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December 6, 2021

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 2021/22

board of directors

Dear Board Members:

kate colin
president
city of san rafael

RECOMMENDATION: Accept report.

judy arnold
vice president
supervisor district 5

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 2021/22.

stephanie moulton-peters
2nd vice president
supervisor district 3

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.

damon connolly
director
supervisor district 1

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.

eric lucan
director
city of novato

FISCAL/STAFFING IMPACT: None associated with this report.

katie rice
director
supervisor district 2

Respectfully submitted,

Aida Banihashemi
Planning Manager

dennis rodoni
director
supervisor district 4

Attachments

brian colbert
alternate
town of san anselmo

Quarterly Performance Report for FY 2021/22 Q1

This report summarizes the operational performance of Marin Transit services for the first quarter of FY 2021/22 from July 1, 2021 through September 30, 2021. 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 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, 71, 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	613, 617, 619, 625, 645, 649, 651, 654	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 first quarter of FY 2021/22, Marin Transit carried a total of 545,616 passengers systemwide. This represents an increase of 61.4% in ridership compared to the first quarter of the previous fiscal year and an increase of 22.3% from the last quarter of the prior fiscal year. On fixed-route transit services, Marin Transit carried 510,607 riders. This is an increase of 56.9% from the first quarter of FY 2020/21 and an increase of 18.5% from the last quarter of the prior fiscal year. The Yellow Bus program carried 15,283 passengers, a program which did not run in FY 2020/21. Marin Access services carried 19,726 trips on demand response

and mobility management programs. This reflects an increase of 56.9% compared to the first quarter of the last fiscal year and an increase of 28.7% compared to the last quarter of FY 2020/21. 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 2021/22, Local Trunkline services carried 221,016 passengers. This represents a decrease of 26.5% from the first quarter of FY19/20 pre-COVID. Collectively, these routes represent an increase of 71.9% compared to the first quarter of FY 2020/21, and an increase of 9.1% compared to the last quarter of FY2020/21. Route 35 had an average of 20.6 passengers per revenue, meeting the productivity target of 20 passengers per revenue hour. No other local trunkline routes met their productivity target of 20 passengers per hour, or their subsidy target of \$4.50 per passenger. Local Trunkline service accounted for 30.6% of fixed route service in revenue hours and 43.3% of fixed route ridership in the first quarter of FY2021/22.

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

Local Basic services carried a total of 171,937 passengers during the first quarter of this fiscal year. This represents an increase of 56.2% compared to the first quarter of the last fiscal year, and an increase of 15.0% from the last quarter of the prior fiscal year. In the first quarter of FY 2021/22 the Local Basic routes had a 34.7% decline in ridership compared to the first quarter of FY19/20 pre- COVID. No routes met their performance target of 18 passengers per hour, or the subsidy target of \$6.50 per passenger. Local Basic routes represented 32% of fixed route revenue hours and 33.7% of fixed route ridership in the first quarter of FY2021/22.

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

During the fourth quarter of the fiscal year, Local Connector services carried 62,227 total passengers. This is 47.1% higher than the previous year and a 12.3% increase from the last quarter of the prior fiscal year. No routes met the productivity target of 8 passengers per hour, or the subsidy target of \$9.00 per passenger. Local Connector routes accounted for 23% of fixed route service in revenue hours and provided 12.2% of fixed route ridership in the first quarter of FY 2021/22.

Supplemental School (Routes 613, 617, 619, 625, 645, 649, 651, and 654)

Supplemental School routes resumed service on August 17th, 2021, and were renumbered to 600-series routes. They carried 9,095 passengers in the first quarter of FY 2021/22. No routes met the productivity target of 20 passengers per trip, or the subsidy target of \$3.00 per passenger (although Route 613 achieved a subsidy per passenger of \$3.04, nearly reaching the target). Supplemental School routes accounted for 0.7% of fixed route service in revenue hours and provided 1.8% of fixed route ridership in the first quarter of FY 2021/22.

Rural (West Marin Stagecoach Routes 61 and 68)

In the first quarter of the fiscal year, the two Stagecoach routes carried 23,808 passengers. This is a 60.2% increase from the prior year and a 33.1% increase compared to the last quarter of FY 2020/21. Neither route met their productivity goal of 6 passengers per hour, or subsidy goal of \$12.00 per passenger. Stagecoach routes accounted for 10.8% of fixed route service in revenue hours, and ridership represented 4.7% of fixed route ridership in the first quarter of FY2021/22.

