



711 grand ave, #110
san rafael, ca 94901

ph: 415.226.0855
fax: 415.226.0856
marintransit.org

March 2, 2020

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

SUBJECT: Marin Transit Quarterly Performance Report for the Second Quarter of FY 2019/20

Dear Board Members:

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

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director
city of novato

katie rice
director
supervisor district 2

kathrin sears
director
supervisor district 3

RECOMMENDATION: Accept report.

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 performance report for the second 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 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 Q2

This report summarizes the operational performance of Marin Transit services for the second quarter of FY 2019/20 from October 1, 2019 through December 31, 2019. The Quarterly Performance Report provides detailed route-level statistics, analyzes trends, and evaluates performance measures established under 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 is consistent with the District's reporting for the National Transit Database.

Performance Goals

Marin Transit measures performance goals at the route level for 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/Tomales DAR, Point Reyes DAR	2	\$35.00

Performance Summary

In the second quarter of FY 2019/20, Marin Transit carried 814,695 passengers systemwide. This represents a slight decrease of 0.7% in total ridership compared to the second quarter of the previous fiscal year. On fixed-route transit services including Yellow School Bus, Marin Transit carried 773,515 riders. This is a 1.1% decrease from the last fiscal year. Marin Access services

carried 41,180 trips on demand response and mobility management programs. This was a 7.5% increase compared to the last fiscal year. The tables at the end of this report provide a breakdown of all route-level statistics based on Marin Transit's service typology.

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

In the second quarter of FY 2019/20, Local Trunkline services carried 286,908 passengers. This is a 1.5% decrease from the second quarter of the previous fiscal year. Only Route 35 met the productivity and subsidy target of 20 passengers per hour and \$4.50 per passenger, respectively. Route 36 met the productivity target only, and Route 71x did not meet either target this quarter.

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

Local Basic services carried a total of 245,262 passengers during the second quarter of this fiscal year, a slight decrease of 0.4% compared to last fiscal year. None of the six routes met both their productivity and subsidy targets this quarter with the exception of Route 49, which met its subsidy target of \$6.50 per passenger.

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

During the second quarter of the fiscal year, Local Connector services carried 98,719 passengers. This is 1.4% more than the previous year. All routes except for Route 228 met the productivity target of 8 passengers per hour, and two of the six routes met the subsidy target of \$9.00 per passenger (Routes 245 & 251).

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

Supplemental school services carried a total of 52,016 passengers during the second quarter of FY 2019/20. This represents 2.2% decrease in passengers from the previous year. Seven of the ten routes met the productivity target of 20 passengers per trip: Routes 113, 115, 117, 119, 145, 151, and 154. Five of the ten routes met their subsidy target of \$3.00 per passenger: 113, 117, 119, 145, 151. Route 149 is a new route that started service in FY 19/20.

Rural (West Marin Stagecoach Routes 61 and 68)

In the second quarter of the fiscal year, the two Stagecoach routes carried 24,125 passengers. This is about a 7.8% 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 6,593 passengers during the second quarter of the year, a decrease of 13.9% compared to the prior year. There are no performance targets established for Partnership services.

Yellow Bus

Ross Valley School District yellow bus service carried 32,889 passengers during the second quarter of FY 2019/20 for a decrease of approximately 6.1% 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 27,003 passengers during the second quarter of FY 2019/20 with 7.2% more 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 second quarter of FY 2019/20, local paratransit carried 28,698 passengers. The service productivity average of 2.0 passengers per hour met the 2.0 standard. The number of passengers represents a 3.6% decrease 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 1,338 passengers and met its productivity standard at 2.0 passengers per hour. Ridership was 4.5% 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 second quarter of the fiscal year, the service carried 105 passengers, a 1.9% decrease compared to last year. It did not meet the 2.0 passengers per hour productivity target. The service did meet the subsidy target of less than \$35.00 per passenger.

In July 2016, Marin Transit added a general public dial-a-ride service between Point Reyes Station and Novato. The service runs twice per month on the first and third Monday. In the second quarter of the fiscal year, the service carried 68 passengers, 10.5% lower than the second quarter of last year, and met its productivity target with 2.2 passengers per hour. The service also met the subsidy target of less than \$35.00 per passenger trip.

The Volunteer Driver Program completed 3,330 trips in the second quarter of FY 2019/20. This represents a 4.3% decrease compared to the previous fiscal year.

