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March 4, 2024

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 2023/24

Dear Board Members:

Recommendation

Information only.

Summary

As part of the District's service monitoring process, staff prepare a quarterly performance report. Attached is the report for the second quarter of FY 2023/24.

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 weather, operator shortages, and 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
Senior Transit Planner

Attachment A: Quarterly Performance Report for FY 2023/24 Q2

Attachment B: FY 2024 Q2 (October – December) Marin Transit Outreach and Travel Training



Quarterly Performance Report for FY 2023/24 Q2

This report summarizes the operational performance of Marin Transit services for the second quarter of FY 2023/24 from October 1, 2023 through December 31, 2023. 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 in one system. TransTrack reports all costs associated with service operations, not just 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 program.

Marin Transit undertook a major service change on June 11, 2023 and a change to Marin Access programs on July 1, 2023. For routes and services that are showing an unusually large change compared to the prior year, this report will comment on whether the service change may have played a role in the performance metric shift. Staff will also provide a more comprehensive update on Marin Access ridership in light of the program changes in future Board presentations.

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, 29, 49, 57	18	\$7.25
Local Connector	219, 228, 233, 245	8	\$10.00
Supplemental	613, 619, 625, 654	20 per trip	\$3.25
Rural	61, 68	6	\$13.25
Recreational	66 (Muir Woods Shuttle)	25	\$3.25
Demand Response	Local Paratransit, Marin Access Shuttles	2	\$38.50



Performance Summary

In the second quarter of FY 2023/24, Marin Transit carried a total of 757,931 passengers systemwide. This represents a ridership increase of 8% compared to the second quarter of the previous fiscal year and is 7% lower than pre-pandemic ridership (Q2 FY2019/20).

On fixed route transit services, Marin Transit carried 710,872 riders. This is an increase of 8% compared to the second quarter of FY 2022/23. The Yellow Bus program carried 30,479 passengers. This represents an increase of 11% compared to the second quarter of the previous fiscal year. Marin Access services carried 16,580 trips on demand response and mobility management programs. This reflects a decrease of 10% 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 2023/24, Local Trunkline services carried 323,268 passengers. This represents an increase of 10% compared to the second quarter of the prior fiscal year. Route 35 had an average of 29 passengers per revenue hour, meeting the productivity target of 20 passengers per revenue hour. No other Local Trunkline route met the productivity target, and no Local Trunkline route met the subsidy target of \$5.00 per passenger. Local Trunkline service accounted for 32% of fixed route service in revenue hours and 45% of fixed route ridership in the second quarter of FY 2023/24.

Local Basic (Routes 17, 22, 23, 29, 49, and 57)

Local Basic services carried a total of 296,997 passengers during the second quarter of this fiscal year. This represents an increase of 35% compared to the first quarter of the prior fiscal year. Route 23 had an average of 18 passengers per revenue hour, meeting the productivity target of 18 passengers per revenue hour. No other Local Basic route met the performance target, and no Local Basic route met the subsidy target of \$7.25 per passenger. Local Basic routes represented 44% of fixed route revenue hours and 42% of fixed route ridership in the second quarter of FY 2023/24.

There were two changes in the June 11th service change which help explain why the Local Basic typology increased by 35%, while the overall increase for fixed route services was only 8%. First, former Routes 251 and 257 were combined into Route 57, which was classified as a Local Basic (former Routes 251 and 257 had been classified as Local Connector). The new Route 57 has brought a significant amount of ridership into the Local Basic category; without it, Local Basic ridership would have only increased by 15% from the prior year. Second, Local Trunkline Route 35 was shortened to no longer go to Novato¹, which has caused a significant number of San Rafael-Novato riders to switch to Local Basic Route 49. Individually, Route 49 saw a 45%² ridership increase this quarter relative to the prior year.

¹ This change was not mentioned in the Local Trunkline section because most San Rafael-Novato riders switched to Local Trunkline Route 71, which compensates for most of the ridership decrease on Route 35.

² Note that some of the ridership increase on Route 49 came from former route 251, which used to serve western Novato/San Marin prior to the service change.



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

During the second quarter of the fiscal year, Local Connector services carried 50,876 total passengers. This represents a decrease of 40% from the second quarter of the last fiscal year. All Local Connector services except for Route 219 met the productivity target of 8 passengers per revenue hour, but none met the subsidy target of \$10.00 per passenger. Local Connector routes accounted for 13% of fixed route service in revenue hours and provided 7% of fixed route ridership in the second quarter of FY 2023/24.

