.5%	19.6	▲9.4
	145	4,857	▲1.7%	60	▼26.5%	80.5	▲22.3
	149	1,778		75		23.8	
	151	10,135	▼15.8%	193	▼22.2%	52.6	▲4.0
	154	3,187	▼14.8%	82	▼25.9%	39.1	▲5.1
	Rollup	43,059	▼14.3%	1,044	▼18.1%	41.2	▲1.8
5. Rural	61	4,687	▼26.5%	1,178	▼1.1%	4.0	▼1.4
	68	16,311	▼13.5%	2,658	▲1.3%	6.1	▼1.1
	Rollup	20,998	▼16.8%	3,836	▲0.5%	5.5	▼1.1
6. Partnership Services	122	4,565	▼26.3%	540	▼22.4%	8.5	▼0.4
	Rollup	4,565	▼26.3%	540	▼22.4%	8.5	▼0.4
7. Yellow Bus	Hdn Valley	1,194	▼49.3%	54	▲3.8%	22.1	▼23.2
	White Hill	26,337	▼16.6%	320	▲3.8%	82.4	▼20.2
	Rollup	27,531	▼18.8%	374	▲3.8%	73.7	▼20.6
8. Recreational Rollup	66	14,679	▼23.0%	903	▼8.5%	16.2	▼3.1
	Rollup	672,796	▼6.8%	44,134	▼0.3%	15.2	▼1.1

* Change compared to same quarter of prior year

Fixed-Route

Fixed-Route Financial Statistics by Route

Typology	Route	Operating Cost	%Change*	Passenger Revenue	%Change*	Average Subsidy	Change*	Farebox Recovery	Change*
1. Local Trunkline	35	\$903,959	▲7.3%	\$143,733	▼4.7%	\$5.04	▲\$0.69	15.9%	▼2.0%
	36	\$519,440	▲4.5%	\$74,110	▼6.9%	\$5.48	▲\$0.48	14.3%	▼1.7%
	71	\$298,652	▲5.0%	\$30,079	▼6.5%	\$10.82	▲\$1.20	10.1%	▼1.2%
	Rollup	\$1,722,051	▲6.0%	\$247,922	▼5.6%	\$5.74	▲\$0.67	14.4%	▼1.8%
2. Local Basic	17	\$566,165	▲3.3%	\$61,781	▼5.8%	\$9.04	▲\$0.74	10.9%	▼1.1%
	22	\$438,518	▲3.0%	\$52,034	▼9.3%	\$8.89	▲\$1.11	11.9%	▼1.6%
	23	\$407,289	▲3.6%	\$46,949	▼6.4%	\$8.26	▲\$0.43	11.5%	▼1.2%
	23X	\$104,915	▲3.5%	\$9,853	▼3.8%	\$8.99	▲\$0.84	9.4%	▼0.7%
	29	\$106,689	▲1.1%	\$9,259	▲0.3%	\$10.92	▲\$1.61	8.7%	▼0.1%
	49	\$389,350	▲4.5%	\$55,513	▲5.2%	\$5.91	▲\$0.23	14.3%	▲0.1%
	Rollup	\$2,012,926	▲3.4%	\$235,388	▼4.1%	\$8.12	▲\$0.63	11.7%	▼0.9%
3. Local Connector	219	\$166,340	▲3.6%	\$13,460	▼4.4%	\$13.45	▲\$0.80	8.1%	▼0.7%
	228	\$250,017	▲4.4%	\$20,675	▼10.9%	\$13.69	▲\$2.24	8.3%	▼1.4%
	233	\$110,114	▲4.0%	\$8,789	▼14.4%	\$12.13	▲\$2.18	8.0%	▼1.7%
	245	\$108,235	▲4.4%	\$10,690	▼10.0%	\$8.54	▲\$1.06	9.9%	▼1.6%
	251	\$243,486	▲3.5%	\$19,586	▼8.6%	\$9.87	▲\$0.93	8.0%	▼1.1%
	257	\$194,256	▲5.1%	\$15,061	▼4.8%	\$11.46	▲\$0.36	7.8%	▼0.8%
	Rollup	\$1,072,447	▲4.1%	\$88,261	▼8.7%	\$11.42	▲\$1.22	8.2%	▼1.2%
4. Supplemental	113	\$15,388	▼20.0%	\$2,271	▼29.7%	\$3.40	▲\$0.15	14.8%	▼2.0%
	115	\$14,165	▼14.5%	\$1,267	▼27.6%	\$4.52	▲\$0.54	8.9%	▼1.6%
	117	\$19,199	▼14.8%	\$2,054	▼43.3%	\$3.40	▲\$0.92	10.7%	▼5.4%
	119	\$27,146	▼8.6%	\$4,656	▼30.3%	\$2.95	▲\$0.57	17.2%	▼5.3%
	125	\$21,155	▼18.7%	\$1,922	▼17.2%	\$8.60	▼\$0.23	9.1%	▲0.2%
	139	\$12,191	▼17.0%	\$1,212	▲31.3%	\$7.44	▼\$5.87	9.9%	▲3.7%
	145	\$10,205	▼18.0%	\$1,792	▼14.2%	\$1.73	▼\$0.44	17.6%	▲0.8%
	149	\$11,766		\$662		\$6.25		5.6%	
	151	\$30,347	▼14.1%	\$4,345	▼21.3%	\$2.57	▲\$0.09	14.3%	▼1.3%
	154	\$12,210	▼18.3%	\$2,011	▲2.0%	\$3.20	▼\$0.27	16.5%	▲3.3%
	Rollup	\$173,773	▼9.2%	\$22,192	▼21.0%	\$3.52	▲\$0.27	12.8%	▼1.9%
5. Rural	61	\$133,984	▲4.0%	\$4,778	▼31.8%	\$27.57	▲\$8.46	3.6%	▼1.9%
	68	\$308,885	▲6.2%	\$15,510	▼18.5%	\$17.99	▲\$3.58	5.0%	▼1.5%
	Rollup	\$442,869	▲5.5%	\$20,288	▼22.1%	\$20.12	▲\$4.53	4.6%	▼1.6%
6. Partnership Services	122	\$81,808	▼10.6%	\$4,372	▼91.5%	\$16.96	▲\$10.54	5.3%	▼51.2%
	Rollup	\$81,808	▼10.6%	\$4,372	▼91.5%	\$16.96	▲\$10.54	5.3%	▼51.2%
7. Yellow Bus	Hdn Valley	\$26,933	▼23.7%	\$5,962	▼40.9%	\$17.56	▲\$6.87	22.1%	▼6.5%
	White Hill	\$159,442	▼23.7%	\$94,400	▼30.2%	\$2.47	▲\$0.14	59.2%	▼5.5%
	Rollup	\$186,375	▼23.7%	\$100,362	▼30.9%	\$3.12	▲\$0.21	53.8%	▼5.7%
8. Recreational Rollup	66	\$228,220	▲13.0%	\$12,794	▼76.6%	\$14.68	▲\$6.96	5.6%	▼21.5%
	Rollup	\$5,920,468	▲3.0%	\$731,579	▼19.7%	\$7.71	▲\$1.01	12.4%	▼3.5%