The Catch-a-Ride program provided 3,843 one-way trips. This is an increase of 7.5% compared to the prior year.

Marin Transit launched a new on-demand micro transit service called Marin Transit Connect in FY 17/18. A total of 3,798 passengers rode the service in the second quarter of the FY 19/20, a 55% increase from the prior year. There are currently no 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 has not met those targets.

Ridership Trends

The slight 0.7% decrease in ridership is insignificant compared to the trends among bus transit agencies throughout the country and in the Bay Area. According to the National Transit Database, nationwide bus ridership declined 5.4% during the second quarter of FY 2019/20 compared to the prior year. Regionally, Golden Gate Transit experienced a 3.0% decrease in the second quarter of 2019/20.

Various factors can impact ridership such as the number of weekdays in a month, the weather, and service disruptions. In the second quarter of FY 2019/20, several factors contributed to a decline in overall ridership. These included the wildfires and power outage that led in school closures, Muir Woods closures, and reduced travel demand. In addition, Marin Transit

experienced significant service cancellations on routes operated by Golden Gate Transit. This was due to driver shortages during this quarter.

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

Table 2: Factors Impacting Ridership Comparison

Factor	FY 2018/19 Q2	FY 2019/20 Q2	Impact
Calendar	School Days	58	▼
	Weekdays	66	--
	Weekends & Holidays	30	--
	Muir Woods Shuttle	31	▲
Service Disruptions (cancelled/missed service)	100	192	▼▼
Rainfall (inches)	10.6	17.3	▼
Gas Prices	\$3.59	\$3.89	--

Compared to the prior year, demand for Marin Access mobility management and demand response programs increased by 9.5% during the second quarter of FY 2019/20. These trends are comparable to growth historically in demand-response programs and in line with the agency's ridership growth of the Connect pilot program. Staff will continue to monitor ridership trends on these services.

Fixed-Route

Fixed-Route Passenger Statistics by Route

Typology	Route	Passengers	%Change*	Revenue Hours	%Change*	Productivity (pax/hr)	Change*
1. Local Trunkline	35	164,067	▼2.9%	5,734	▼1.0%	28.6	▼0.6
	36	94,506	▲1.3%	3,396	▼1.4%	27.8	▲0.7
	71	28,335	▼2.1%	1,867	▲0.1%	15.2	▼0.3
	Rollup	286,908	▼1.5%	10,996	▼0.9%	26.1	▼0.2
2. Local Basic	17	61,976	▼1.6%	3,724	▼1.0%	16.6	▼0.1
	22	52,593	▲4.7%	4,417	▲0.5%	11.9	▲0.5
	23	48,446	▼3.3%	2,781	▼0.2%	17.4	▼0.6
	23X	11,547	▲1.3%	706	▼0.1%	16.3	▲0.2
	29	9,328	▼3.2%	736	-	12.7	▼0.4
	49	61,372	▼0.7%	3,737	▲0.1%	16.4	▼0.1
	Rollup	245,262	▼0.4%	16,103	▼0.1%	15.2	▼0.0
3. Local Connector	219	13,080	▲10.6%	1,631	▲0.1%	8.0	▲0.8
	228	18,736	▼4.7%	2,528	▲0.0%	7.4	▼0.4
	233	9,762	▼7.8%	1,097	-	8.9	▼0.8
	245	13,023	▲1.9%	1,096	▼0.1%	11.9	▲0.2
	251	26,713	▲0.8%	2,401	▲0.0%	11.1	▲0.1
	257	17,405	▲9.0%	1,913	▲0.1%	9.1	▲0.7
	Rollup	98,719	▲1.4%	10,666	▲0.0%	9.3	▲0.1
4. Supplemental	113	4,927	▼20.3%	103	▼11.4%	48.0	▼5.4
	115	3,156	▼17.1%	88	▼5.8%	35.7	▼4.9
	117	6,300	▼7.9%	124	▼12.6%	50.8	▲2.6
	119	9,760	▼12.9%	176	▲2.4%	55.5	▼9.7
	125	2,653	▼16.1%	161	▼6.8%	16.5	▼1.8
	139	1,699	▲37.9%	96	▲1.1%	17.7	▲4.7
	145	5,943	▲27.1%	71	▼7.4%	83.1	▲22.6
	149	2,124		86		24.8	
	151	12,060	▼1.6%	219	▼2.5%	55.0	▲0.5
	154	3,394	▼11.9%	93	▼5.8%	36.5	▼2.6
	Rollup	52,016	▼2.2%	1,217	▲2.2%	42.7	▼1.9
	5. Rural	61	5,610	▼9.5%	1,175	▲0.2%	4.8
68		18,515	▼7.3%	2,683	▼0.2%	6.9	▼0.5
Rollup		24,125	▼7.8%	3,858	▼0.1%	6.3	▼0.5
6. Partnership Services	122	6,593	▼13.9%	698	▼5.6%	9.4	▼0.9
	Rollup	6,593	▼13.9%	698	▼5.6%	9.4	▼0.9
7. Yellow Bus	Hdn Valley	1,601	▼37.5%	49	▼9.3%	32.7	▼14.7
	White Hill	31,288	▼3.6%	290	▼9.3%	107.9	▲6.3
	Rollup	32,889	▼6.1%	339	▼9.3%	97.0	▲3.3
8. Recreational Rollup	66	27,003	▲7.2%	1,139	▲6.7%	23.7	▲0.1
	Rollup	773,515	▼1.1%	45,017	▼0.2%	17.2	▼0.2