Two routes, Routes 251 and 257, were removed from the Local Connector typology as part of the June 11th service change, as discussed in the previous section. This accounts for the extreme year-over-year change in Local Connector ridership this quarter. When comparing Local Connector ridership to only the ridership of those same routes in the prior year, ridership has increased by 14%.

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

Supplemental School routes carried 10,869 passengers in the second quarter of FY 2023/24. This represents a 55% decrease from the second quarter of the prior fiscal year. Route 625 had an average of 23 passengers per trip, meeting the productivity target of 20 passengers per trip. No other Supplemental School routes met the productivity target, and none met the subsidy target of \$3.25 per passenger. Supplemental School routes accounted for 1% of fixed route service in revenue hours and provided 2% of fixed route ridership in the second quarter of FY 2023/24.

The significant decrease in Supplemental School ridership relative to the prior year is largely because, as part of the June 11th service change, much of the service that historically took place on Supplemental School routes was transferred to local service, including the cancellation of Routes 645 and 651. However, even when comparing only the current supplemental routes to their performance the prior year, ridership this quarter is down 34%, and ridership per trip is down 28%. Staff are investigating why this is the case.

Rural (West Marin Stagecoach Routes 61 and 68)

In the second quarter of the fiscal year, the two Stagecoach routes carried 25,320 passengers. This represents a 15% 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 passengers per revenue hour. Route 61 did not meet the productivity target, 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 4% of fixed route ridership in the second quarter of FY2023/24.

Yellow Bus

In the second quarter of FY 2023/24, the Ross Valley School District yellow bus service carried 30,479 passengers. This represents an increase of 11% compared to the second quarter of the prior year, which is comparable to the 10% increase in school days. This program has no established service targets.

Recreational (Muir Woods Shuttle)

For the second quarter of FY 2023/24, the Muir Woods Shuttle ran weekend and holiday service for the month of October only. In this quarter, the Shuttle carried 3,542 passengers. This represents a decrease of 76% from the second quarter of FY 2022/23. The reduction is mostly due to the fact that the Shuttle did not run in November and December of this year, whereas it ran for all three months of Q2 FY 2022/23.



The Shuttle 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 1% of fixed route service in revenue hours, and ridership represented less than 1% of fixed route ridership in the second quarter of FY2023/24.

Marin Access

In the second quarter of FY 2023/24, Marin Access offered ADA-paratransit service, the Marin Access Shuttles program (which includes the former Rural Dial-a-Ride program for Dillon Beach/Tomales and Point Reyes Station), the Volunteer Driver program, and the new Catch-a-Ride pilot program. Marin Access underwent a service change on July 1, 2023 that included replacing the former Novato Dial-a-Ride and Marin Transit Connect programs with an expanded Catch-a-Ride program. Due to the nature of Marin Access programs, including enrollment time and passenger training, it is still too early to evaluate the success of the July 1st changes. This report will refrain from commenting on how the July 1st changes may have affected Marin Access ridership this quarter. Staff will instead prepare a Marin Access program performance update later this year to assess the initial success of the program changes.

In the second quarter of FY 2023/24, local paratransit carried 11,194 passengers. The service productivity average of 1.9 passengers per hour did not meet the 2.0 standard. The number of passengers represents a 14% decrease in ridership compared to the prior fiscal year. The service did not meet the subsidy target of \$38.50 per passenger.

Marin Access Shuttles carried 202 passengers this quarter. The service productivity average of 1.8 passengers per hour did not meet the 2.0 standard. The service did not meet the subsidy target of \$38.50 per passenger.

The Volunteer Driver Program completed 2,316 trips in the second quarter of FY 2023/24. This represents a 14% decrease compared to the previous fiscal year.

The Catch-a-Ride pilot program provided 2,868 one-way trips. This represents an increase of 193% compared to the prior year. The strong increase in Catch-a-Ride ridership suggests Marin Access riders who formerly used the Connect and Novato Dial-a-Ride programs are likely finding the new Catch-a-Ride pilot meets their needs instead.

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 of FY 2023/24, the focus of these efforts was on continuing to establish and grow our relationships with community partners to improve our ability to connect with riders and the general public. There was also a significant focus on collecting feedback for the Fare Collection Study to inform recommendations and continued efforts to update community members on recent changes to Marin Access programs and services. Events were held in various formats, at various locations, and on varying days and times to meet the needs of the community. The attached report outlines our community engagement initiatives for various target audiences, including community members, fixed route riders, and Marin Access riders.

