



Muir Woods Shuttle Evaluation Report

2025 SEASON

Agenda

- 01** Background
- 02** Shuttle Performance
- 03** Financial Information & Metrics
- 04** Service Outlook

Background

Shuttle History (part 1 of 2)

- The Muir Woods Shuttle* operates under a partnership agreement between the National Park Service (NPS) and the Marin County Transit District (Marin Transit) that started in 2009.
- Marin Transit manages the operation of the Shuttle (through a third-party contractor) and NPS provides significant funding toward and input into Shuttle operation.
- Originally, the Shuttle operated on weekends and holidays only during the peak times for park visitation.
- Summer weekday service was introduced in 2015.
- Year-round weekend/holiday service was introduced in 2018.
- Shuttle operation paused during the COVID-19 pandemic.

Shuttle History (part 2 of 2)

- Post COVID, shuttle service resumed in June 2021 for weekend and holiday service only.
- Summer weekday service was restored in 2022.
- Due to rising costs and low ridership, year-round service was suspended in 2023.
 - The season now typically starts in early spring and ends in mid-fall; exact dates are determined each year by Marin Transit and NPS.
- Historically, the Shuttle primarily ran from Pohono Park & Ride in Mill Valley, with limited service from the Sausalito Ferry Terminal.
- The primary park & ride location moved to the Larkspur Ferry Terminal in June 2022 due to flooding concerns and limited transit connectivity at Pohono.

2025 Season Overview

- **89 total days** of service: 9% fewer service days compared to 2024
 - Season had 97 planned days of service but was cut short due to the government shutdown
- Shuttle used vehicles with max seating capacity of 25 due to overhead clearance issues with the larger coaches along the route.
- Shuttle ran on **weekends and holidays** from **April to September**
 - All weekend and holiday service ran from Larkspur Ferry Terminal
- Shuttle ran **seven days a week** from **mid-June to mid-August**
 - All weekday service ran from Sausalito Ferry Terminal

Fares

- Tickets for the Shuttle are purchased in advance online.
- Starting May 27, 2023, passengers were required to book and purchase shuttle tickets online (cash payments were no longer offered).
- Fares were **\$3.75 per adult** for a round-trip to and from the park in 2025.
 - Youth ages 15 and younger ride for **free**.

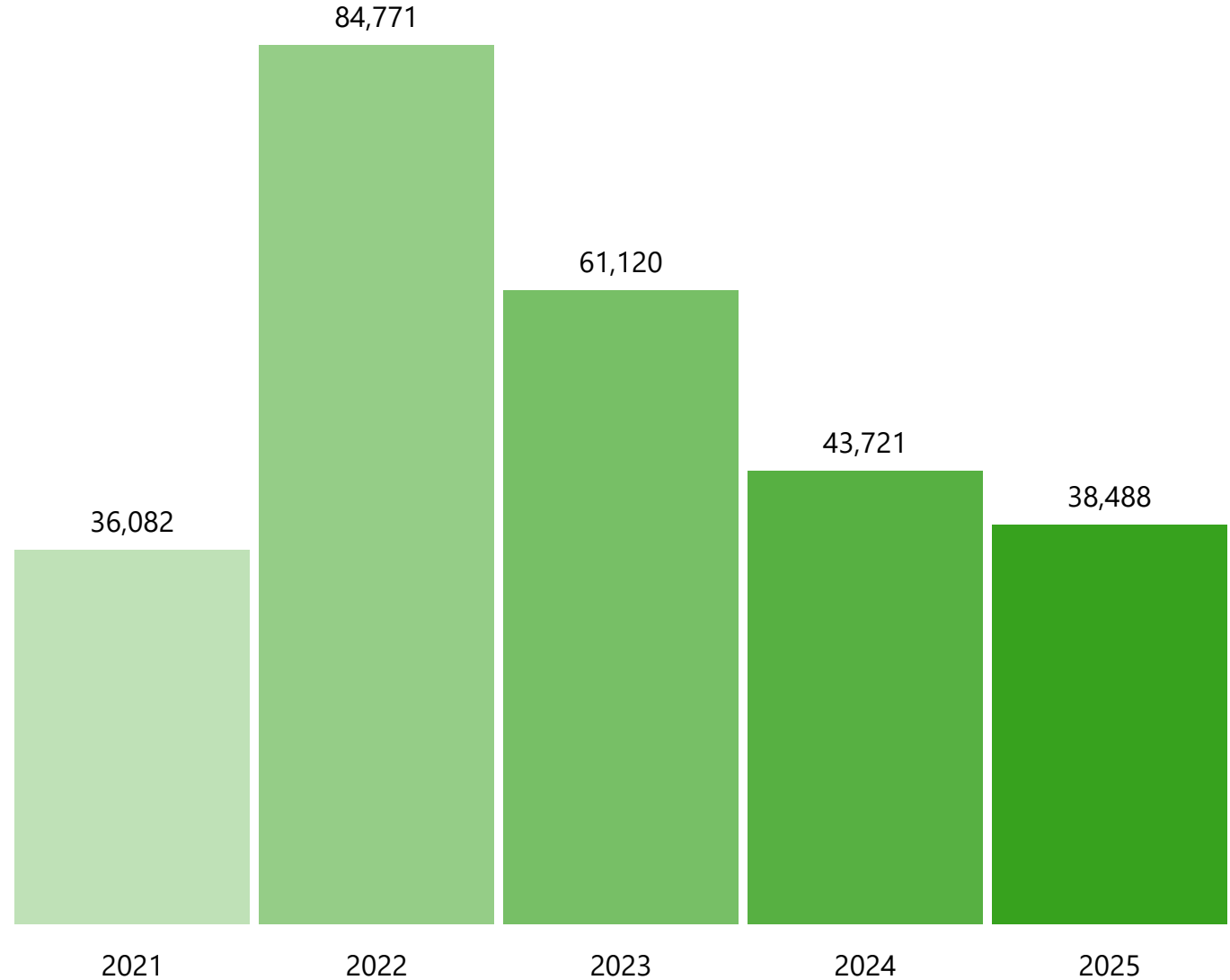
**2026 fare is \$4.00 per adult for a round-trip to and from the park.*

