



marin transit

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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 First Quarter of FY 2022/23

Dear Board Members:

board of directors

stephanie moulton-peters
president
supervisor district 3

katie rice
vice president
supervisor district 2

eric lucan
2nd vice president
city of novato

judy arnold
director
supervisor district 5

kate colin
director
city of san rafael

damon connolly
director
supervisor district 1

dennis rodoni
director
supervisor district 4

brian colbert
alternate
town of san anselmo

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 first 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-reports> in addition to the monthly reports.

FISCAL/STAFFING IMPACT: None associated with this report.

Respectfully submitted,

Asher Butnik
Transit Planner

Attachments

Quarterly Performance Report for FY 2022/23 Q1

This report summarizes the operational performance of Marin Transit services for the first quarter of FY 2022/23 from July 1, 2022 through September 30, 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 first quarter of FY 2022/23, Marin Transit carried a total of 713,942 passengers systemwide. This represents 31.1% more riders compared to the first quarter of the previous fiscal year and an increase of 4.3% from the fourth quarter of the previous fiscal year. On fixed-route transit services, Marin Transit carried 676,817 riders. This represents 32.7% more riders compared to the first quarter of FY 2021/22 and an increase of 5.5% from the fourth quarter of the prior fiscal year. The Yellow Bus program carried 17,249 passengers. This represents 12.9% more riders compared to the first quarter of the previous fiscal year. Marin Access services carried 19,876 trips on demand response and mobility management programs. This reflects 2.4% higher

ridership compared to the first quarter of the last fiscal year and a decrease of 0.5% compared to the fourth quarter of FY 2021/22. 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 first quarter of FY 2022/23, Local Trunkline services carried 304,460 passengers. This represents 1.2% more riders compared to the first quarter of FY19/20 pre-COVID. Collectively, these routes represent 37.8% more riders compared to the first quarter of FY 2021/22, and an increase of 7.7% compared to the fourth quarter of FY2021/22. Route 35 had an average of 27.4 passengers per revenue hour, meeting the productivity target of 20 passengers per revenue hour. No other Local Trunkline routes met their productivity target of 20 passengers per hour, and none met their subsidy target of \$5.00 per passenger. Local Trunkline service accounted for 29.7% of fixed route service in revenue hours and 45% of fixed route ridership in the first quarter of FY2022/23.

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

Local Basic services carried a total of 217,721 passengers during the first quarter of this fiscal year. This represents 26.6% more riders compared to the first quarter of the last fiscal year, and an increase of 4.5% from the fourth quarter of the last fiscal year. In the first quarter of FY 2022/23, the Local Basic routes carried 17.3% fewer riders compared to the first quarter of FY19/20 pre-COVID. Route 23X had an average of 21.4 passengers per revenue hour, meeting the productivity target of 18 passengers per revenue hour. Route 23X also had an average subsidy per passenger of \$7.13, meeting the subsidy target of \$7.25 per passenger. No other Local Basic routes met their performance target of 18 passengers per hour or the subsidy target of \$7.25 per passenger. Local Basic routes represented 32.7% of fixed route revenue hours and 32.2% of fixed route ridership in the first quarter of FY2022/23.

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

During the first quarter of the fiscal year, Local Connector services carried 80,139 total passengers. This is 28.8% higher than the previous year and represents a 2% decrease from the fourth quarter of the last fiscal year. In the first quarter of FY 2022/23, the Local Connector routes carried 24% fewer riders compared to the first quarter of FY19/20 pre-COVID. Routes 233, 245, and 251 respectively had an average of 8.6, 9.4, and 9.1 passengers per revenue hour, meeting the productivity target of 8 passengers per revenue hour. No other Local Connector routes met the productivity target of 8 passengers per hour, and none met the subsidy target of \$10.00 per passenger. Local Connector routes accounted for 22.4% of fixed route service in revenue hours and 11.8% of fixed route ridership in the first quarter of FY 2022/23.