In the second quarter of FY 2023/24, staff successfully completed twelve events, including four events that focused on engaging the community as a whole in various areas of the County and eight events that specifically targeted Marin Access populations. In total, staff reached over 400 community members. In Q2, our reach to specifically targeted Marin Access populations was significantly



increased in comparison to the same period of FY 2022/23, due to coordination with Marin Public Housing Staff to offer Navigating Transit presentations at several locations.

Ridership Trends

The District continues to experience strong ridership; total ridership is at 93% of pre-pandemic levels. However, ridership recovery has not been spread evenly across Marin Transit programs. Fixed route ridership recovery was swift and has remained strong; fixed route services reached 90% of pre-COVID ridership in the third quarter of FY 2022/23, and this quarter they reached 96% of pre-COVID ridership. Marin Access services by contrast were at only 40% of pre-COVID ridership levels this quarter. The first quarter of the prior fiscal year, Marin Access ridership had plateaued at around half of pre-pandemic, but then started to decline. Marin Transit staff are optimistic that the restructuring of Marin Access programs, which took effect on July 1, 2023, will have a positive effect on Marin Access ridership and mobility of seniors and people with disabilities in the long term. Marin Transit staff are doing a deeper analysis of Marin Access ridership that will be presented later this year.

This quarter, Marin Transit experienced moderate ridership growth compared to the national average. According to the National Transit Database, in the second quarter of FY 2023/24, nationwide bus ridership was 10% higher than the prior year, compared to Marin Transit's 8% increase over the prior year for fixed route services. However, Marin Transit is still doing much better than the national average compared to pre-COVID ridership. District ridership has recovered from the COVID-19 pandemic more quickly than most other transit providers; from the FY 2020/21 Q4 report through the FY 2022/23 Q2 report, Marin Transit consistently reported higher year-over-year ridership growth than the national average.

Marin Transit continues to have one of the strongest ridership recoveries in the Bay Area at 96% for fixed route services, and one of the strongest in the country when comparing to pre-COVID levels (the national average this quarter was 76%). Compared to other North Bay transit agencies, Marin Transit fixed route services continue to perform well. In the second quarter of FY 2023/24, Golden Gate Transit carried 336,406 passengers on its fixed route bus service, representing roughly half of Marin Transit's fixed route ridership (710,872), while SMART carried 202,936 passengers. Golden Gate Transit experienced a 9% increase in fixed route bus ridership in this quarter compared to the second quarter of FY2022/23, bringing overall recovery to 46% of pre-COVID ridership. SMART experienced a 28% increase in ridership compared to the second quarter of last year, bringing overall recovery to 113% of pre-COVID ridership.

Other Bay Area transit agencies that provide local transit services experienced a wide variety of ridership growth trends in the second quarter of FY 2023/24. Comparing to other Countywide peer agencies, Napa Valley Transportation Authority (VINE), SamTrans, and Solano County Transit (SolTrans) experienced a 7%, 18%, and 3% increase in ridership, respectively, relative to the second quarter of FY 2022/23, bringing their ridership relative to pre-COVID to 47%, 87%, and 71%, respectively.

Demand for Marin Access mobility management and demand response programs was 10% lower during the second quarter of FY 2023/24 compared to the second quarter of the prior year. This is the fifth consecutive quarter where ridership on demand response services was lower than the same quarter of 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.



Marin Transit implemented a suite of changes to Marin Access programs that started on July 1, 2023. These changes were designed to improve reliability of the services, stabilize ridership, and increase interest in and use of the programs. It remains to be seen whether demand response ridership will continue to stagnate, or whether recovery will pick up following these changes.

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

Table 2: Factors Impacting Ridership Comparison

Factor		FY 2022/23 Q2	FY 2023/24 Q2	Impact
Days Operated	Weekdays	62	62	--
	School Days	49	54	▲
	Weekends & Holidays	30	30	--
	Muir Woods Shuttle	32	9	▼▼
Service Disruptions (cancelled/missed service)		412	276	▲▲▲
Rainfall (inches)		12.1	11.2	--
Average Gas Prices		\$5.17	\$5.01	▼

Due to the national labor shortage, Marin Transit's contractor operators have had difficulty hiring new drivers, which led to a significant amount of missed service in the prior fiscal year. The service change implemented on June 11th, 2023, was designed to reduce the number of driver shifts necessary to operate service, in an attempt to reduce the amount of missed service. The significant reduction in missed service for this quarter compared to the prior year demonstrates that the June 11th service changes were successful in that goal.