* 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	\$868,472	▲0.0%	\$150,592	▼8.3%	\$4.38	▲\$0.21	17.3%	▼1.6%
	36	\$509,137	▼0.5%	\$83,290	▼4.9%	\$4.51	▼\$0.04	16.4%	▼0.7%
	71	\$296,485	▲1.3%	\$32,413	▼9.8%	\$9.32	▲\$0.45	10.9%	▼1.3%
	Rollup	\$1,674,094	▲0.1%	\$266,295	▼7.5%	\$4.91	▲\$0.15	15.9%	▼1.3%
2. Local Basic	17	\$564,737	▲0.1%	\$64,650	▼9.9%	\$8.07	▲\$0.24	11.4%	▼1.3%
	22	\$440,367	▲1.1%	\$56,960	▼7.0%	\$7.29	▼\$0.16	12.9%	▼1.1%
	23	\$407,555	▲0.8%	\$48,238	▼8.2%	\$7.42	▲\$0.40	11.8%	▼1.2%
	23X	\$105,181	▲1.3%	\$9,764	▼11.5%	\$8.26	▲\$0.12	9.3%	▼1.3%
	29	\$109,537	▲1.4%	\$8,162	▼14.1%	\$10.87	▲\$0.65	7.5%	▼1.3%
	49	\$385,545	▲1.0%	\$50,805	▼12.5%	\$5.45	▲\$0.22	13.2%	▼2.0%
	Rollup	\$2,012,922	▲0.8%	\$238,580	▼9.7%	\$7.23	▲\$0.19	11.9%	▼1.4%
3. Local Connector	219	\$169,267	▲3.3%	\$14,690	▲3.3%	\$11.82	▼\$0.83	8.7%	▲0.0%
	228	\$251,799	▲3.2%	\$19,764	▼14.5%	\$12.38	▲\$1.14	7.8%	▼1.6%
	233	\$111,737	▲3.2%	\$8,492	▼22.7%	\$10.58	▲\$1.39	7.6%	▼2.5%
	245	\$109,145	▲3.1%	\$10,821	▼10.5%	\$7.55	▲\$0.21	9.9%	▼1.5%
	251	\$248,445	▲3.2%	\$19,948	▼15.3%	\$8.55	▲\$0.36	8.0%	▼1.8%
	257	\$194,128	▲3.3%	\$15,421	▼7.3%	\$10.27	▼\$0.46	7.9%	▼0.9%
	Rollup	\$1,084,520	▲3.2%	\$89,137	▼11.4%	\$10.08	▲\$0.32	8.2%	▼1.4%
4. Supplemental	113	\$17,154	▼10.7%	\$3,411	▼15.4%	\$2.79	▲\$0.33	19.9%	▼1.1%
	115	\$14,413	▼6.1%	\$1,181	▼36.1%	\$4.19	▲\$0.65	8.2%	▼3.9%
	117	\$19,920	▼13.1%	\$2,486	▼27.6%	\$2.77	▼\$0.08	12.5%	▼2.5%
	119	\$30,027	▲1.0%	\$6,124	▼23.1%	\$2.45	▲\$0.51	20.4%	▼6.4%
	125	\$23,838	▼7.1%	\$2,248	▼22.8%	\$8.14	▲\$0.94	9.4%	▼1.9%
	139	\$14,684	▲1.5%	\$1,364	▲12.5%	\$7.84	▼\$2.92	9.3%	▲0.9%
	145	\$11,252	▼8.2%	\$2,175	▲10.8%	\$1.53	▼\$0.68	19.3%	▲3.3%
	149	\$12,607		\$642		\$5.63		5.1%	
	151	\$32,231	▼3.2%	\$5,115	▼15.3%	\$2.25	▲\$0.03	15.9%	▼2.3%
	154	\$13,020	▼6.4%	\$2,063	▼0.9%	\$3.23	▲\$0.16	15.8%	▲0.9%
	Rollup	\$189,146	▲1.2%	\$26,808	▼14.9%	\$3.12	▲\$0.20	14.2%	▼2.7%
5. Rural	61	\$129,771	▲2.3%	\$6,078	▼10.3%	\$22.05	▲\$2.68	4.7%	▼0.7%
	68	\$302,585	▲2.0%	\$18,290	▼10.3%	\$15.35	▲\$1.52	6.0%	▼0.8%
	Rollup	\$432,356	▲2.0%	\$24,368	▼10.3%	\$16.91	▲\$1.76	5.6%	▼0.8%
6. Partnership Services	122	\$96,983	▼5.8%	\$34,995	▼8.8%	\$9.40	▲\$0.97	36.1%	▼1.2%
	Rollup	\$96,983	▼5.8%	\$34,995	▼8.8%	\$9.40	▲\$0.97	36.1%	▼1.2%
7. Yellow Bus	Hdn Valley	\$28,921	▼22.1%	\$9,936	▼5.9%	\$11.86	▲\$1.48	34.4%	▲5.9%
	White Hill	\$171,211	▼22.1%	\$114,600	▼13.9%	\$1.81	▼\$0.86	66.9%	▲6.4%
	Rollup	\$200,132	▼22.1%	\$124,536	▼13.3%	\$2.30	▼\$0.94	62.2%	▲6.3%
8. Recreational Rollup	66	\$239,198	▲18.8%	\$4,833	▼92.4%	\$8.68	▲\$3.23	2.0%	▼29.8%
	Rollup	\$5,929,351	▲0.6%	\$809,552	▼15.4%	\$6.62	▲\$0.31	13.7%	▼2.6%