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

Supplemental School routes carried 13,503 passengers in the first quarter of FY 2022/23. This is 48.5% higher than the first quarter of prior fiscal year, and 50.3% fewer riders compared to the first quarter of FY19/20 pre-COVID. Routes 613 and 654 respectively had an average of 23.1 and 24.4 passengers per trip, 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 1.1% of fixed route service in revenue hours and 2% of fixed route ridership in the first quarter of FY 2022/23.

Rural (West Marin Stagecoach Routes 61 and 68)

In the first quarter of the fiscal year, the two Stagecoach routes carried 25,649 passengers. This is 7.7% higher than the prior year and a 17.7% decrease from the fourth quarter of FY 2021/22. In the first quarter of FY 2022/23 the Rural routes carried 20.7% fewer riders compared to the first quarter of FY19/20 pre-COVID. 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 3.8% of fixed route ridership in the first quarter of FY2022/23.

Yellow Bus

In the first quarter of FY 2022/23, the Ross Valley School District yellow bus service carried 17,249 passengers. This represents an increase of 12.9% compared to the prior year, and 14.5% fewer riders compared to the first quarter of FY19/20 pre-COVID. 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 mid-August of this quarter. In the first quarter of FY 2022/23, the Muir Woods Shuttle carried 35,345 passengers. This represents an increase of 65.1% over the first quarter of FY 2021/22, in which there was no weekday service, and a 41.2% fewer riders compare to the first quarter of FY19/20 pre-COVID. It did not meet its productivity goal of 25 passengers per hour nor its subsidy goal of \$3.25 per passenger. The Muir Woods Shuttle accounted for 5.1% of fixed route service in revenue hours, and 5.2% of fixed route ridership in the first 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 first quarter of FY 2022/23, local paratransit carried 14,290 passengers. The service productivity average of 1.9 passengers per hour did not meet the 2.0 standard. The number of passengers represents a 5.4% increase in ridership compared to the first quarter of the prior fiscal year. In the first quarter of FY 2022/23, local paratransit carried 54% fewer riders compared to the first quarter of FY19/20 pre-COVID. With a subsidy per passenger of \$88.83, the service did not meet the subsidy target of \$38.50 per passenger.

The Novato Dial-a-Ride service carried 838 passengers. The service productivity average of 2.1 passengers per hour did meet the 2.0 standard. Ridership was 35.8% higher than in the first quarter of 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 first quarter of the fiscal year, the service carried 73 passengers, a 47.9% decrease compared to the first quarter of the prior fiscal year. The service productivity average of 1.1 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 first quarter of the fiscal year, the service carried 24 passengers, a 58.6% decrease compared to the first quarter of the prior fiscal year. At 0.8 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 2,511 trips in the first quarter of FY 2022/23. This represents a 4.2% decrease compared to the first quarter of the previous fiscal year.

The Catch-a-Ride program provided 948 one-way trips. This represents a decrease of 13.4% compared to the first quarter of the prior fiscal 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 1,192 passengers in the first quarter of FY 2022/23, a 9.8% decrease from the first quarter of the prior fiscal 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 6.0 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.

Ridership Trends

The Governor issued a Shelter-in-Place order for the State of California on March 16, 2020 in response to the COVID-19 global pandemic. The order advised the public to limit travel to essential trips only, including on public transportation. This led to a precipitous decline in travel demand and in overall ridership in the fourth quarter of FY 2019/20. Ridership began to increase gradually in the second quarter of FY 2020/21, and has continued to climb throughout 2021 and 2022. In the first quarter of FY 2022/23, ridership reached roughly 85% of pre-pandemic levels. The Muir Woods Shuttle resumed service in mid-June 2021, and most Supplemental School routes, as well as the yellow bus program, began operation again in August 2021.

In the first quarter of FY 2022/23, the highest ridership occurred on Local Trunkline routes that serve the Highway 101 corridor from Marin City to Novato and the Canal to San Rafael Transit Center corridor. These transit corridors have historically been the busiest in Marin County and serve dense, lower-income, and minority communities. Residents in these corridors are more likely to be essential workers who rely on public transportation.

