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December 5, 2022

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 2022/23**

Dear Board Members:

#### **Recommendation**

Accept report.

#### **Summary**

As part of the District's service monitoring process, staff have prepared a quarterly performance report alongside the quarterly financial report. Attached is the report for the second quarter of FY 2022/23.

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-and-reports> in addition to the monthly reports.

#### **Fiscal/Staffing Impact**

None.

Respectfully Submitted,

Asher Butnik  
Transit Planner

**Attachment A:** Quarterly Performance Report for FY 2022/23 Q2

**Attachment B:** FY 2023 Q2 (October – December) Marin Transit Outreach and Travel Training



# Quarterly Performance Report for FY 2022/23 Q2

This report summarizes the operational performance of Marin Transit services for the second quarter of FY 2022/23 from October 1, 2022 through December 31, 2022. 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. The reporting tools capture all costs associated with service operations and are 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 and Connect programs.

**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, 71	20	\$5.00
Regular Local	17, 22, 23, 23X, 29, 49	18	\$7.25
Local Connector	219, 228, 233, 245, 251, 257	8	\$10.00
Supplemental	613, 619, 625, 645, 651, 654	20 per trip	\$3.25
Rural	61, 68	6	\$13.25
Recreational	66 (Muir Woods Shuttle)	25	\$3.25
Demand Response	Local DAR, Novato DAR, Dillon Beach/Tomales DAR, Point Reyes DAR	2	\$38.50



## Performance Summary

In the second quarter of FY 2022/23, Marin Transit carried a total of 705,090 passengers systemwide. This represents an increase of 24% in ridership compared to the second quarter of the previous fiscal year. On fixed-route transit services, Marin Transit carried 659,097 riders. This is an increase of 26% compared to the second quarter of FY 2021/22. The Yellow Bus program carried 27,500 passengers. This represents an increase of 15% compared to the second quarter of the previous fiscal year. Marin Access services carried 18,493 trips on demand response and mobility management programs. This reflects a decrease of 9% compared to the second quarter of the 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 71)**

In the second quarter of FY 2022/23, Local Trunkline services carried 293,010 passengers. This represents an increase of 29% compared to the second quarter of the prior fiscal year. Routes 35 and 36 had an average of 24 and 20 passengers per revenue hour, respectively, meeting the productivity target of 20 passengers per revenue hour. No Local Trunkline routes met their subsidy target of \$5.00 per passenger. Local Trunkline service accounted for 32% of fixed route service in revenue hours and 44% of fixed route ridership in the second quarter of FY2022/23.

### **Local Basic (Routes 17, 22, 23, 23X, 29, and 49)**

Local Basic services carried a total of 220,476 passengers during the second quarter of this fiscal year. This represents an increase of 25% compared to the second quarter of the prior fiscal year. Route 23X had an average of 23 passengers per revenue hour, meeting the productivity target of 18 passengers per revenue hour. Route 23X also had an average subsidy per passenger of \$7.22, meeting the \$7.25 subsidy per passenger target. No other Local Basic routes met the performance target of 18 passengers per hour or the subsidy target of \$7.25 per passenger. Local Basic routes represented 33% of fixed route revenue hours and 33% of fixed route ridership in the second quarter of FY2022/23.

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

During the second quarter of the fiscal year, Local Connector services carried 85,166 total passengers. This represents an increase of 27% over the second quarter of the last fiscal year. Routes 233, 245, 251, and 257 all met the productivity target of 8 passengers per revenue hour. Routes 219 and 228 did not meet the productivity target, and no Local Connector route met the subsidy target of \$10.00 per passenger. Local Connector routes accounted for 22% of fixed route service in revenue hours and provided 13% of fixed route ridership in the second quarter of FY 2022/23.

### **Supplemental School (Routes 613, 619, 625, 645, 651, and 654)**

Supplemental School routes carried 23,952 passengers in the second quarter of FY 2022/23. This represents a 40% increase from the second quarter of prior fiscal year. Routes 613, 625, and 654 had an average of 26, 20, and 27 passengers per trip, respectively, meeting the productivity target of 20 passengers per trip. No other Supplemental School routes met the productivity target of 20 passengers per trip, and none met the subsidy target of \$3.25 per passenger. Supplemental School routes accounted for 2% of fixed route service in revenue hours and provided 4% of fixed route ridership in the second quarter of FY 2022/23.