* 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	105	▼1.9%	60	▼7.7%	1.8	▲0.1
	Local Para	28,698	▼3.6%	13,859	▼5.8%	2.1	▲0.0
	MTC	3,798	▲16.6%	1,290	▼28.6%	2.9	▲1.1
	Novato DAR	1,338	▲4.5%	610	▼3.4%	2.2	▲0.2
	PtReyesDAR	68	▼10.5%	32	-	2.2	▼0.3
	Rollup		34,007	▼1.4%	15,850	▼8.1%	2.1
Catch-A-Ride	CAR_Gen	2,197	▲18.3%	0			
	CAR_LowInc	1,646	▼4.1%	0			
	Rollup	3,843	▲7.5%	0			
Volunteer Driver	VolDvr	2,553	▲4.2%	3,040	▼8.7%	0.8	▲0.1
	VolDvrWM	777	▼24.3%	1,273	▼20.4%	0.6	▼0.0
Rollup		41,180	▼0.9%	20,163	▼9.0%	2.0	▲0.2

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	\$3,822	▼3.3%	\$453	▲109.7%	\$32.09	▼\$2.83	11.9%	▲6.4%
	Local Para	\$1,099,091	▼5.9%	\$44,682	▼20.0%	\$36.74	▼\$0.62	4.1%	▼0.7%
	MTC	\$126,829	▼21.0%	\$7,512	▲13.0%	\$31.42	▼\$15.83	5.9%	▲1.8%
	Novato DAR	\$49,619	▲6.3%	\$1,568	▼24.0%	\$35.91	▲\$1.06	3.2%	▼1.3%
	PtReyesDAR	\$2,045	▲6.5%	\$294	▲87.0%	\$25.76	▲\$2.55	14.4%	▲6.2%
	Rollup	\$1,281,408	▼7.2%	\$54,509	▼16.0%	\$36.08	▼\$2.09	4.3%	▼0.4%
Catch-A-Ride	CAR_Gen	\$66,601	▲9.3%	\$3,196	▼24.6%	\$28.86	▼\$1.66	4.8%	▼2.2%
	CAR_LowInc	\$29,826	▼17.2%	\$2,422	▼38.6%	\$16.65	▼\$2.03	8.1%	▼2.8%
	Rollup	\$96,427	▼0.5%	\$5,618	▼31.4%	\$23.63	▼\$1.20	5.8%	▼2.6%
Volunteer Driver	VolDvr	\$20,352	▲1.2%	\$0		\$7.97	▼\$0.23	0.0%	-
	VolDvrWM	\$10,785	▼20.3%	\$0		\$13.88	▲\$0.71	0.0%	-
Rollup	\$1,408,972	▼6.8%	\$60,126	▼17.7%	\$32.75	▼\$1.88	4.3%	▼0.6%	

* Change compared to same quarter of prior year

Systemwide Total

Systemwide Passenger Statistics Summary

	Passengers	%Change*	Revenue Hours	%Change*	Productivity (pax/hr)	Change*
Values	814,695	▼1.1%	65,180	▼3.1%	12.5	▲0.3

Systemwide Financial Statistics Summary

	Operating Cost	%Change*	Passenger Revenue	%Change*	Average Subsidy	Change*	Farebox Recovery	Change*
Values	\$7,338,324	▼0.9%	\$869,678	▼15.6%	\$7.94	▲\$0.20	11.9%	▼2.1%

* Change compared to same quarter of prior year

FY 2020 Marin Access Outreach and Travel Training

Travel Navigator Reporting Month: October 2019

Date	Event	Description	Audience
10/9/2019	Travel Navigator Satellite Hours, Goldenaires at San Rafael Community Center	Remote location "office hours" before and during a congregate senior lunch & bingo event.	25
10/17/2019	Travel Navigator Satellite Hours at San Geronimo Valley Community Center	Remote location "office hours" before and during a regularly scheduled senior lunch event.	25