Overall, in this quarter ridership on Marin Transit services represent a 31.1% increase in total ridership compared to the first quarter of FY 2021/22 and 16.7% fewer riders compared to the first quarter of FY19/20 pre-COVID. This includes a 14.7% decrease in ridership on fixed-route services and a 54.2% decline on Demand Response services compared to pre-COVID.

The increase in systemwide ridership compared to the first 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 in the last year has been. This ridership represents stronger growth than most other agencies experienced across the Bay Area and the US. According to the National Transit Database, nationwide bus ridership increased 11.5% during the first quarter of FY 2022/23 compared to the prior year, while Marin Transit experienced 32.7% growth by that same metric. The District continues to experience a steady rebound in ridership, in particular after the lift of COVID capacity limitations since mid-July of 2021 and the gradual reopening of the economy.

Regionally, Marin Transit fixed route services continue to perform relatively well compared to other North Bay transit agencies. In the first quarter of FY 2022/23, Golden Gate Transit carried 345,386 passengers on its fixed route bus service, representing

roughly half of Marin Transit’s fixed route ridership (676,817), while SMART carried only 141,164 passengers. Golden Gate Transit experienced a 40.9% increase in fixed route bus ridership in this quarter compared to the first quarter of FY2021/22, and SMART, with their new expanded service that started in May 2021, experienced an 88.8% increase in ridership compared to the first quarter of last year. While these year over year increases are higher Marin Transit experienced this quarter, Marin Transit’s overall COVID recovery to date has been much more robust than either agency. Golden Gate Transit’s bus ridership was 42.4% of pre-COVID this quarter, and SMART’s ridership was 73.8% of pre-COVID. At 32.7%, Marin Transit experienced an increase in fixed route ridership this quarter comparable to, or more robust than, other Bay Area transit agencies that provide local countywide transit services. Comparing to other Countywide peer agencies, Napa Valley Transportation Authority (VINE), SamTrans, and Solano County Transit (SolTrans) experienced a 29.2%, 30.4%, and 26% increase in ridership, respectively, relative to the first quarter of FY 2021/22.

Compared to the prior year, demand for Marin Access mobility management and demand response programs increased by only 2.4% during the first quarter of FY 2022/23. 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 been essentially stagnant 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. 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 Q1	FY 2022/23 Q1	Impact
Days Operated	Weekdays	65	--
	Weekends & Holidays	27	--
	Muir Woods Shuttle	27	▲▲
Service Disruptions (cancelled/missed service)	171	466	▼▼▼
Rainfall (inches)	0	0.8	▼
Gas Prices	\$4.29	\$5.54	▲▲