Shuttle Performance

Ridership

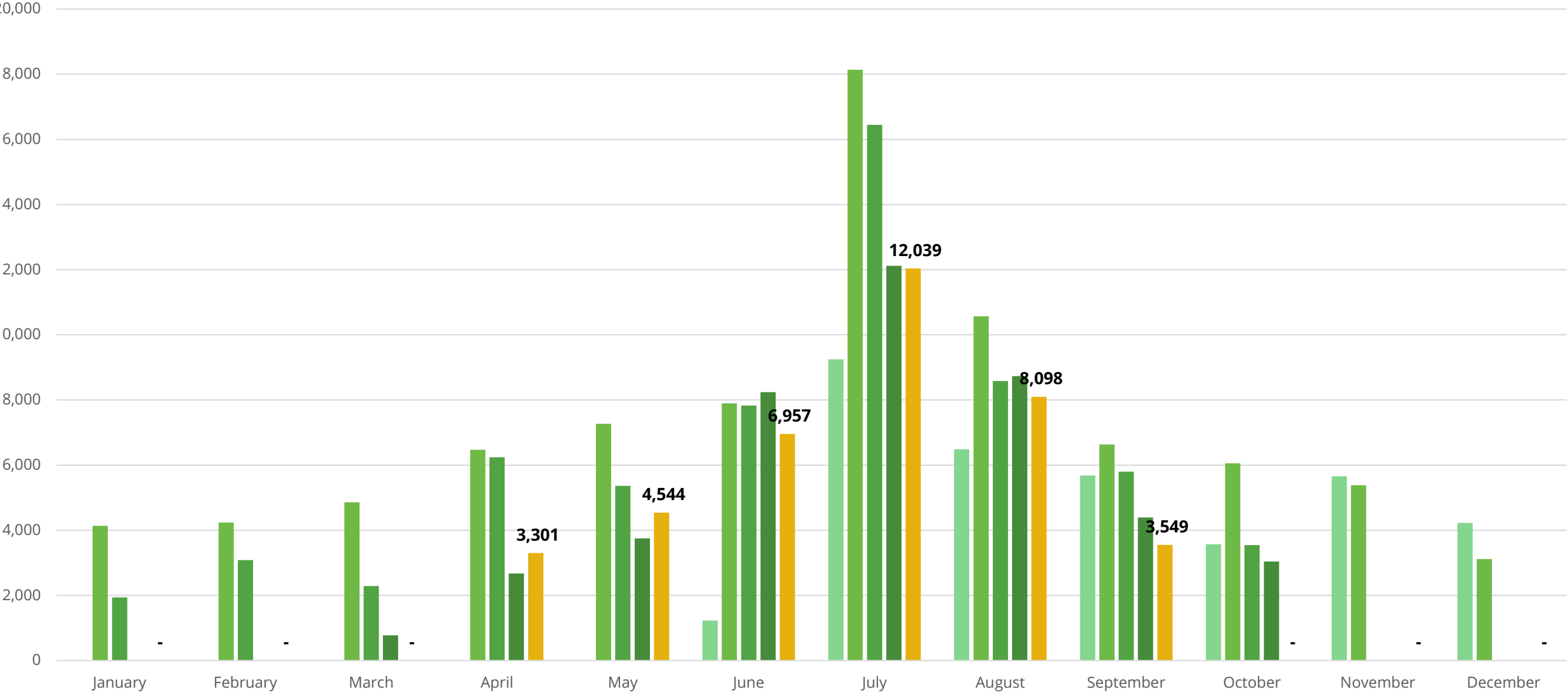
- 38,488 passengers in 2025
 - Down 12% from 2024
- Ridership decrease is due to:
 - Fewer days of service