Fixed-Route

Fixed-Route Passenger Statistics by Route

Typology	Route	Passengers	%Change*	Revenue Hours	%Change*	Productivity (pax/hr)	Change*
1. Local Trunkline	35	140,628	▼5.9%	4,923	▼19.4%	28.6	▲4.1
	36	72,384	▲7.3%	3,755	▲11.0%	19.3	▼0.7
	71	110,256	▲44.7%	6,071	▲17.3%	18.2	▲3.4
	Rollup	323,268	▲10.3%	14,748	▲0.5%	21.9	▲1.9
2. Local Basic	17	53,665	▲15.3%	3,753	▲2.8%	14.3	▲1.6
	22	45,080	▲6.3%	3,399	▼4.5%	13.3	▲1.3
	23	65,648	▲43.0%	3,609	▲30.8%	18.2	▲1.6
	29	3,325	▼70.4%	596	▼8.0%	5.6	▼11.8
	49	86,320	▲44.6%	5,110	▲27.7%	16.9	▲2.0
	57	42,959		3,844		11.2	
	Rollup	296,997	▲34.7%	20,310	▲33.0%	14.6	▲0.2
3. Local Connector	219	9,051	▲18.2%	1,327	▼14.2%	6.8	▲1.9
	228	18,963	▲20.1%	2,376	▲2.0%	8.0	▲1.2
	233	10,236	▲2.2%	1,073	▼0.8%	9.5	▲0.3
	245	12,626	▲14.9%	1,093	▲0.8%	11.6	▲1.4
	Rollup	50,876	▼40.3%	5,868	▼43.2%	8.7	▲0.4
4. Supplemental	613	3,995	▼51.8%	131	▼25.8%	30.6	▼16.5
	617	0		0			
	619	3,900	▼22.6%	184	▲7.7%	21.2	▼8.3
	625	2,403	▲25.6%	84	▲5.5%	28.5	▲4.6
	649	0		0			
	654	571	▼54.1%	53	▲10.4%	10.7	▼15.0
	Covid	0		0			
	Rollup	10,869	▼54.6%	453	▼44.5%	24.0	▼5.4
5. Rural	61	7,252	▲52.1%	1,606	▲17.5%	4.5	▲1.0
	68	18,068	▲5.2%	2,460	▼6.8%	7.3	▲0.8
	Rollup	25,320	▲15.4%	4,066	▲1.5%	6.2	▲0.8
6. Partnership Services	122	0		0			
	Rollup	0		0			
7. Yellow Bus	Hdn Valley	4,578	▲44.0%	57	▲11.8%	80.3	▲18.0
	White Hill	25,901	▲6.5%	331	▲12.4%	78.3	▼4.3
	Rollup	30,479	▲10.8%	388	▲12.3%	78.6	▼1.0
8. Recreational	66	3,542	▼75.7%	578	▼42.3%	6.1	▼8.4
	Rollup	3,542	▼75.7%	578	▼42.3%	6.1	▼8.4
Rollup		741,351	▲8.0%	46,410	▼0.0%	16.0	▲1.2