Partnership Services (Route 622 – College of Marin Express)

Route 622 (previously Route 122) resumed service on August 23, 2021, and carried 530 passengers in the first quarter of FY 2021/22. There are no service targets for this route. It accounted for 0.8% of fixed route revenue hours and 0.1% of fixed route ridership in the first quarter of FY 2021/22.

Yellow Bus

Ross Valley School District yellow bus service resumed operation on August 17th, 2021, after being on hiatus in the prior fiscal year. In the first quarter of 2021/22, it carried 15,283 passengers.

Recreational (Route 66-Muir Woods Shuttle)

The Muir Woods Shuttle service was suspended on March 16, 2020 due the COVID-19 pandemic, and resumed weekend/holiday-only service on June 19, 2021, two weeks before the start of this fiscal year. In the first quarter of FY 2021/22, the Muir Woods Shuttle carried 21,405 passengers. It did not meet its productivity goal of 25 passengers per hour, nor its subsidy goal of \$3.00 per passenger. The Muir Woods Shuttle accounted for 2% of fixed route service in revenue hours, and ridership represented 4.2% of fixed route ridership in the first quarter of FY2021/22.

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 2021/22, local paratransit carried 13,558 passengers. The service productivity average of 1.8 passengers per hour did not meet the 2.0 standard. The number of passengers represents a 74.4% increase in ridership compared to the prior fiscal year. With a subsidy per passenger of \$74.6, the service did not meet the subsidy target of \$35.00 per passenger.

The Novato Dial-a-Ride service carried 615 passengers. The service productivity average of 1.8 passengers per hour did not meet the 2.0 standard. Ridership was 32.5% 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 first quarter of the fiscal year, the service carried 140 passengers, a 154.5% increase compared to last year. The service productivity average of 1.4 passengers per hour did not meet the 2.0 passengers per hour target. The service did not meet the subsidy target of \$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 currently runs twice per month on the first and third Monday. In the first quarter of the fiscal year, the service carried 29 passengers, 27.5% lower than the first quarter of last year. At 0.9 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 \$35.00 per passenger trip.

The Volunteer Driver Program completed 2,594 trips in the first quarter of FY 2021/22. This represents a 4.4% decrease compared to the previous fiscal year.

The Catch-a-Ride program provided 1,095 one-way trips. This is a decrease of 5% compared to the prior year.

Marin Transit launched an updated on-demand microtransit service called Marin Transit Connect in July of 2020. This pilot program carried a total of 1,695 passengers in the first quarter of the FY 2021/22, a 353.2% increase 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 is not meeting outlined targets, 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 ongoing risk the virus poses. 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.

Ridership Trends

The Governor issued a Shelter-in-Place order for the State of California that began 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 starting in FY 2019/20. Although ridership has increased in the first quarter of FY 2021/22 compared to the beginning of the pandemic, ridership continues to be significantly lower than pre-pandemic levels. Marin Transit continues to provide regular service. However, the pandemic has led to significant disruptions to Marin Transit operations, ridership, and corresponding fare revenue on fixed route and Marin Access services. The Muir Woods Shuttle has resumed weekend/Holiday service from Pohono since mid-June 2021, and most Supplemental School routes began operation in August 2021.

In the first quarter of FY 2021/22, most ridership occurred on Local Trunkline 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. The District is also seeing lower declines in ridership on West Marin Stagecoach routes and rural dial-ride services, likely because transit riders who live in more rural areas of the county do not have as many transportation options.

Overall, in this quarter Marin Transit routes had a 61.4% increase in overall ridership compared to the first quarter of FY 2020/21 and a 36.4% decline in ridership compared to the first quarter of FY19/20 pre-COVID. This represents a 35.4% decrease in ridership on fixed-route and a 54.5% decline on Demand Response services compared to pre-COVID.

The increase in systemwide ridership compared to the first quarter of FY 2020/21 is more a reflection of how steep ridership fell at the beginning of the pandemic than of how strong ridership growth this quarter has been, although it does represent stronger growth than most other agencies experienced across the Bay Area and the US. According to the National Transit Database, nationwide bus ridership increased 13.6% during the first quarter of FY 2021/22 compared to the prior year. The District continues to experience a steady rebound in ridership, due to 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 2021/22, Golden Gate Transit carried 245,137 passengers on its fixed route bus service, representing less than half of Marin Transit's fixed route ridership (510,025), while SMART carried only 74,760 passengers. In between Marin Transit and the national trend, Golden Gate Transit experienced a 46.6% increase in fixed route bus ridership in this quarter compared to the first quarter of FY2020/21, and with their new expanded service that started in May 2021, SMART experienced a 176.5% increase in ridership compared to the first quarter last year. At 56.7%, 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 42.7%, 55.4%, and 23.4% increase in ridership, respectively, relative to the first quarter of FY 2020/21.