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	156,585	▲33.5%	5,713	▲0.2%	27.4	▲6.9
	36	67,801	▲30.7%	3,392	▲0.0%	20.0	▲4.7
	71	80,074	▲54.4%	4,732	▼4.0%	16.9	▲6.4
	Rollup	304,460	▲37.8%	13,837	▼1.3%	22.0	▲6.2
2. Local Basic	17	48,324	▲10.3%	3,728	▲1.4%	13.0	▲1.0
	22	39,956	▲48.5%	3,362	▲13.7%	11.9	▲2.8
	23	46,506	▲22.5%	2,793	▼0.2%	16.7	▲3.1
	23X	14,479	▲20.2%	677	▼1.7%	21.4	▲3.9
	29	10,120	▲38.0%	657	▼1.8%	15.4	▲4.4
	49	58,336	▲33.0%	3,979	▲2.2%	14.7	▲3.4
	Rollup	217,721	▲26.6%	15,196	▲3.5%	14.3	▲2.6
3. Local Connector	219	8,429	▲4.3%	1,565	▼1.4%	5.4	▲0.3
	228	15,448	▲29.2%	2,383	▼1.5%	6.5	▲1.5
	233	9,211	▲53.1%	1,066	▲3.3%	8.6	▲2.8
	245	10,128	▲26.3%	1,080	▲1.8%	9.4	▲1.8
	251	21,491	▲25.3%	2,360	▼1.3%	9.1	▲1.9
	257	15,432	▲40.2%	1,980	▼2.6%	7.8	▲2.4
	Rollup	80,139	▲28.8%	10,435	▼0.9%	7.7	▲1.8
4. Supplemental	613	4,613	▲130.7%	115	▲241.4%	40.2	▼19.3
	617	0	▼100.0%	0	▼100.0%		
	619	2,278	▲21.4%	106	▲41.0%	21.5	▼3.5
	625	1,136	▲379.3%	50	▲105.8%	22.6	▲12.9
	645	1,141	▲40.3%	97	▲208.1%	11.8	▼14.1
	649	0	▼100.0%	0	▼100.0%		
	651	3,553	▲26.8%	105	▲20.8%	33.7	▲1.6
	654	782	▲144.4%	34	▲13.8%	23.3	▲12.4
	Covid	0		0			
	Rollup	13,503	▲48.5%	506	▲54.5%	26.7	▼1.1
5. Rural	61	7,116	▼20.4%	1,549	▼34.4%	4.6	▲0.8
	68	18,533	▲24.7%	2,635	▲0.0%	7.0	▲1.4
	Rollup	25,649	▲7.7%	4,184	▼16.2%	6.1	▲1.4
6. Partnership Services	122	0		0			
	622	0	▼100.0%	0	▼100.0%		
	Rollup	0	▼100.0%	0	▼100.0%		
7. Yellow Bus	Hdn Valley	2,072	▲85.7%	35	▲1,650.0%	59.2	▼498.8
	White Hill	15,177	▲7.1%	202	▲10,015.5%	75.0	▼7,008.5
	Rollup	17,249	▲12.9%	237	▲5,832.8%	72.7	▼3,748.1
8. Recreational	66	35,345	▲65.1%	2,364	▲153.2%	15.0	▼8.0
	Rollup	35,345	▲65.1%	2,364	▲153.2%	15.0	▼8.0
Rollup	694,066	▲32.1%	46,759	▲1.9%	14.8	▲3.4	