* 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	\$913,970	▼18.4%	\$139,386	▲0.0%	\$5.51	▼\$1.06	15.3%	▲2.8%
	36	\$714,467	▲14.7%	\$76,557	▲18.4%	\$8.81	▲\$0.54	10.7%	▲0.3%
	71	\$1,185,121	▲21.1%	\$130,524	▲59.0%	\$9.56	▼\$2.20	11.0%	▲2.6%
	Rollup	\$2,813,558	▲3.4%	\$346,467	▲21.1%	\$7.63	▼\$0.68	12.3%	▲1.8%
2. Local Basic	17	\$580,133	▲12.1%	\$36,088	▼18.3%	\$10.14	▼\$0.03	6.2%	▼2.3%
	22	\$519,051	▲4.4%	\$98,179	▲115.1%	\$9.34	▼\$1.31	18.9%	▲9.7%
	23	\$674,221	▲37.1%	\$67,767	▲58.0%	\$9.24	▼\$0.54	10.1%	▲1.3%
	29	\$114,029	▼3.1%	\$3,823	▼62.8%	\$33.14	▲\$23.59	3.4%	▼5.4%
	49	\$799,101	▲39.8%	\$52,534	▲9.2%	\$8.65	▼\$0.12	6.6%	▼1.8%
	57	\$594,553		\$24,316		\$13.27		4.1%	
	Rollup	\$3,281,088	▲41.8%	\$282,707	▲39.2%	\$10.10	▲\$0.52	8.6%	▼0.2%
3. Local Connector	219	\$207,811	▼5.9%	\$6,998	▼5.6%	\$22.19	▼\$5.67	3.4%	▲0.0%
	228	\$364,768	▲13.0%	\$12,982	▼14.5%	\$18.55	▼\$0.93	3.6%	▼1.1%
	233	\$164,334	▲10.1%	\$6,119	▼31.1%	\$15.46	▲\$1.44	3.7%	▼2.2%
	245	\$169,538	▲10.1%	\$6,721	▼21.3%	\$12.90	▼\$0.33	4.0%	▼1.6%
	Rollup	\$906,452	▼37.6%	\$32,819	▼54.6%	\$17.17	▲\$0.95	3.6%	▼1.4%
4. Supplemental	613	\$38,143	▲6.1%	\$822	▼72.5%	\$9.34	▲\$5.36	2.2%	▼6.2%
	617	\$0		\$0					
	619	\$56,180	▲57.8%	\$813	▼57.0%	\$14.20	▲\$7.51	1.4%	▼3.9%
	625	\$24,529	▲57.8%	\$826	▼11.5%	\$9.86	▲\$2.23	3.4%	▼2.6%
	649	\$0		\$0					
	654	\$14,722	▲69.3%	\$238	▼60.3%	\$25.37	▲\$18.86	1.6%	▼5.3%
	Covid	\$0		\$0					
	Rollup	\$133,574	▼17.1%	\$2,700	▼72.0%	\$12.04	▲\$5.72	2.0%	▼4.0%
5. Rural	61	\$245,405	▲25.6%	\$4,614	▼0.6%	\$33.20	▼\$6.81	1.9%	▼0.5%
	68	\$371,579	▼2.1%	\$8,952	▼33.7%	\$20.07	▼\$1.25	2.4%	▼1.1%
	Rollup	\$616,983	▲7.3%	\$13,566	▼25.2%	\$23.83	▼\$1.55	2.2%	▼1.0%
6. Partnership Services	122	\$0		\$0					
	Rollup	\$0		\$0					
7. Yellow Bus	Hdn Valley	\$40,331	▲55.1%	\$14,610	▲7.3%	\$5.62	▲\$1.72	36.2%	▼16.1%
	White Hill	\$234,098	▲56.0%	\$82,660	▼21.5%	\$5.85	▲\$4.01	35.3%	▼34.9%
	Rollup	\$274,428	▲55.9%	\$97,271	▼18.2%	\$5.81	▲\$3.73	35.4%	▼32.1%
8. Recreational	66	\$119,628	▼44.0%	\$158	▼99.6%	\$33.73	▲\$21.74	0.1%	▼18.2%
	Rollup	\$119,628	▼44.0%	\$158	▼99.6%	\$33.73	▲\$21.74	0.1%	▼18.2%
Rollup		\$8,145,711	▲7.0%	\$775,687	▲3.8%	\$9.94	▼\$0.06	9.5%	▼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	Local Para	11,194	▼14.2%	5,979	▼6.8%	1.9	▼0.2
	MA Shuttle	202		114		1.8	
	MTC	0	▼100.0%	0	▼100.0%		
	Reg Para	1,034	▼4.7%	925	▼4.8%	1.1	▲0.0
	Rollup	12,430	▼20.9%	7,018	▼11.3%	1.8	▼0.2
Catch-A-Ride	CAR_Taxi	2,074		0			
	CAR_TNC	794		0			
	Rollup	2,868	▲193.0%	0			
Volunteer Driver	VolDrvr	1,828	▼18.5%	2,753	▼1.4%	0.7	▼0.1
	VolDvrWM	488	▲5.4%	866	▲5.1%	0.6	▲0.0
	Rollup	2,316	▼14.4%	3,619	▲0.1%	0.6	▼0.1
Rollup		17,614	▼9.2%	10,637	▼7.7%	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	Local Para	\$1,242,095	▲9.6%	\$31,766	▼5.8%	\$108.12	▲\$23.82	2.6%	▼0.4%
	MA Shuttle	\$18,717		\$445		\$90.46		2.4%	
	MTC	\$0	▼100.0%	\$0	▼100.0%				
	Reg Para	\$199,554	▲38.9%	\$11,110	▼19.8%	\$182.25	▲\$62.61	5.6%	▼4.1%
	Rollup	\$1,460,367	▼0.4%	\$43,320	▼21.1%	\$114.00	▲\$24.27	3.0%	▼0.8%
Catch-A-Ride	CAR_Taxi	\$63,844		\$0		\$30.78		0.0%	
	CAR_TNC	\$13,961		\$0		\$17.58		0.0%	
	Rollup	\$77,805	▲24.7%	\$0	▼100.0%	\$27.13	▼\$32.34	0.0%	▼6.7%
Volunteer Driver	VolDrvr	\$11,499	▼41.8%	\$0		\$6.29	▼\$2.52	0.0%	-
	VolDvrWM	\$6,908	▼17.4%	\$0		\$14.16	▼\$3.92	0.0%	-
	Rollup	\$18,407	▼34.6%	\$0		\$7.95	▼\$2.45	0.0%	-
Rollup		\$1,556,580	▲0.0%	\$43,320	▼26.7%	\$85.91	▲\$8.77	2.8%	▼1.0%