Passengers



Monthly Ridership

2021 2022 2023 2024 2025

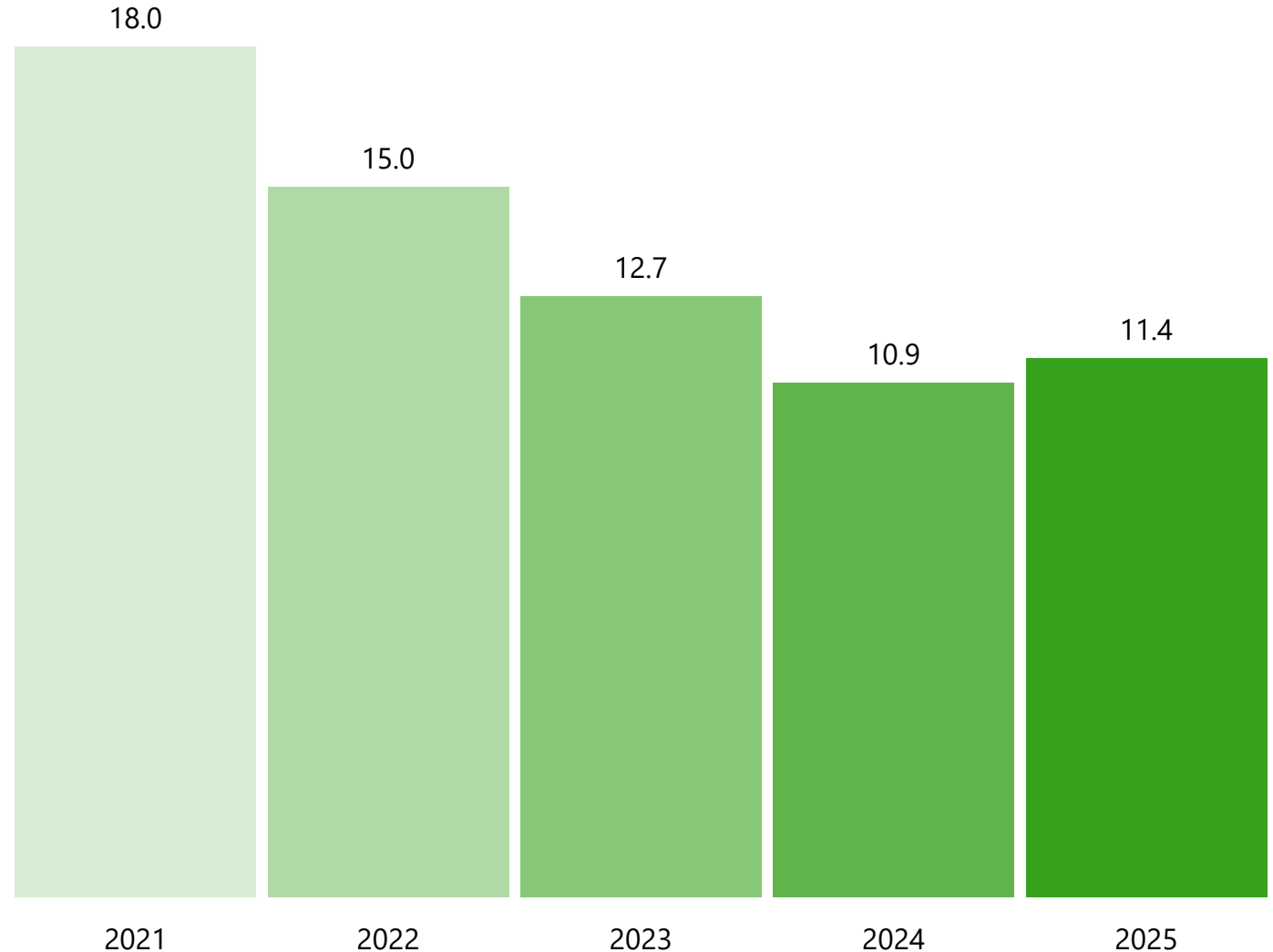


Productivity

11.4 passengers per hour

- 5% increase from 2024
- Productivity increase likely due to the early end of season
- October is traditionally our lowest ridership