* Change compared to same quarter of prior year

Marin Access

Marin Access Passenger Statistics by Service

Typology	Route	Passengers	%Change*	Revenue Hours	%Change*	Productivity (pax/hr)	Change*
9. Demand Response	Dillon DAR	80	▲9.6%	60	▼7.7%	1.3	▲0.2
	Local Para	25,362	▼12.0%	12,159	▼17.5%	2.1	▲0.1
	MTC	3,368	▼11.9%	1,758	▲2.7%	1.9	▼0.3
	Novato DAR	1,289	▲8.7%	577	▼6.4%	2.2	▲0.3
	PtReyesDAR	66	▼19.5%	32	-	2.1	▼0.5
	Rollup		30,165	▼11.3%	14,586	▼15.0%	2.1
Catch-A-Ride	CAR_Gen	1,832	▼3.8%	0			
	CAR_LowInc	1,250	▼24.2%	0			
	Rollup	3,082	▼13.3%	0			
Volunteer Driver	VolDvr	2,157	▼14.6%	2,536	▼16.7%	0.9	▲0.0
	VolDvrWM	802	▼25.3%	1,274	▼23.1%	0.6	▼0.0
Rollup		36,206	▼12.0%	18,396	▼15.9%	2.0	▲0.1

Marin Access Financial Statistics by Service

Typology	Route	Operating Cost	%Change*	Passenger Revenue	%Change*	Average Subsidy	Change*	Farebox Recovery	Change*
9. Demand Response	Dillon DAR	\$3,882	▼4.4%	\$379	▲167.6%	\$43.79	▼\$9.88	9.8%	▲6.3%
	Local Para	\$1,033,584	▼14.3%	\$49,195	▼8.7%	\$38.81	▼\$1.16	4.8%	▲0.3%
	MTC	\$150,107	▲0.1%	\$11,448	▲53.7%	\$41.17	▲\$3.87	7.6%	▲2.7%
	Novato DAR	\$50,523	▲11.6%	\$2,350	▲24.2%	\$37.37	▲\$0.80	4.7%	▲0.5%
	PtReyesDAR	\$2,038	▲3.4%	\$294	▲83.6%	\$26.44	▲\$4.34	14.4%	▲6.3%
	Rollup	\$1,240,133	▼11.9%	\$63,664	▲0.3%	\$39.00	▼\$0.54	5.1%	▲0.6%
Catch-A-Ride	CAR_Gen	\$61,746	▼5.1%	\$3,723	▲0.8%	\$31.67	▼\$0.55	6.0%	▲0.4%
	CAR_LowInc	\$30,319	▲1.0%	\$2,536	▼20.7%	\$22.23	▲\$5.97	8.4%	▼2.3%
	Rollup	\$92,066	▼3.2%	\$6,259	▼9.2%	\$27.84	▲\$3.03	6.8%	▼0.5%
Volunteer Driver	VolDvr	\$19,625	▲5.3%	\$0		\$9.10	▲\$1.71	0.0%	-
	VolDvrWM	\$12,216	▼11.8%	\$0		\$15.23	▲\$2.32	0.0%	-
Rollup	\$1,364,040	▼11.2%	\$69,923	▼0.7%	\$35.74	▲\$0.14	5.1%	▲0.5%	