Compared to the prior year, demand for Marin Access mobility management and demand response programs increased by 56.9% during the first quarter of FY 2021/22. The increase can be partially attributed to the day programs reopening. Additionally, as vaccine availability has increased and their effectiveness has been further proven, seniors and other members

of the public who are more susceptible to COVID-19 have increased their traveling in comparable amounts to the general public.

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

Table 2: Factors Impacting Ridership Comparison

Factor		FY 2020/21 Q1	FY 2021/22 Q1	Impact
Days Operated	Weekdays	66	66	--
	Weekends & Holidays	28	28	--
	Muir Woods Shuttle	0	27	▲▲▲
Service Disruptions (cancelled/missed service)		35	171	▼▼▼
Rainfall (inches)		0.1	0	--
Gas Prices		\$3.14	\$4.29	▲▲

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, as they were not running the previous fiscal year and therefore needed new staff to operate them. 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.

FY 2022 Marin Access Outreach and Travel Training

Travel Navigator Reporting Month: July 2021

Date(s)	Event	Description	Attendees
7/27/2021	Navigating Transit Presentation	General Marin Access Navigating Transit presentation for Community Action Marin	15

Travel Navigator Reporting Month: August 2021

Date(s)	Event	Description	Attendees
8/10/2021	Navigating Transit Presentation	General Marin Access Navigating Transit presentation for residents of Victory Village	8
8/31/2021	Navigating Transit Presentation	General Marin Access Navigating Transit presentation for County of Marin – Health Profession Intern Orientation	31

Travel Navigator Reporting Month: September 2021

Date(s)	Event	Description	Attendees
9/30/2021	Navigating Transit Presentation	General Marin Access Navigating Transit presentation for residents at Mercy House in Terra Linda; included detailed information about Connect and a ridealong	7

Fixed-Route

Fixed-Route Passenger Statistics by Route

Typology	Route	Passengers	%Change*	Revenue Hours	%Change*	Productivity (pax/hr)	Change*
1. Local Trunkline	35	117,270	▲52.9%	5,705	▼11.6%	20.6	▲8.7
	36	51,874	▲37.5%	3,391	▼2.6%	15.3	▲4.5
	71	51,872	▲266.1%	4,930	▲142.6%	10.5	▲3.5
	Rollup	221,016	▲71.9%	14,026	▲17.2%	15.8	▲5.0
2. Local Basic	17	43,821	▲45.2%	3,675	▲3.1%	11.9	▲3.5
	22	26,905	▲40.8%	2,956	▼28.5%	9.1	▲4.5
	23	37,959	▲68.7%	2,797	▲0.1%	13.6	▲5.5
	23X	12,042	▲97.3%	689	▲6.0%	17.5	▲8.1
	29	7,332	▲66.7%	669	▲1.6%	11.0	▲4.3
	49	43,878	▲56.7%	3,894	▲3.7%	11.3	▲3.8
	Rollup	171,937	▲55.9%	14,679	▼5.6%	11.7	▲4.6
	3. Local Connector	219	8,081	▲33.0%	1,586	▼3.2%	5.1
228		11,955	▲61.3%	2,420	▼3.8%	4.9	▲2.0
233		6,016	▲41.7%	1,032	▼6.3%	5.8	▲2.0
245		8,017	▲35.1%	1,061	▼3.2%	7.6	▲2.1
251		17,149	▲42.2%	2,393	▼0.5%	7.2	▲2.1
257		11,009	▲67.5%	2,033	▲2.7%	5.4	▲2.1
Rollup		62,227	▲47.1%	10,525	▼2.0%	5.9	▲2.0
4. Supplemental	613	2,000		34		59.6	
	617	986	▼100.0%	32		30.6	
	619	1,876		75		25.0	
	625	237		24		9.7	
	645	813		31		25.9	
	649	60		14		4.1	
	651	2,803		87		32.1	
	654	320		30		10.8	
	Rollup	9,095	▼68.3%	328	▼91.7%	27.8	▲20.5
	5. Rural	61	8,942	▲125.5%	2,360	▲54.3%	3.8
68		14,866	▲36.5%	2,635	▼0.7%	5.6	▲1.5
Rollup		23,808	▲60.2%	4,994	▲19.4%	4.8	▲1.2
6. Partnership Services	122	0	▼100.0%	0	▼100.0%		
	622	530		377		1.5	
	Rollup	530	▼30.4%	377	▼3.4%	1.5	▼0.5
7. Yellow Bus	Hdn Valley	1,116		2		558.0	
	White Hill	14,167	▲354,075.0%	2	▼50.0%	7,083.5	▲7,082.5
	Rollup	15,283	▲381,975.0%	4	-	3,820.8	▲3,819.8
8. Recreational	66	21,405		934	▲31,020.0%	22.9	▲22.9
	Rollup	21,405		934	▲31,020.0%	22.9	▲22.9
Rollup		525,332	▲61.4%	45,866	▼1.9%	11.5	▲4.5

