



marin transit

711 grand ave, #110
san rafael, ca 94901

ph: 415.226.0855
fax: 415.226.0856
marintransit.org

September 12, 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 Fourth Quarter of FY 2021/22

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 that will come before the board in November. Attached is the report for the fourth quarter of FY 2021/22.

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. Note that no outreach was performed this quarter, so no outreach report is included.

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 2021/22 Q4

This report summarizes the operational performance of Marin Transit services for the fourth quarter of FY 2021/22 from April 1, 2022 through June 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 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	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, 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 fourth quarter of FY 2021/22, Marin Transit carried a total of 684,304 passengers systemwide. This represents an increase of 53.3% in ridership compared to the fourth quarter of the previous fiscal year and an increase of 9.6% from the third quarter of the fiscal year. On fixed-route transit services, Marin Transit carried 641,672 riders. This is an increase of 48.9% from the fourth quarter of FY 2020/21 and an increase of 10.8% from the third quarter of the fiscal year. The Yellow Bus program carried 22,657 passengers, a program which did not run in FY 2020/21. Marin Access services carried 19,975 trips on demand response

and mobility management programs. This reflects an increase of 53.3% compared to the fourth quarter of the last fiscal year and an increase of 9.9% compared to the third 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 fourth quarter of FY 2021/22, Local Trunkline services carried 282,605 passengers. This represents a decrease of 4% from the fourth quarter of FY18/19 pre-COVID. Collectively, these routes represent an increase of 67.4% compared to the fourth quarter of FY 2020/21, and an increase of 11.2% compared to the third quarter of FY2021/22. Route 35 had an average of 25.2 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 \$4.50 per passenger. Local Trunkline service accounted for 30.1% of fixed route service in revenue hours and 44% of fixed route ridership in the fourth quarter of FY2021/22.

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

Local Basic services carried a total of 208,359 passengers during the fourth quarter of this fiscal year. This represents an increase of 46.4% compared to the fourth quarter of the last fiscal year, and an increase of 7% from the third quarter of this fiscal year. In the fourth quarter of FY 2021/22 the Local Basic routes had a 16.3% decline in ridership compared to the fourth quarter of FY18/19 pre-COVID. Route 23X had an average of 21.8 passengers per revenue hour, meeting the productivity target of 18 passengers per revenue hour. No other Local Basic routes met their performance target of 18 passengers per hour, and none met the subsidy target of \$6.50 per passenger. Local Basic routes represented 31.5% of fixed route revenue hours and 32.5% of fixed route ridership in the fourth 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 81,746 total passengers. This is 47.5% higher than the previous year and represents a 10.9% increase from the third quarter of this fiscal year. In the fourth quarter of FY 2021/22 the Local Connector routes had a 22.1% decline in ridership compared to the fourth quarter of FY18/19 pre-COVID. Routes 233, 245, and 251 respectively had an average of 8.5, 11, and 9.2 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 \$9.00 per passenger. Local Connector routes accounted for 22.4% of fixed route service in revenue hours and provided 12.7% of fixed route ridership in the fourth quarter of FY 2021/22.

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

Supplemental School routes carried 14,695 passengers in the fourth quarter of FY 2021/22. Routes 645 and 651 respectively had an average of 28.2 and 20.5 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 \$3.00 per passenger. Supplemental School routes accounted for 1.4% of fixed route service in revenue hours and provided 2.3% of fixed route ridership in the fourth quarter of FY 2021/22.

Rural (West Marin Stagecoach Routes 61 and 68)

In the fourth quarter of the fiscal year, the two Stagecoach routes carried 31,181 passengers. This is an 74.4% increase from the prior year and a 31.5% increase compared to the third quarter of FY 2021/22. In the fourth quarter of FY 2021/22 the Rural routes had a 0.1% increase in ridership compared to the fourth quarter of FY18/19 pre-COVID, the only service category to have increased in ridership since pre-COVID. Both routes met their productivity target of 6 passengers per revenue hour, with Route 61 averaging 6.1 riders per revenue hour and Route 68 averaging 6.9. Neither route met their subsidy goal of \$12.00 per passenger. Stagecoach routes accounted for 10.4% of fixed route service in revenue hours, and ridership represented 4.9% of fixed route ridership in the fourth quarter of FY2021/22.