### **Rural (West Marin Stagecoach Routes 61 and 68)**

In the second quarter of the fiscal year, the two Stagecoach routes carried 21,938 passengers. This represents a 1% increase from the second quarter of the prior fiscal year. Route 68 had an average of 7 passengers per revenue hour, meeting the productivity target of 6 passenger per revenue hour. Route 61 did not meet the productivity target of 6 passengers per hour, and neither route met its subsidy goal of \$13.25 per passenger. Stagecoach routes accounted for 9% of fixed route service in revenue hours, and ridership represented 3% of fixed route ridership in the second quarter of FY2022/23.

### **Yellow Bus**

In the second quarter of FY 2022/23, the Ross Valley School District yellow bus service carried 27,500 passengers. This represents an increase of 15% compared to the second quarter of the prior year. This program has no established service targets.

### **Recreational (Route 66-Muir Woods Shuttle)**

The Muir Woods Shuttle currently runs weekend/holiday-only service in the off-peak season, and daily service in the peak season (summer), which ended in the first quarter of this fiscal year. In the second quarter of FY 2022/23, the Muir Woods Shuttle carried 14,555 passengers. This represents an increase of 8% over the second quarter of FY 2021/22. It did not meet its productivity goal of 25 passengers per revenue hour nor its subsidy goal of \$3.25 per passenger. The Muir Woods Shuttle accounted for 2% of fixed route service in revenue hours, and ridership represented 2% of fixed route ridership in the second quarter of FY2022/23.

### **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 2022/23, local paratransit carried 13,032 passengers. The service productivity average of 2.0 passengers per hour did meet the 2.0 standard. The number of passengers represents a 9% decrease in ridership compared to the prior fiscal year. With a subsidy per passenger of \$84.53, the service did not meet the subsidy target of \$38.50 per passenger.

The Novato Dial-a-Ride service carried 672 passengers. The service productivity average of 2.2 passengers per hour did meet the 2.0 standard. Ridership was 11% lower than in the previous fiscal year. The service did not meet the subsidy target of \$38.50 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 79 passengers, a 41% decrease compared to the prior year. The service productivity average of 1.2 passengers per hour did not meet the 2.0 passengers per hour target. The service did not meet the subsidy target of \$38.50 per passenger.

In July 2016, Marin Transit added a new general public dial-a-ride service between Point Reyes Station and Novato. The service currently runs twice per month on the first and third Monday. In the second quarter of the fiscal year, the service carried 14 passengers, a 78% decrease compared to the prior fiscal year. At 0.4 passengers per hour, the rural dial-a-ride did not meet its 2.0 productivity target. The service did not meet its subsidy target of less than \$38.50 per passenger.



The Volunteer Driver Program completed 2,883 trips in the second quarter of FY 2022/23. This represents an 11% increase compared to the previous fiscal year.

The Catch-a-Ride program provided 979 one-way trips. This represents an increase of 3% compared to the prior year.

Marin Transit launched the on-demand microtransit pilot program called Marin Transit Connect in May of 2018. In July 2020, Marin Transit expanded the Connect service area from limited areas of Northern and Downtown San Rafael to 2.5 sq. miles surrounding all of Marin's SMART rail stations and introduced an updated on-demand Connect pilot. This program carried a total of 834 passengers in the second quarter of FY 2022/23, a 43% decrease from the prior year. There are currently no board-adopted performance targets for the Connect service. At the beginning of FY 2019/20, staff provided a one-year evaluation report of the previous Connect pilot program that suggested performance targets of 4.0 passengers per hour and \$15.00 per passenger trip. Connect performance continued to improve in FY 2019/20. At this time, the program has 6.2 passengers per revenue hour, exceeding the suggested target of 4.0. However, the program is not meeting the suggested \$15.00 per passenger subsidy target, primarily due to low utilization from first-last mile commuters. Commuters were the largest rider group prior to the COVID-19 pandemic and have significantly reduced their travel due to the post COVID travel demand changes.

## **Community Engagement**

Staff perform various activities on an ongoing basis to engage the community and share information about Marin Transit and Marin Access programs and services. In the second quarter, the focus of these efforts was on establishing and growing our relationships with community partners to improve our ability to connect with riders and the general public. Our efforts helped staff to begin to rebuild connections with Marin Access riders following the decline in outreach during the COVID-19 pandemic and to strengthen and broaden community connections in advance of potential upcoming service changes.