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	\$914,340	▼10.5%	\$112,610	▲26.6%	\$6.84	▼\$5.33	12.3%	▲3.6%
	36	\$541,885	▼1.4%	\$51,403	▲15.7%	\$9.46	▼\$3.94	9.5%	▲1.4%
	71	\$841,864	▲156.3%	\$58,415	▲210.8%	\$15.10	▼\$6.76	6.9%	▲1.2%
	Rollup	\$2,298,089	▲20.9%	\$222,428	▲46.2%	\$9.39	▼\$4.20	9.7%	▲1.7%
2. Local Basic	17	\$410,332	▼23.3%	\$46,089	▲33.0%	\$8.31	▼\$8.26	11.2%	▲4.8%
	22	\$327,562	▼28.1%	\$30,471	▲17.7%	\$11.04	▼\$11.44	9.3%	▲3.6%
	23	\$439,128	▲0.8%	\$39,205	▲39.7%	\$10.54	▼\$7.59	8.9%	▲2.5%
	23X	\$110,032	▲7.1%	\$11,480	▲56.4%	\$8.18	▼\$7.44	10.4%	▲3.3%
	29	\$106,663	▲2.8%	\$7,596	▲36.8%	\$13.51	▼\$8.81	7.1%	▲1.8%
	49	\$438,620	▲5.5%	\$39,949	▲27.4%	\$9.09	▼\$4.64	9.1%	▲1.6%
	Rollup	\$1,832,337	▼10.5%	\$174,790	▲31.6%	\$9.64	▼\$7.73	9.5%	▲3.1%
	3. Local Connector	219	\$173,423	▼4.1%	\$8,333	▲11.6%	\$20.43	▼\$8.13	4.8%
228		\$256,640	▼5.6%	\$12,935	▲20.0%	\$20.39	▼\$14.85	5.0%	▲1.1%
233		\$109,961	▼8.4%	\$6,193	▲12.2%	\$17.25	▼\$9.73	5.6%	▲1.0%
245		\$115,941	▼2.1%	\$7,274	▲2.4%	\$13.55	▼\$5.21	6.3%	▲0.3%
251		\$259,748	▼1.9%	\$16,029	▲12.9%	\$14.21	▼\$6.56	6.2%	▲0.8%
257		\$220,555	▲2.0%	\$10,514	▲21.4%	\$19.08	▼\$12.51	4.8%	▲0.8%
Rollup		\$1,136,269	▼3.1%	\$61,278	▲14.1%	\$17.28	▼\$9.17	5.4%	▲0.8%
4. Supplemental		613	\$9,393		\$985		\$4.20		10.5%
	617	\$7,303		\$228		\$7.18		3.1%	
	619	\$17,297		\$1,130		\$8.62		6.5%	
	625	\$5,131		\$187		\$20.86		3.6%	
	645	\$7,247		\$358		\$8.47		4.9%	
	649	\$2,873		\$40		\$47.22		1.4%	
	651	\$18,122		\$1,340		\$5.99		7.4%	
	654	\$5,595		\$194		\$16.88		3.5%	
	Covid	\$0	▼100.0%	\$0	▼100.0%				
	Rollup	\$72,961	▼86.9%	\$4,466	▼83.4%	\$7.53	▼\$11.02	6.1%	▲1.3%
	5. Rural	61	\$282,590	▲47.3%	\$8,079	▲117.2%	\$30.70	▼\$16.73	2.9%
68		\$312,108	▼7.9%	\$13,889	▲27.7%	\$20.06	▼\$10.06	4.5%	▲1.2%
Rollup		\$594,698	▲12.0%	\$21,969	▲50.5%	\$24.06	▼\$10.69	3.7%	▲0.9%
6. Partnership Services	122	\$0	▼100.0%	\$0	▼100.0%				
	622	\$66,684		\$630		\$118.38		0.9%	
	Rollup	\$66,684	▲33.1%	\$630	▼50.3%	\$118.38	▲\$54.20	0.9%	▼1.6%
7. Yellow Bus	Hdn Valley	\$61,909		\$3,285		\$52.53		5.3%	
	White Hill	\$61,909	▲1,548.9%	\$41,706		\$1.43	▼\$937.32	67.4%	▲67.4%
	Rollup	\$123,819	▲3,197.8%	\$44,991		\$5.16	▼\$933.59	36.3%	▲36.3%
8. Recreational	66	\$191,031	▲87,794.9%	\$58,878	▲1561639.5%	\$6.17		30.8%	▲29.1%
	Rollup	\$191,031	▲87,794.9%	\$58,878	▲1561639.5%	\$6.17		30.8%	▲29.1%