month and that was removed with the government shutdown

Passengers per Revenue Hour

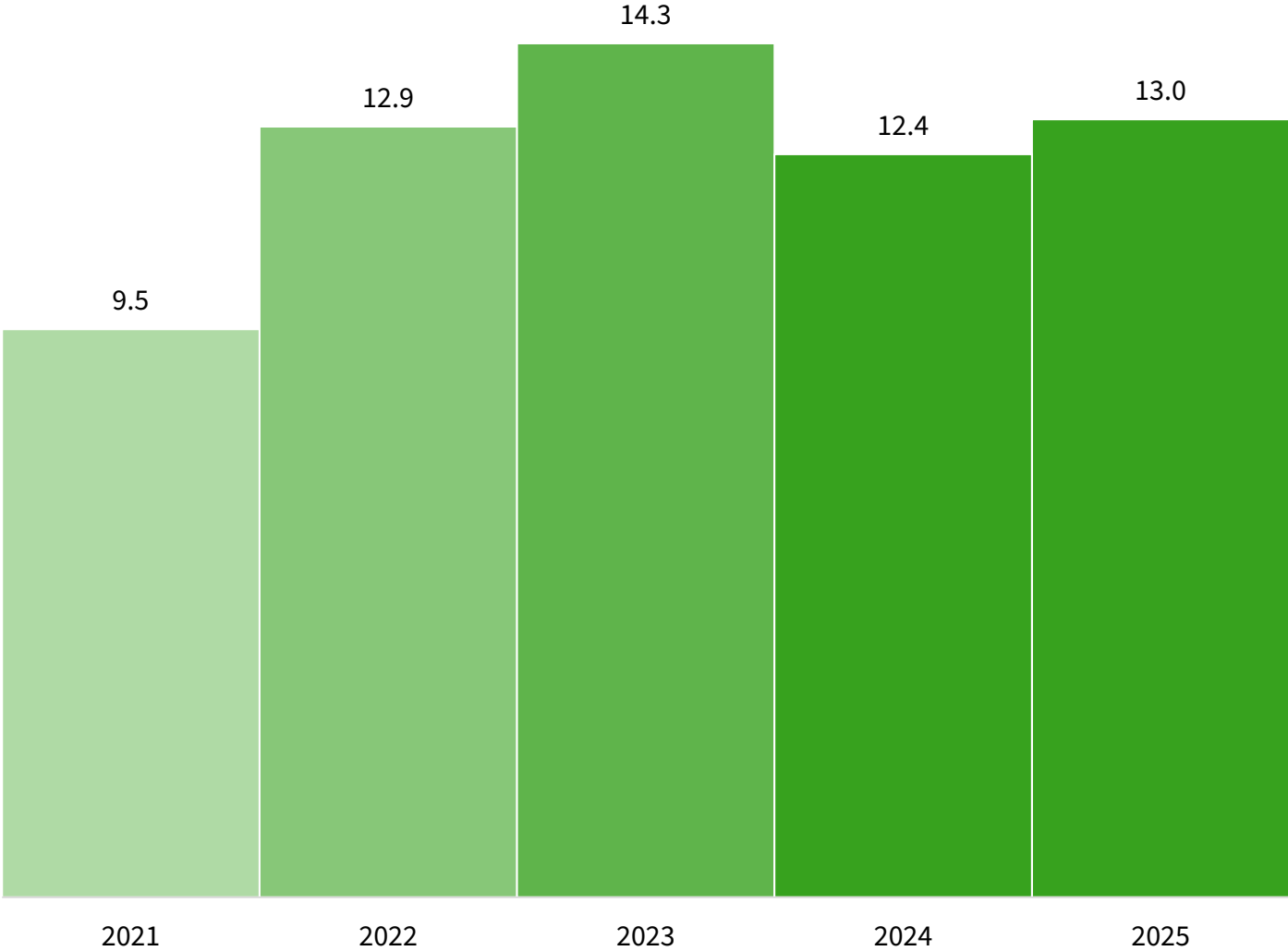


Productivity

13 passengers per trip

- 5% increase from 2024 service year
- Productivity increase likely due to the early end of season