The attached report details community engagement efforts for several different audiences including: community members, general public riders, and Marin Access riders. In the second quarter in FY 2022/23, staff completed four events including two focused on the community as a whole in the Canal area of San Rafael, and two focused on Marin Access populations. Overall, we reached 76 community members. All events had Spanish translation services available. This is an increase compared to the same period of the previous year, when only two events focused on Marin Access populations were completed virtually. Staff anticipate the number of events and community engagement opportunities to continue to grow in the third quarter as we continue to bring back in person engagement events and engage the community around service changes.

## **Ridership Trends**

The District continues to experience a steady rebound in ridership; all services have resumed and ridership has reached roughly 87% of pre-pandemic levels. However, ridership recovery has not been spread evenly across Marin Transit programs. Fixed route ridership recovery has continued to grow each quarter and was at 89% of pre-pandemic levels in Q2, whereas Marin Access services were at only 45% of pre-COVID ridership levels in Q2. As of Q1, Marin Access ridership had plateaued around half of pre-pandemic, but has since started to decline. Marin Transit staff are actively working on outreach to



Marin Access riders and community organizations to determine why ridership recovery has stalled, and are discussing ways that Marin Access programs can be altered to better serve their riders.

The increase in systemwide ridership compared to the second quarter of FY 2021/22 is both a reflection of how steep ridership fell at the beginning of the pandemic and of how strong ridership growth has been. Marin Transit has experienced stronger growth than most other agencies across the US. According to the National Transit Database, nationwide bus ridership was 9% higher during the second quarter of FY 2022/23 than the prior year, compared to Marin Transit’s 26% increase over the prior year (fixed route services).

Regionally, Marin Transit fixed route services continue to perform well compared to other North Bay transit agencies. In the second quarter of FY 2022/23, Golden Gate Transit carried 309,645 passengers on its fixed route bus service, representing less than half of Marin Transit’s fixed route ridership (659,097), while SMART carried only 158,311 passengers. Comparably to Marin Transit, Golden Gate Transit experienced a 28% increase in fixed route bus ridership in this quarter compared to the second quarter of FY2021/22, and SMART experienced a 104% increase in ridership compared to the second quarter of last year.

Marin Transit’s increase in fixed route ridership this quarter was comparable to most other Bay Area transit agencies that provide local transit services. Comparing to other Countywide peer agencies, Napa Valley Transportation Authority (VINE), SamTrans, and Solano County Transit (SolTrans) experienced a 22%, 26%, and 74% increase in ridership, respectively, relative to the second quarter of FY 2021/22.

Demand for Marin Access mobility management and demand response programs decreased by 9% during the second quarter of FY 2022/23 compared to the second quarter of the prior year. Throughout the COVID recovery, ridership increases on demand response services have lagged behind fixed route services, but this is the first quarter where ridership on demand response services has decreased compared to the prior year. Even with vaccines, seniors and people with disabilities remain more susceptible to severe effects from COVID than the general population and continue to be more cautious with their travel and activities. In addition, day programs are not holding as much in person programming as before the pandemic. It remains to be seen whether demand response ridership will continue to stagnate, or whether recovery will pick up in the following quarters.

Table 2 below compares several other factors and qualitatively evaluates their potential impact on ridership.

**Table 2: Factors Impacting Ridership Comparison**

Factor		FY 2021/22 Q2	FY 2022/23 Q2	Impact
Days Operated	Weekdays	66	65	--
	Weekends & Holidays	35	36	--
	Muir Woods Shuttle	34	32	--
Service Disruptions (cancelled/missed service)		111	412	▼▼▼
Rainfall (inches)		20	12	▲▲
Gas Prices		\$4.53	\$5.17	▲



Due to the national labor shortage, Marin Transit's operating contractors have had difficulty hiring new drivers, which has led to a significant amount of missed service on the Supplemental School routes and the Muir Woods Shuttle. These routes were initially suspended during COVID, and even though they have been restored to service for over a year, there is still difficulty in hiring enough new drivers. The District continues to work and communicate with its contractors and the schools served by Supplemental School routes to minimize missed service and ensure as many students can get to and from their classes on time as possible.