10/23/2019	Marin Senior Fair at the Marin Exhibit Hall	The 2019 Marin Senior Fair was a busy and festive event. Approximately 2,000 attendees visited 145 exhibit booths, received free flu shots, and attended senior talks. The 2019 theme " Viva Marin Seniors! " was very prevalent throughout the fair, featuring Vegas-style activities, costumes, booth decorations, and entertainment.	~2000

FY 2020 Marin Access Outreach and Travel Training

Travel Navigator Reporting Month: November 2019

Date	Event	Description	Audience
11/6/2019	Travel Navigator Marin Access Presentation at Bradley House in Tiburon, CA	Travel Training Group Presentation regarding transportation and mobility options for older adults and persons with disabilities in Marin County and beyond.	4
11/12/2019	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, coinciding with the "LIVING IN THE MOMENT" Dementia Conference 2019.	75
11/13/2019	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.	34
11/19/2019	Marin City Senior Health Fair at the Marguerita C. Johnson Senior Center in Marin City	Marin City Community Services District and Marin City Health & Wellness Center, two leading organizations serving residents of southern Marin County, hosted a senior health fair. Sixteen organizations providing services to seniors participated, with tables, experts and free resources available. Speakers addressed topics of special interest to people aged 55 and over.	35
11/20/2019	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.	30
11/21/2019	Travel Navigator Satellite Hours at West Marin Senior Services/Dance Palace in Point Reyes Station	Remote location "office hours" before and during a congregated senior lunch event.	25

FY 2020 Marin Access Outreach and Travel Training

Travel Navigator Reporting Month: December 2019

Date	Event	Description	Audience
12/11/2019	Travel Navigator Satellite Hours, Goldenaires at San Rafael Community Center	Remote location "office hours" before and during a congregate senior lunch & bingo event.	20
12/19/2019	Travel Navigator Satellite Hours at San Geronimo Valley Community Center	Remote location "office hours" before and during a regularly scheduled senior lunch event.	25

FY 2020 Marin Access Outreach and Travel Training

Technology 4 Life Reporting Months: October - December 2019

There were no classes held in Q2. A class was scheduled for October at Career Point but was cancelled due to low enrollment.