* 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	\$981,545	▲7.0%	\$146,840	▲27.7%	\$5.33	▼\$1.51	15.0%	▲2.4%
	36	\$583,576	▲7.4%	\$66,833	▲27.3%	\$7.62	▼\$1.84	11.5%	▲1.8%
	71	\$876,359	▲3.8%	\$86,610	▲45.3%	\$9.86	▼\$5.26	9.9%	▲2.8%
	Rollup	\$2,441,480	▲5.9%	\$300,283	▲32.2%	\$7.03	▼\$2.37	12.3%	▲2.4%
2. Local Basic	17	\$555,905	▲34.9%	\$50,860	▲8.0%	\$10.45	▲\$2.12	9.1%	▼2.3%
	22	\$494,209	▲50.2%	\$46,143	▲48.4%	\$11.21	▲\$0.14	9.3%	▼0.1%
	23	\$464,855	▲5.5%	\$46,408	▲15.9%	\$9.00	▼\$1.55	10.0%	▲0.9%
	23X	\$115,483	▲4.6%	\$12,442	▲6.1%	\$7.12	▼\$1.07	10.8%	▲0.1%
	29	\$111,756	▲4.5%	\$11,005	▲41.9%	\$9.96	▼\$3.58	9.8%	▲2.6%
	49	\$599,194	▲36.0%	\$51,888	▲27.2%	\$9.38	▲\$0.27	8.7%	▼0.6%
	Rollup	\$2,341,401	▲27.3%	\$218,745	▲22.6%	\$9.75	▲\$0.09	9.3%	▼0.4%
3. Local Connector	219	\$233,588	▲34.5%	\$10,300	▲21.3%	\$26.49	▲\$6.04	4.4%	▼0.5%
	228	\$345,108	▲34.2%	\$17,623	▲33.7%	\$21.20	▲\$0.80	5.1%	▼0.0%
	233	\$154,126	▲39.9%	\$9,171	▲45.6%	\$15.74	▼\$1.53	6.0%	▲0.2%
	245	\$160,502	▲38.2%	\$9,272	▲24.6%	\$14.93	▲\$1.37	5.8%	▼0.6%
	251	\$349,330	▲34.2%	\$19,905	▲21.7%	\$15.33	▲\$1.11	5.7%	▼0.6%
	257	\$292,558	▲32.4%	\$15,664	▲46.1%	\$17.94	▼\$1.15	5.4%	▲0.5%
	Rollup	\$1,535,212	▲34.9%	\$81,935	▲31.1%	\$18.13	▲\$0.85	5.3%	▼0.2%
4. Supplemental	613	\$23,981	▲230.8%	\$1,662	▲62.8%	\$4.84	▲\$1.72	6.9%	▼7.2%
	617	\$0	▼100.0%	\$0	▼100.0%				
	619	\$23,261	▲81.0%	\$1,484	▲26.8%	\$9.56	▲\$3.33	6.4%	▼2.7%
	625	\$10,004	▲151.6%	\$639	▲230.4%	\$8.24	▼\$7.72	6.4%	▲1.5%
	645	\$19,961	▲273.9%	\$692	▲86.7%	\$16.89	▲\$10.78	3.5%	▼3.5%
	649	\$0	▼100.0%	\$0	▼100.0%				
	651	\$20,841	▲47.9%	\$1,640	▲18.4%	\$5.40	▲\$0.87	7.9%	▼2.0%
	654	\$6,054	▲41.7%	\$423	▲111.7%	\$7.20	▼\$5.53	7.0%	▲2.3%
	Covid	\$0		\$0					
	Rollup	\$104,102	▲86.0%	\$6,540	▲41.6%	\$7.23	▲\$1.58	6.3%	▼2.0%
5. Rural	61	\$236,210	▼16.2%	\$6,007	▼27.2%	\$32.35	▲\$1.77	2.5%	▼0.4%
	68	\$405,166	▲30.2%	\$13,385	▼5.7%	\$21.14	▲\$1.16	3.3%	▼1.3%
	Rollup	\$641,376	▲8.2%	\$19,392	▼13.6%	\$24.25	▲\$0.29	3.0%	▼0.8%
6. Partnership Services	122	\$0		\$0					
	622	\$0	▼100.0%	\$0	▼100.0%				
	Rollup	\$0	▼100.0%	\$0	▼100.0%				
7. Yellow Bus	Hdn Valley	\$17,754	▼71.3%	\$8,708	▲103.9%	\$4.37	▼\$47.28	49.0%	▲42.1%
	White Hill	\$102,581	▲65.7%	\$63,784	▲17.6%	\$2.56	▲\$2.01	62.2%	▼25.4%
	Rollup	\$120,335	▼2.8%	\$72,492	▲23.9%	\$2.77	▼\$1.50	60.2%	▲13.0%
8. Recreational	66	\$347,179	▲78.5%	\$8,360	▼85.8%	\$9.59	▲\$3.25	2.4%	▼27.9%
	Rollup	\$347,179	▲78.5%	\$8,360	▼85.8%	\$9.59	▲\$3.25	2.4%	▼27.9%
Rollup	\$7,531,086	▲19.6%	\$707,747	▲15.4%	\$9.83	▼\$0.99	9.4%	▼0.3%	