## Fixed-Route

### Fixed-Route Passenger Statistics by Route

Typology	Route	Passengers	%Change*	Revenue Hours	%Change*	Productivity (pax/hr)	Change*
1. Local Trunkline	35	149,368	▲24.1%	6,111	▲7.7%	24.4	▲3.2
	36	67,441	▲21.6%	3,381	▲0.3%	19.9	▲3.5
	71	76,201	▲48.8%	5,177	▲4.2%	14.7	▲4.4
	<b>Rollup</b>	<b>293,010</b>	<b>▲29.1%</b>	<b>14,669</b>	<b>▲4.7%</b>	<b>20.0</b>	<b>▲3.8</b>
2. Local Basic	17	46,538	▲1.8%	3,651	▲0.2%	12.7	▲0.2
	22	42,410	▲61.9%	3,558	▲22.1%	11.9	▲2.9
	23	45,901	▲20.2%	2,759	▼0.8%	16.6	▲2.9
	23X	14,681	▲7.4%	650	▼0.9%	22.6	▲1.8
	29	11,238	▲34.6%	649	▲1.9%	17.3	▲4.2
	49	59,708	▲31.5%	4,002	▲4.9%	14.9	▲3.0
	<b>Rollup</b>	<b>220,476</b>	<b>▲24.2%</b>	<b>15,268</b>	<b>▲5.7%</b>	<b>14.4</b>	<b>▲2.2</b>
3. Local Connector	219	7,659	▼10.6%	1,547	▼1.4%	5.0	▼0.5
	228	15,789	▲27.5%	2,328	▼3.3%	6.8	▲1.6
	233	10,020	▲59.8%	1,081	▲5.1%	9.3	▲3.2
	245	10,993	▲18.3%	1,084	▲2.1%	10.1	▲1.4
	251	23,519	▲24.9%	2,363	▼1.1%	10.0	▲2.1
	257	17,186	▲44.8%	1,924	▼0.5%	8.9	▲2.8
	<b>Rollup</b>	<b>85,166</b>	<b>▲26.7%</b>	<b>10,327</b>	<b>▼0.6%</b>	<b>8.2</b>	<b>▲1.8</b>
4. Supplemental	613	8,283	▲138.5%	176	▲24.4%	47.0	▲22.5
	617	0	▼100.0%	0	▼100.0%		
	619	5,041	▲37.4%	171	▼3.6%	29.5	▲8.8
	625	1,913	▲170.6%	80	▲74.7%	24.0	▲8.5
	645	2,673	▲8.1%	180	▲133.3%	14.8	▼17.2
	649	0	▼100.0%	0	▼100.0%		
	651	4,797	▲9.3%	160	▲1.8%	30.0	▲2.1
	654	1,245	▲120.4%	48	▼3.4%	25.7	▲14.4
	Covid	0		0			
	<b>Rollup</b>	<b>23,952</b>	<b>▲39.9%</b>	<b>816</b>	<b>▲16.0%</b>	<b>29.4</b>	<b>▲5.0</b>
5. Rural	61	4,768	▼29.1%	1,367	▼41.9%	3.5	▲0.6
	68	17,170	▲14.5%	2,640	▲0.4%	6.5	▲0.8
	<b>Rollup</b>	<b>21,938</b>	<b>▲1.0%</b>	<b>4,007</b>	<b>▼19.5%</b>	<b>5.5</b>	<b>▲1.1</b>
6. Partnership Services	122	0		0			
	622	0	▼100.0%	0	▼100.0%		
	<b>Rollup</b>	<b>0</b>	<b>▼100.0%</b>	<b>0</b>	<b>▼100.0%</b>		
7. Yellow Bus	Hdn Valley	3,179	▲82.9%	48	▲1,500.0%	66.2	▼513.1
	White Hill	24,321	▲9.2%	291	▲9,612.0%	83.5	▼7,342.2
	<b>Rollup</b>	<b>27,500</b>	<b>▲14.5%</b>	<b>339</b>	<b>▲5,556.0%</b>	<b>81.0</b>	<b>▼3,921.5</b>
8. Recreational	66	14,555	▲8.2%	1,001	▲9.3%	14.5	▼0.1
	<b>Rollup</b>	<b>14,555</b>	<b>▲8.2%</b>	<b>1,001</b>	<b>▲9.3%</b>	<b>14.5</b>	<b>▼0.1</b>
<b>Rollup</b>	<b>686,597</b>	<b>▲25.1%</b>	<b>46,426</b>	<b>▲0.7%</b>	<b>14.8</b>	<b>▲2.9</b>	