* Change compared to same quarter of prior year

Systemwide Total

Systemwide Passenger Statistics Summary

	Passengers	%Change*	Revenue Hours	%Change*	Productivity (pax/hr)	Change*
Values	758,965	▲7.5%	57,047	▼1.6%	13.3	▲1.1

Systemwide Financial Statistics Summary

	Operating Cost	%Change*	Passenger Revenue	%Change*	Average Subsidy	Change*	Farebox Recovery	Change*
Values	\$9,702,291	▲5.8%	\$819,008	▲1.5%	\$11.70	▼\$0.14	8.4%	▼0.4%

* Change compared to same quarter of prior year

FY 2024 Q2 (October - December) Marin Transit Community Engagement

Reporting Month: October 2023

Date(s)	Event	Description	Contacts
10/4/2023	Marin Clean Energy - California Clean Air Day	MCTD staff participated in the event by tabling & offering information about Marin Transit programs and services. Staff performed outreach to distribute information and collect surveys for MCTD Fare Study. Information was available in English and Spanish.	130
10/13/2023	Dining Under the Lights Event	MCTD Staff performed outreach at the Dining Under the Lights event in downtown San Rafael to distribute information and collect surveys for MCTD Fare Study. Information was available in English and Spanish.	150
10/17/2023	SRTC Engagement	MCTD staff performed outreach at SRTC to distribute information and collect surveys for MCTD Fare Study. Information was available in English and Spanish.	25
10/26/2023	Marin Access Navigating Transit Presentation at Novato Village	Navigating Transit presentation to residents of Novato Village. The presentation was staffed by MCTD staff. Information was presented in English.	12
10/27/2023	SRTC Engagement	MCTD staff performed outreach at SRTC to distribute information and collect surveys for MCTD Fare Study. Information was available in English and Spanish.	60

Reporting Month: November 2023

FY 2024 Q2 (October - December) Marin Transit Community Engagement

Date(s)	Event	Description	Contacts
11/15/2023	Marin Access Navigating Transit Presentation at San Geronimo Valley Community Center	Navigating Transit presentation to the Elders Council. The presentation was staffed by MCTD staff. Information was presented in English.	13
11/16/2023	Marin Access Navigating Transit Presentation at Villa Entrada	Navigating Transit presentation to the residents of Villa Entrada. The presentation was staffed by MCTD staff. Information was presented in English.	9
11/27/2023	Marin Access Navigating Transit Presentation at Kruger Pines	Navigating Transit presentation to residents of Kruger Pines. The presentation was staffed by MCTD staff. Information was presented in English.	10
11/28/2023	Marin Access Navigating Transit Presentation at Casanova	Navigating Transit presentation to residents of Casanova. The presentation was staffed by MCTD staff. Information was presented in English.	5
11/30/2023	Marin Access Navigating Transit Presentation at Golden Hinde	Navigating Transit presentation to residents of Golden Hinde. The presentation was staffed by MCTD staff. Information was presented in English.	3

Reporting Month: December 2023

Date(s)	Event	Description	Contacts
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FY 2024 Q2 (October - December) Marin Transit Community Engagement

12/13/2023	Marin Access Navigating Transit Presentation to Venetia Oaks	Navigating Transit presentation to residents of Venetia Oaks. The presentation was staffed by MCTD staff. Information was presented in English.	1
12/13/2023	Marin Access Navigating Transit Presentation to Homestead Terrace	Navigating Transit presentation to residents of Homestead Terrace. The presentation was staffed by MCTD Staff. Information was presented in English.	2