Partnership Services (Route 622 – College of Marin Express)

Route 622 carried 1,444 passengers in the fourth quarter of FY 2021/22. This route was not in service in the fourth quarter of the prior fiscal year. There are no service targets for this route. It accounted for 1.1% of fixed route revenue hours and 0.2% of fixed route ridership in the fourth quarter of FY 2021/22.

Yellow Bus

In the fourth quarter of 2021/22, the Ross Valley School District yellow bus service carried 22,657 passengers. This service was not active in the prior fiscal year, and it 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 started in June of this quarter. In the fourth quarter of FY 2021/22, the Muir Woods Shuttle carried 21,642 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 3.1% of fixed route service in revenue hours, and ridership represented 3.4% of fixed route ridership in the fourth 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 fourth quarter of FY 2021/22, local paratransit carried 14,546 passengers. The service productivity average of 1.8 passengers per hour did not meet the 2.0 standard. The number of passengers represents a 43.1% increase in ridership compared to the prior fiscal year. In the fourth quarter of FY 2021/22, local paratransit had a 52.8% decline in ridership compared to the fourth quarter of FY18/19 pre-COVID. With a subsidy per passenger of \$87.72, the service did not meet the subsidy target of \$35.00 per passenger.

The Novato Dial-a-Ride service carried 605 passengers. The service productivity average of 2.1 passengers per hour did meet the 2.0 standard. Ridership was 8.4% 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 fourth quarter of the fiscal year, the service carried 83 passengers, a 17% decrease compared to last year. The service productivity average of 1.3 passengers per hour did not meet the 2.0 passengers per hour target. With a subsidy per passenger of \$35.55, 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 fourth quarter of the fiscal year, the service carried 30 passengers, the same as the fourth quarter of last year. At 1.0 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.

The Volunteer Driver Program completed 2,197 trips in the fourth quarter of FY 2021/22. This represents a 1.1% decrease compared to the previous fiscal year.

The Catch-a-Ride program provided 1,176 one-way trips. This represents an increase of 2.6% 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 1,338 passengers in the fourth quarter of FY 2021/22, a 20.4% 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 has 5.7 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 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. Ridership has continued to increase in the fourth quarter of FY 2021/22 and has reached over 80% of pre-pandemic levels. The Muir Woods Shuttle has resumed service since mid-June 2021, and most Supplemental School routes began operation in August 2021.

In the fourth quarter of FY 2021/22, most 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. 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 53.3% increase in total ridership compared to the fourth quarter of FY 2020/21 and a 19.4% decline in ridership compared to the fourth quarter of FY18/19 pre-COVID. This represents a 17.1% decrease in ridership on fixed-route and a 53.5% decline on Demand Response services compared to pre-COVID.

The increase in systemwide ridership compared to the fourth quarter of FY 2020/21 is both a reflection of how steep ridership fell at the beginning of the pandemic and of how strong ridership growth this quarter 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 20% during the fourth quarter of FY 2021/22 compared to the prior year, while Marin Transit experienced 48.9% 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 fourth quarter of FY 2021/22, Golden Gate Transit carried 313,211 passengers on its fixed route bus service, representing less than half of Marin Transit’s fixed route ridership (641,672), while SMART carried only 114,438 passengers. Comparably to Marin Transit, Golden Gate Transit experienced a 64.3% increase in fixed route bus ridership in this quarter compared to the fourth quarter of FY2020/21, and with their new expanded service that started in May 2021, SMART experienced a 147.2% increase in ridership compared to the fourth quarter last year. At 48.9%, 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 52.2%, 45.8%, and 46.3% increase in ridership, respectively, relative to the fourth quarter of FY 2020/21.