\* 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	\$1,117,053	▲20.0%	\$128,262	▲16.4%	\$6.62	▼\$0.20	11.5%	▼0.4%
	36	\$624,071	▲13.1%	\$59,606	▲13.1%	\$8.37	▼\$0.62	9.6%	▼0.0%
	71	\$974,265	▲12.0%	\$75,750	▲35.0%	\$11.79	▼\$4.11	7.8%	▲1.3%
	<b>Rollup</b>	<b>\$2,715,389</b>	<b>▲15.4%</b>	<b>\$263,617</b>	<b>▲20.4%</b>	<b>\$8.37</b>	<b>▼\$1.03</b>	<b>9.7%</b>	<b>▲0.4%</b>
2. Local Basic	17	\$515,546	▲22.4%	\$40,794	▼10.2%	\$10.20	▲\$1.98	7.9%	▼2.9%
	22	\$495,463	▲48.1%	\$42,373	▲55.2%	\$10.68	▼\$1.05	8.6%	▲0.4%
	23	\$491,110	▲9.9%	\$39,466	▲6.5%	\$9.84	▼\$0.89	8.0%	▼0.3%
	23X	\$116,970	▲9.0%	\$11,047	▲0.8%	\$7.21	▲\$0.17	9.4%	▼0.8%
	29	\$117,252	▲12.8%	\$9,477	▲24.8%	\$9.59	▼\$1.95	8.1%	▲0.8%
	49	\$569,751	▲28.1%	\$44,465	▲18.8%	\$8.80	▼\$0.18	7.8%	▼0.6%
	<b>Rollup</b>	<b>\$2,306,092</b>	<b>▲24.1%</b>	<b>\$187,622</b>	<b>▲13.2%</b>	<b>\$9.61</b>	<b>▲\$0.07</b>	<b>8.1%</b>	<b>▼0.8%</b>
3. Local Connector	219	\$220,127	▲22.4%	\$6,872	▼17.9%	\$27.84	▲\$7.83	3.1%	▼1.5%
	228	\$321,761	▲20.1%	\$14,128	▲16.0%	\$19.48	▼\$1.17	4.4%	▼0.2%
	233	\$148,875	▲29.6%	\$8,215	▲50.9%	\$14.04	▼\$3.41	5.5%	▲0.8%
	245	\$153,498	▲26.2%	\$7,919	▲10.4%	\$13.24	▲\$0.93	5.2%	▼0.7%
	251	\$333,330	▲22.6%	\$16,790	▲10.6%	\$13.46	▼\$0.18	5.0%	▼0.5%
	257	\$271,693	▲23.5%	\$13,120	▲34.8%	\$15.05	▼\$2.67	4.8%	▲0.4%
	<b>Rollup</b>	<b>\$1,449,283</b>	<b>▲23.2%</b>	<b>\$67,044</b>	<b>▲15.4%</b>	<b>\$16.23</b>	<b>▼\$0.41</b>	<b>4.6%</b>	<b>▼0.3%</b>
4. Supplemental	613	\$38,115	▲36.3%	\$2,750	▲57.1%	\$4.27	▼\$3.28	7.2%	▲1.0%
	617	\$0	▼100.0%	\$0	▼100.0%				
	619	\$37,952	▲9.7%	\$1,766	▼10.2%	\$7.18	▼\$1.72	4.7%	▼1.0%
	625	\$16,268	▲89.4%	\$883	▲99.2%	\$8.04	▼\$3.48	5.4%	▲0.3%
	645	\$36,452	▲153.4%	\$1,042	▲11.0%	\$13.25	▲\$7.81	2.9%	▼3.7%
	649	\$0	▼100.0%	\$0	▼100.0%				
	651	\$31,642	▲14.0%	\$1,975	▲1.5%	\$6.18	▲\$0.30	6.2%	▼0.8%
	654	\$8,874	▲7.9%	\$566	▲13.6%	\$6.67	▼\$7.00	6.4%	▲0.3%
	Covid	\$0		\$0					
	<b>Rollup</b>	<b>\$169,303</b>	<b>▲28.1%</b>	<b>\$8,982</b>	<b>▲13.3%</b>	<b>\$6.69</b>	<b>▼\$0.56</b>	<b>5.3%</b>	<b>▼0.7%</b>
5. Rural	61	\$201,011	▼29.8%	\$4,271	▼29.3%	\$41.26	▼\$0.40	2.1%	▲0.0%
	68	\$391,015	▲23.3%	\$12,436	▲6.5%	\$22.05	▲\$1.69	3.2%	▼0.5%
	<b>Rollup</b>	<b>\$592,026</b>	<b>▼1.9%</b>	<b>\$16,707</b>	<b>▼5.7%</b>	<b>\$26.22</b>	<b>▼\$0.74</b>	<b>2.8%</b>	<b>▼0.1%</b>
6. Partnership Services	122	\$0		\$0					
	622	\$0	▼100.0%	\$0	▼100.0%				
	<b>Rollup</b>	<b>\$0</b>	<b>▼100.0%</b>	<b>\$0</b>	<b>▼100.0%</b>				
7. Yellow Bus	Hdn Valley	\$24,888	▼75.4%	\$13,615	▲70.3%	\$3.55	▼\$50.10	54.7%	▲46.8%
	White Hill	\$151,068	▲49.2%	\$105,301	▲2.5%	\$1.88	▲\$1.95	69.7%	▼31.8%
	<b>Rollup</b>	<b>\$175,955</b>	<b>▼13.1%</b>	<b>\$118,917</b>	<b>▲7.4%</b>	<b>\$2.07</b>	<b>▼\$1.74</b>	<b>67.6%</b>	<b>▲12.9%</b>
8. Recreational	66	\$219,378	▲8.9%	\$1,574	▼95.2%	\$14.96	▲\$2.43	0.7%	▼15.6%
	<b>Rollup</b>	<b>\$219,378</b>	<b>▲8.9%</b>	<b>\$1,574</b>	<b>▼95.2%</b>	<b>\$14.96</b>	<b>▲\$2.43</b>	<b>0.7%</b>	<b>▼15.6%</b>
<b>Rollup</b>	<b>\$7,627,428</b>	<b>▲15.1%</b>	<b>\$664,464</b>	<b>▲8.4%</b>	<b>\$10.14</b>	<b>▼\$0.82</b>	<b>8.7%</b>	<b>▼0.5%</b>	