Marin Access

Passenger Statistics by Route

Typology	Route	Passengers	%Change*	Revenue Hours	%Change*	Productivity (pax/hr)	Change*
9. Demand Response	Dillon DAR	140	▲154.5%	103	▲47.0%	1.4	▲0.6
	Local Para	13,558	▲74.4%	7,423	▲76.3%	1.8	▼0.0
	MTC	1,695	▲353.2%	1,575	▼36.2%	1.1	▲0.9
	Novato DAR	615	▲32.5%	338	▲51.8%	1.8	▼0.3
	PtReyesDAR	29	▼27.5%	32	-	0.9	▼0.3
	Rollup		16,037	▲84.2%	9,471	▲35.3%	1.7
Catch-A-Ride	CAR_Gen	677	▼11.8%	0			
	CAR_LowInc	418	▲8.6%	0			
	Rollup	1,095	▼5.0%	0			
Volunteer Driver	VolDrvr	2,001	▼7.4%	2,620	▲22.5%	0.8	▼0.2
	VolDvrWM	593	▲7.0%	884	▲30.7%	0.7	▼0.1
	Rollup	2,594	▼4.4%	3,504	▲24.5%	0.7	▼0.2
Rollup		19,726	▲56.9%	12,975	▲32.2%	1.5	▲0.2

Financial Statistics by Route

Typology	Route	Operating Cost	%Change*	Passenger Revenue	%Change*	Average Subsidy	Change*	Farebox Recovery	Change*
9. Demand Response	Dillon DAR	\$6,489	▲43.3%	\$320	▲52.5%	\$44.07	▼\$34.47	4.9%	▲0.3%
	Local Para	\$1,039,607	▼9.3%	\$27,682	▲49.9%	\$74.64	▼\$70.46	2.7%	▲1.1%
	MTC	\$149,722	▼22.9%	\$6,520	▲238.3%	\$84.48	▼\$429.80	4.4%	▲3.4%
	Novato DAR	\$44,607	▲67.0%	\$2,001	▲28.9%	\$69.28	▲\$15.05	4.5%	▼1.3%
	PtReyesDAR	\$1,995	▼2.1%	\$66	▼57.8%	\$66.48	▲\$19.48	3.3%	▼4.4%
	Rollup	\$1,242,421	▼9.6%	\$36,589	▲64.0%	\$75.19	▼\$80.05	2.9%	▲1.3%
Catch-A-Ride	CAR_Gen	\$43,272	▼23.7%	\$2,001	▼25.3%	\$60.96	▼\$9.37	4.6%	▼0.1%
	CAR_LowInc	\$21,331	▼13.7%	\$1,263	▼5.8%	\$48.01	▼\$12.69	5.9%	▲0.5%
	Rollup	\$64,604	▼20.6%	\$3,264	▼18.8%	\$56.02	▼\$11.10	5.1%	▲0.1%
Volunteer Driver	VolDrvr	\$25,520	▲15.5%	\$0		\$12.75	▲\$2.52	0.0%	-
	VolDvrWM	\$12,470	▲25.0%	\$0		\$21.03	▲\$3.02	0.0%	-
	Rollup	\$37,990	▲18.4%	\$0		\$14.64	▲\$2.82	0.0%	-
Rollup	\$1,345,015	▼9.6%	\$39,853	▲51.4%	\$66.16	▼\$50.04	3.0%	▲1.2%	

Systemwide

Passenger Statistics Summary

	Passengers	%Change*	Revenue Hours	%Change*	Productivity	Change*
Values	545,058	▲61.3%	58,841	▲4.0%	9.3	▲3.3

Financial Statistics Summary

	Operating Cost	%Change*	Passenger Revenue	%Change*	Average Subsidy	Change*	Farebox Recovery	Change*
Values	\$7,660,904	▼1.2%	\$572,877	▲40.5%	\$13.00	▼\$8.72	7.5%	▲2.2%