Compared to the prior year, demand for Marin Access mobility management and demand response programs increased by 30.3% during the fourth quarter of FY 2021/22. Although this increase is significant, it remains lower than the increase in general public ridership on fixed routes services. 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.

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

Table 2: Factors Impacting Ridership Comparison

Factor	FY 2020/21 Q4	FY 2021/22 Q4	Impact	
Days Operated	Weekdays	65	65	--
	Weekends & Holidays	27	27	--
	Muir Woods Shuttle	4	36	▲▲▲
Service Disruptions (cancelled/missed service)	59	526	▼▼▼	
Rainfall (inches)	0.1	1.6	▼	
Gas Prices	\$4.05	\$5.95	▲▲▲	

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 across the District’s fixed route offerings. Supplemental routes and the Muir Woods shuttle have been especially impacted. The District continues to work and communicate with its contractors to minimize missed service and ensure as many riders can get to and from their origins and destinations 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	142,190	▲53.6%	5,646	▼9.0%	25.2	▲10.3
	36	65,600	▲45.2%	3,370	▼0.7%	19.5	▲6.2
	71	74,815	▲140.9%	4,881	▲37.9%	15.3	▲6.6
	Rollup	282,605	▲67.4%	13,896	▲5.8%	20.3	▲7.5
2. Local Basic	17	46,537	▲38.4%	3,698	▲7.3%	12.6	▲2.8
	22	34,228	▲37.2%	2,898	▼0.7%	11.8	▲3.3
	23	45,496	▲54.7%	2,766	▲0.0%	16.4	▲5.8
	23X	14,787	▲63.4%	677	▲1.3%	21.8	▲8.3
	29	10,899	▲81.6%	657	▼0.3%	16.6	▲7.5
	49	56,412	▲43.6%	3,818	▼0.7%	14.8	▲4.6
	Rollup	208,359	▲46.4%	14,515	▲1.5%	14.4	▲4.4
3. Local Connector	219	9,720	▲17.5%	1,553	▼1.0%	6.3	▲1.0
	228	14,736	▲32.9%	2,390	▼0.1%	6.2	▲1.5
	233	8,620	▲46.4%	1,020	▼0.2%	8.5	▲2.7
	245	11,503	▲82.6%	1,048	▼0.1%	11.0	▲5.0
	251	21,660	▲49.1%	2,346	▼0.8%	9.2	▲3.1
	257	15,507	▲66.3%	1,980	▲1.3%	7.8	▲3.1
	Rollup	81,746	▲47.5%	10,338	▼0.2%	7.9	▲2.6
4. Supplemental	613	3,371		158		21.3	
	617	907		34		26.6	
	619	2,352		156		15.0	
	625	472		41		11.4	
	645	2,367		69		34.1	
	649	0		0			
	651	4,839		133		36.5	
	654	387		42		9.2	
	Covid	0		0			
	Rollup	14,695		634		23.2	
5. Rural	61	13,232	▲151.4%	2,183	▲36.7%	6.1	▲2.8
	68	17,949	▲42.2%	2,597	▲3.1%	6.9	▲1.9
	Rollup	31,181	▲74.4%	4,781	▲16.1%	6.5	▲2.2
6. Partnership Services	122	0		0			
	622	1,444		527		2.7	
	Rollup	1,444		527		2.7	
7. Yellow Bus	Hdn Valley	1,548		3		516.0	
	White Hill	21,109		3		7,036.3	
	Rollup	22,657		6		3,776.2	
8. Recreational	66	21,642	▲1,658.1%	1,452	▲519.5%	14.9	▲9.6
	Rollup	21,642	▲1,658.1%	1,452	▲519.5%	14.9	▲9.6
Rollup	664,329	▲72.3%	46,149	▲9.5%	14.4	▲5.2	