\* 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*
<b>9. Demand Response</b>	Dillon DAR	79	▼41.0%	65	-	1.2	▼0.8
	Local Para	13,032	▼9.4%	6,413	▼20.3%	2.0	▲0.2
	MTC	834	▼43.2%	134	▼44.8%	6.2	▲0.2
	Novato DAR	672	▼11.0%	300	▼17.8%	2.2	▲0.2
	PtReyesDAR	14	▼78.1%	32	-	0.4	▼1.6
	Reg Para	1,090		975		1.1	
	<b>Rollup</b>		<b>15,721</b>	<b>▼6.4%</b>	<b>7,918</b>	<b>▼9.5%</b>	<b>2.0</b>
Catch-A-Ride	CAR_Gen	562	▼2.3%	0			
	CAR_LowInc	417	▲11.2%	0			
	<b>Rollup</b>	<b>979</b>	<b>▲3.1%</b>	<b>0</b>			
Volunteer Driver	VolDrvr	2,407	▲9.9%	2,770	▼3.1%	0.9	▲0.1
	VolDvrWM	476	▲15.5%	731	▲1.2%	0.7	▲0.1
<b>Rollup</b>		<b>19,583</b>	<b>▼3.8%</b>	<b>11,418</b>	<b>▼7.4%</b>	<b>1.7</b>	<b>▲0.1</b>