* Change compared to same quarter of prior year

Systemwide Total

Systemwide Passenger Statistics Summary

	Passengers	%Change*	Revenue Hours	%Change*	Productivity (pax/hr)	Change*
Values	709,002	▼7.1%	62,530	▼5.4%	11.3	▼0.2

Systemwide Financial Statistics Summary

	Operating Cost	%Change*	Passenger Revenue	%Change*	Average Subsidy	Change*	Farebox Recovery	Change*
Values	\$7,284,508	▼0.0%	\$801,502	▼18.3%	\$9.14	▲\$0.88	11.0%	▼2.5%

* Change compared to same quarter of prior year

FY 2020 Marin Access Outreach and Travel Training

Travel Navigator Reporting Month: January 2020

Date	Event	Description	Audience
1/8/2020	Travel Navigator Satellite Hours at Albert J. Boro Community Center / Pickleweed Park	Remote location "office hours" before and during a regularly scheduled multicultural senior event. Individual counseling and group Q&A available in English, Spanish, and Vietnamese.	20
1/14/2020	Travel Navigator Satellite Hours at Mill Valley Community Center	Remote location "office hours" taking place before and during a regularly scheduled senior lunch and preceding bingo.	20
1/15/2020	Travel Navigator Marin Access Group Presentation	Marin Access Presentation "Understanding Your Transportation Options: An Overview of Marin Transit & Marin Access" for Age-Friendly Corte Madera and Twin Cities Village @ Corte Madera Community Center	16
1/16/2020	Travel Navigator Satellite Hours at West Marin Senior Services/Dance Palace in Point Reyes Station	Remote location "office hours" before and during a congregate senior lunch event.	25
1/30/2020	Travel Navigator Satellite Hours at Margaret Todd Senior Center in Novato	Remote location "office hours" in the main lobby of the senior center before and during a senior lunch event.	50

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Travel Navigator Reporting Month: February 2020

Date	Event	Description	Audience
2/7/2020	Travel Navigator Marin Access Group Presentation	Marin Access Presentation "Understanding Your Transportation Options: An Overview of Marin Transit & Marin Access" for AlmaVia of San Rafael Senior Living Community	12
2/12/2020	Travel Navigator Satellite Hours, Goldenaires at San Rafael Community Center	Remote location "office hours" before and during a congregate senior lunch & bingo event.	30
2/19/2020	Marin Access Tabling Event	Covia Health Services Day at Margaret Todd Senior Center in Novato	84
2/20/2020	Marin Transit + Marin Access Group Presentation	Marin Access Presentation "Understanding Your Transportation Options: An Overview of Marin Transit & Marin Access" for Parnow Friendship House in San Rafael	5
2/21/2020	Travel Navigator Satellite Hours at San Geronimo Valley Community Center	Remote location "office hours" before and during a regularly scheduled senior lunch event.	25
2/25/2020	Marin Transit + Marin Access Group Presentation (Spanish)	Marin Access Presentation "Understanding Your Transportation Options: An Overview of Marin Transit & Marin Access" for Ama Latina Group at Margaret Todd Senior Center in Novato	12

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Travel Navigator Reporting Month: March 2020

Date	Event	Description	Audience
3/5/2020	Marin Transit + Marin Access Group Presentation	Marin Transit + Marin Access Presentation "Marin Transit Program & Service Updates" for Marin Commission on Aging at the San Geronimo Valley Community Center	30
3/9/2020	Travel Navigator Marin Access Group Presentation	Marin Access Presentation "Understanding Your Transportation Options: An Overview of Marin Transit & Marin Access" for Deer Park Retirement Community in Novato	25
3/10/2020	Travel Navigator Satellite Hours at Mill Valley Community Center	Remote location "office hours" taking place before and during a regularly scheduled senior lunch and preceding bingo.	35
3/11/2020	Travel Navigator Satellite Hours at Albert J. Boro Community Center / Pickleweed Park	Remote location "office hours" before and during a regularly scheduled multicultural senior event. Individual counseling and group Q&A available in English, Spanish, and Vietnamese.	15

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Technology 4 Life Reporting Months: January – March 2020

Date	Event	Description	Audience
1/23/20 & 1/30/20	Tech Tips for Transportation	Interactive class designed to teach older adults or people with disabilities how to use their smartphone, tablet, or computer to learn about transportation options in Marin.	9
3/12/20	Tech Tips for Transportation	Interactive class designed to teach older adults or people with disabilities how to use their smartphone, tablet, or computer to learn about transportation options in Marin.	2