* 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	\$946,039	▼2.6%	\$137,787	▲42.6%	\$5.68	▼\$3.77	14.6%	▲4.6%
	36	\$563,007	▲6.1%	\$64,863	▲43.1%	\$7.59	▼\$3.15	11.5%	▲3.0%
	71	\$892,589	▲51.8%	\$84,875	▲131.0%	\$10.80	▼\$6.95	9.5%	▲3.3%
	Rollup	\$2,401,635	▲14.9%	\$287,525	▲60.9%	\$7.48	▼\$3.84	12.0%	▲3.4%
2. Local Basic	17	\$443,136	▲20.0%	\$49,667	▲33.2%	\$8.45	▼\$1.42	11.2%	▲1.1%
	22	\$344,920	▲11.4%	\$39,373	▲39.7%	\$8.93	▼\$2.35	11.4%	▲2.3%
	23	\$449,522	▲5.9%	\$47,484	▲46.2%	\$8.84	▼\$4.50	10.6%	▲2.9%
	23X	\$112,962	▲7.7%	\$12,766	▲33.1%	\$6.78	▼\$3.76	11.3%	▲2.2%
	29	\$109,306	▲6.4%	\$10,874	▲62.4%	\$9.03	▼\$6.98	9.9%	▲3.4%
	49	\$464,361	▲12.5%	\$48,757	▲28.5%	\$7.37	▼\$2.17	10.5%	▲1.3%
	Rollup	\$1,924,206	▲11.6%	\$208,922	▲37.3%	\$8.23	▼\$2.81	10.9%	▲2.0%
3. Local Connector	219	\$182,453	▲11.3%	\$11,105	▲31.1%	\$17.63	▼\$1.16	6.1%	▲0.9%
	228	\$269,133	▲10.1%	\$16,399	▲36.4%	\$17.15	▼\$3.80	6.1%	▲1.2%
	233	\$115,523	▲10.4%	\$8,146	▲32.5%	\$12.46	▼\$4.27	7.1%	▲1.2%
	245	\$122,914	▲12.2%	\$9,958	▲60.3%	\$9.82	▼\$6.58	8.1%	▲2.4%
	251	\$272,625	▲10.9%	\$19,557	▲39.8%	\$11.68	▼\$4.26	7.2%	▲1.5%
	257	\$229,960	▲13.3%	\$14,826	▲62.1%	\$13.87	▼\$6.91	6.4%	▲1.9%
	Rollup	\$1,192,609	▲11.3%	\$79,991	▲42.9%	\$13.61	▼\$4.71	6.7%	▲1.5%
4. Supplemental	613	\$40,571		\$1,346		\$11.64		3.3%	
	617	\$8,826		\$220		\$9.49		2.5%	
	619	\$41,554		\$932		\$17.27		2.2%	
	625	\$10,683		\$288		\$22.02		2.7%	
	645	\$17,844		\$823		\$7.19		4.6%	
	649	\$0		\$0					
	651	\$32,435		\$1,658		\$6.36		5.1%	
	654	\$9,273		\$249		\$23.32		2.7%	
	Covid	\$0		\$0					
	Rollup	\$161,186		\$5,516		\$10.59		3.4%	
5. Rural	61	\$283,681	▲42.7%	\$15,521	▲205.5%	\$20.27	▼\$16.53	5.5%	▲2.9%
	68	\$336,471	▲9.2%	\$14,523	▲13.6%	\$17.94	▼\$5.47	4.3%	▲0.2%
	Rollup	\$620,152	▲22.3%	\$30,044	▲68.1%	\$18.93	▼\$8.43	4.8%	▲1.3%
6. Partnership Services	122	\$0		\$0					
	622	\$86,580		\$1,489		\$58.93		1.7%	
	Rollup	\$86,580		\$1,489		\$58.93		1.7%	
7. Yellow Bus	Hdn Valley	\$122,284		\$10,011		\$72.53		8.2%	
	White Hill	\$122,284		\$138,133		-\$0.75		113.0%	
	Rollup	\$244,568		\$148,144		\$4.26		60.6%	
8. Recreational	66	\$244,256	▲1,008.3%	\$61,078	▲898.1%	\$8.46	▼\$4.47	25.0%	▼2.8%
	Rollup	\$244,256	▲1,008.3%	\$61,078	▲898.1%	\$8.46	▼\$4.47	25.0%	▼2.8%
Rollup	\$6,875,192	▲27.0%	\$822,708	▲100.3%	\$9.11	▼\$3.86	12.0%	▲4.4%	