### Marin Access Financial Statistics by Service

Typology	Route	Operating Cost	%Change*	Passenger Revenue	%Change*	Average Subsidy	Change*	Farebox Recovery	Change*
<b>9. Demand Response</b>	Dillon DAR	\$8,627	▲53.5%	\$195	▼12.3%	\$106.72	▲\$66.46	2.3%	▼1.7%
	Local Para	\$1,125,090	▲1.8%	\$23,769	▼25.9%	\$84.51	▲\$9.87	2.1%	▼0.8%
	MTC	\$135,985	▼5.5%	\$5,201	▼36.4%	\$156.82	▲\$64.41	3.8%	▼1.9%
	Novato DAR	\$39,482	▼18.2%	\$1,938	▼10.0%	\$55.87	▼\$5.21	4.9%	▲0.4%
	PtReyesDAR	\$4,196	▲54.1%	\$34	▼67.6%	\$297.29	▲\$256.40	0.8%	▼3.0%
	Reg Para	\$141,807		\$13,849		\$117.39		9.8%	
	<b>Rollup</b>	<b>\$1,455,186</b>	<b>▲11.4%</b>	<b>\$44,987</b>	<b>▲5.2%</b>	<b>\$89.70</b>	<b>▲\$14.52</b>	<b>3.1%</b>	<b>▼0.2%</b>
Catch-A-Ride	CAR_Gen	\$39,601	▼5.4%	\$2,385	▼14.9%	\$66.22	▼\$1.71	6.0%	▼0.7%
	CAR_LowInc	\$23,252	▲11.4%	\$1,770	▼3.4%	\$51.52	▲\$0.73	7.6%	▼1.2%
	<b>Rollup</b>	<b>\$62,853</b>	<b>▲0.2%</b>	<b>\$4,155</b>	<b>▼10.4%</b>	<b>\$59.96</b>	<b>▼\$1.20</b>	<b>6.6%</b>	<b>▼0.8%</b>
Volunteer Driver	VolDrvr	\$19,933	▼31.5%	\$0		\$8.28	▼\$5.00	0.0%	-
	VolDvrWM	\$8,019	▼19.1%	\$0		\$16.85	▼\$7.22	0.0%	-
<b>Rollup</b>	<b>\$1,545,992</b>	<b>▲9.8%</b>	<b>\$49,142</b>	<b>▲3.7%</b>	<b>\$76.44</b>	<b>▲\$9.61</b>	<b>3.2%</b>	<b>▼0.2%</b>	

\* Change compared to same quarter of prior year

## Systemwide Total

### Systemwide Passenger Statistics Summary

	Passengers	%Change*	Revenue Hours	%Change*	Productivity (pax/hr)	Change*
Values	706,180	▲24.0%	57,844	▼1.0%	12.2	▲2.5

### Systemwide Financial Statistics Summary

	Operating Cost	%Change*	Passenger Revenue	%Change*	Average Subsidy	Change*	Farebox Recovery	Change*
Values	\$9,173,419	▲14.1%	\$713,606	▲8.0%	\$11.98	▼\$0.98	7.8%	▼0.4%

\* Change compared to same quarter of prior year

## FY 2023 Q2 (October – December) Marin Transit Outreach and Travel Training

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### Reporting Month: October 2022

Date(s)	Event	Description	Attendees
10/19/2022	Canal Community Resilience Council	The Canal Community Resilience Council aims to ensure Canal residents are able to participate in the decisions that affect them. The community is concerned about housing, transportation, emergency preparedness, climate change, safety, and other issues. This council is an opportunity to engage with other community members, city/county representatives, and others to create solutions that address community concerns. English & Spanish.	25

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### Reporting Month: November 2022

Date(s)	Event	Description	Attendees
11/16/2022	Canal Community Resilience Council	The Canal Community Resilience Council aims to ensure Canal residents are able to participate in the decisions that affect them. The community is concerned about housing, transportation, emergency preparedness, climate change, safety, and other issues. This council is an opportunity to engage with other community members, city/county representatives, and others to create solutions that address community concerns. English & Spanish.	25

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## FY 2023 Q2 (October – December) Marin Transit Outreach and Travel Training

11/21/2022	Marin Access Community Event	Vehicle demo at MCTD office for proposed vans for Marin Access programs. This event was a drop-in session that offered riders and community partners the opportunity to see the proposed vehicles and see a demo of the boarding process with the lift. Staffed by MCTD staff & members of the Transdev team with assistance available in English & Spanish.	6
11/22/2022	Marin Access Navigating Transit Presentation / Event	Outreach to Marin Access & general public riders during Rollin' Root event at Walnut Place in West Marin with an emphasis on rural Dial-A-Ride programs. Outreach performed by MCTD staff with assistance available in English & Spanish.	20

### Reporting Month: December 2022

Date(s)	Event	Description	Attendees
<i>No outreach or travel training performed</i>			