* 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	73	▼47.9%	65	-	1.1	▼1.0
	Local Para	14,290	▲5.4%	7,389	▼0.5%	1.9	▲0.1
	MTC	1,192	▼9.8%	199	▼3.1%	6.0	▼0.4
	Novato DAR	838	▲35.8%	391	▲15.4%	2.1	▲0.3
	PtReyesDAR	24	▼58.6%	32	-	0.8	▼1.1
	Reg Para	1,079		971		1.1	
	Rollup		17,496	▲11.5%	9,047	▲12.2%	1.9
Catch-A-Ride	CAR_Gen	565	▼16.5%	0			
	CAR_LowInc	383	▼8.4%	0			
	Rollup	948	▼13.4%	0			
Volunteer Driver	VolDrvr	2,059	▲1.5%	2,371	▼10.7%	0.9	▲0.1
	VolDvrWM	452	▼23.8%	785	▼11.2%	0.6	▼0.1
Rollup		20,955	▲8.0%	12,203	▲5.2%	1.7	▲0.0

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	\$8,877	▲58.6%	\$75	▼72.5%	\$120.58	▲\$82.53	0.8%	▼4.0%
	Local Para	\$1,296,683	▲17.0%	\$28,879	▼7.8%	\$88.72	▲\$9.25	2.2%	▼0.6%
	MTC	\$156,955	▲7.4%	\$6,449	▼15.7%	\$126.26	▲\$21.38	4.1%	▼1.1%
	Novato DAR	\$52,646	▲11.5%	\$3,558	▲77.5%	\$58.58	▼\$14.73	6.8%	▲2.5%
	PtReyesDAR	\$4,331	▲59.0%	\$26	▼77.1%	\$179.38	▲\$134.36	0.6%	▼3.6%
	Reg Para	\$159,580		\$15,114		\$133.89		9.5%	
	Rollup	\$1,679,072	▲28.1%	\$54,100	▲30.8%	\$92.88	▲\$12.01	3.2%	▲0.1%
Catch-A-Ride	CAR_Gen	\$41,944	▼7.4%	\$2,320	▼21.8%	\$70.13	▲\$7.61	5.5%	▼1.0%
	CAR_LowInc	\$23,561	▲5.2%	\$1,573	▼14.1%	\$57.41	▲\$8.20	6.7%	▼1.5%
	Rollup	\$65,506	▼3.2%	\$3,893	▼18.9%	\$64.99	▲\$7.55	5.9%	▼1.1%
Volunteer Driver	VolDrvr	\$23,881	▼8.0%	\$0		\$11.60	▼\$1.20	0.0%	-
	VolDvrWM	\$8,808	▼29.5%	\$0		\$19.49	▼\$1.57	0.0%	-
Rollup	\$1,777,266	▲25.5%	\$57,992	▲25.7%	\$82.05	▲\$11.44	3.3%	▲0.0%	

* Change compared to same quarter of prior year

Systemwide Total

Systemwide Passenger Statistics Summary

	Passengers	%Change*	Revenue Hours	%Change*	Productivity (pax/hr)	Change*
Values	715,021	▲31.3%	58,963	▲2.6%	12.1	▲2.6

Systemwide Financial Statistics Summary

	Operating Cost	%Change*	Passenger Revenue	%Change*	Average Subsidy	Change*	Farebox Recovery	Change*
Values	\$9,308,352	▲20.7%	\$765,740	▲16.1%	\$11.95	▼\$1.00	8.2%	▼0.3%

* Change compared to same quarter of prior year

FY 2023 Marin Access Outreach and Travel Training

Travel Navigator Reporting Month: July 2022

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

Travel Navigator Reporting Month: August 2022

Date(s)	Event	Description	Attendees
8/11/2022	Navigating Transit Presentation	Presentation in partnership with Marin Center for Independent Living to Patient Navigators at Marin Community Clinics	10
8/24/2022	Navigating Transit Presentation	Presentation to Information & Assistance staff (473-INFO) at County of Marin Aging and Adult Services	10
8/25/2022	Navigating Transit Presentation	Presentation to residents of Deer Park Retirement Community	23
8/30/2022	Navigating Transit Presentation	Presentation to staff at Marin Center for Independent Living	12

Travel Navigator Reporting Month: September 2022

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