* 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	83	▼17.0%	65	▼34.0%	1.3	▲0.3
	Local Para	14,546	▲43.1%	7,899	▲38.9%	1.8	▲0.1
	MTC	1,338	▲20.4%	233	▲19.8%	5.7	▲0.0
	Novato DAR	605	▲8.4%	283	▲5.7%	2.1	▲0.1
	PtReyesDAR	30	-	32	-	1.0	-
	Reg Para	1,083		981		1.1	
	Rollup		17,685	▲47.8%	9,492	▲51.2%	1.9
Catch-A-Ride	CAR_Gen	669	▼10.1%	0			
	CAR_LowInc	507	▲26.1%	0			
	Rollup	1,176	▲2.6%	0			
Volunteer Driver	VolDrvr	1,822	▲1.3%	2,177	▼13.0%	0.8	▲0.1
	VolDvrWM	375	▼11.3%	626	▼20.6%	0.6	▲0.1
Rollup		21,058	▲37.4%	12,294	▲28.5%	1.7	▲0.1

Marin Access Financial Statistics by Service

Typology	Route	Operating Cost	%Change*	Passenger Revenue	%Change*	Average Subsidy	Change*	Farebox Recovery	Change*
9. Demand Response	Dillon DAR	\$3,094	▼54.9%	\$144	▼38.1%	\$35.54	▼\$30.75	4.6%	▲1.3%
	Local Para	\$1,308,005	▲57.4%	\$32,075	▲42.2%	\$87.72	▲\$8.19	2.5%	▼0.3%
	MTC	\$160,749	▲3.0%	\$6,503	▲17.2%	\$115.28	▼\$20.15	4.0%	▲0.5%
	Novato DAR	\$41,620	▲13.7%	\$2,246	▲51.4%	\$65.08	▲\$2.14	5.4%	▲1.3%
	PtReyesDAR	\$1,495	▼30.6%	\$52	▼25.2%	\$48.07	▼\$21.37	3.5%	▲0.2%
	Reg Para	\$150,021		\$14,069		\$125.53		9.4%	
	Rollup	\$1,664,984	▲61.3%	\$55,089	▲84.3%	\$91.03	▲\$7.22	3.3%	▲0.4%
Catch-A-Ride	CAR_Gen	\$37,485	▼32.0%	\$2,766	▼1.0%	\$51.90	▼\$18.44	7.4%	▲2.3%
	CAR_LowInc	\$25,304	▼6.8%	\$2,065	▲37.4%	\$45.84	▼\$17.98	8.2%	▲2.6%
	Rollup	\$62,789	▼23.7%	\$4,831	▲12.4%	\$49.28	▼\$18.77	7.7%	▲2.5%
Volunteer Driver	VolDrvr	\$25,809	▼43.4%	\$0		\$14.16	▼\$11.16	0.0%	-
	VolDvrWM	\$10,710	▼45.8%	\$0		\$28.56	▼\$18.18	0.0%	-
Rollup	\$1,764,291	▲49.5%	\$59,920	▲75.3%	\$80.94	▲\$6.19	3.4%	▲0.5%	

* Change compared to same quarter of prior year

Systemwide Total

Systemwide Passenger Statistics Summary

	Passengers	%Change*	Revenue Hours	%Change*	Productivity (pax/hr)	Change*
Values	685,387	▲53.6%	58,444	▲1.3%	11.7	▲4.0

Systemwide Financial Statistics Summary

	Operating Cost	%Change*	Passenger Revenue	%Change*	Average Subsidy	Change*	Farebox Recovery	Change*
Values	\$8,639,483	▲17.6%	\$882,628	▲77.8%	\$11.32	▼\$4.04	10.2%	▲3.5%

* Change compared to same quarter of prior year