Passengers per Trip

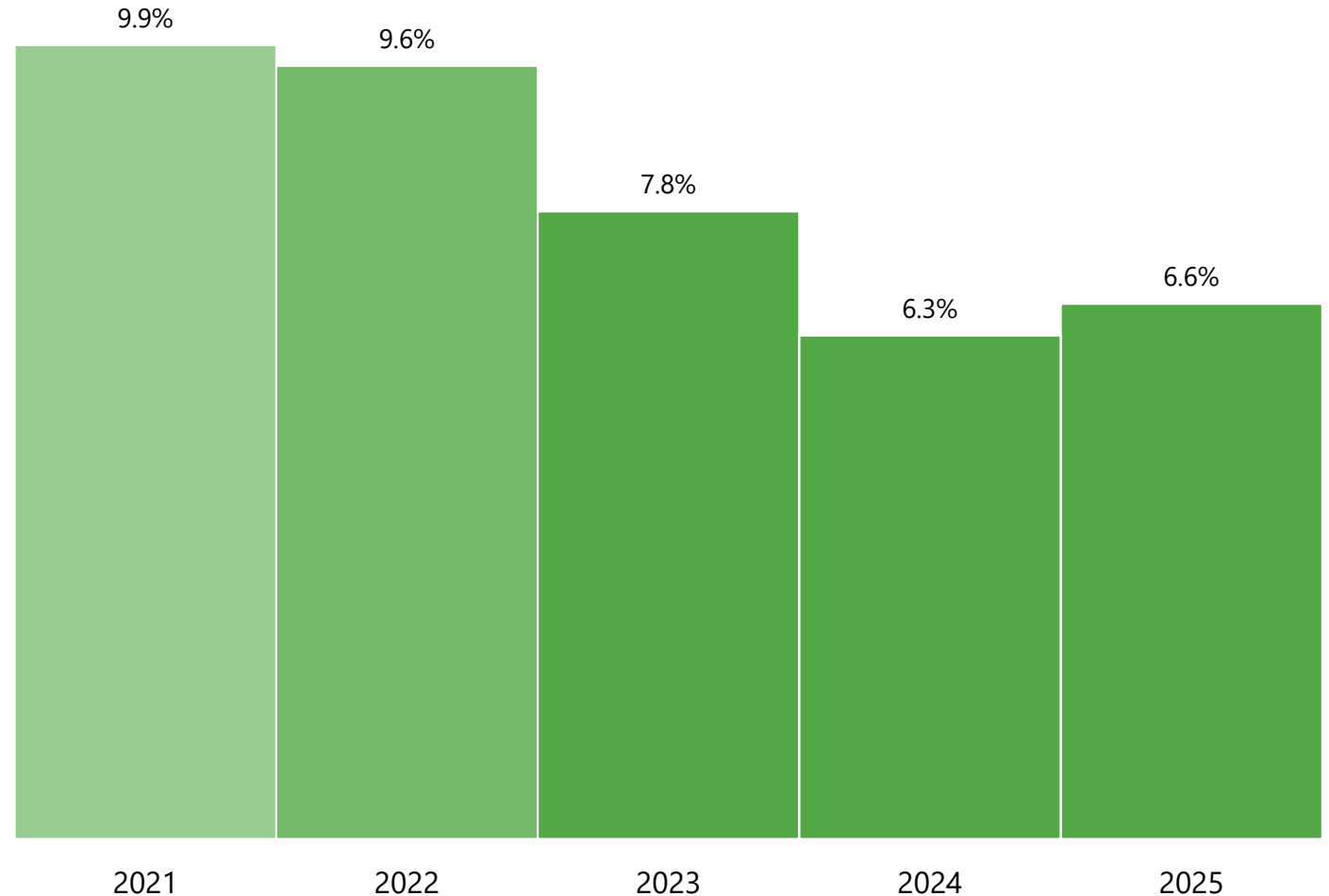


Mode Share

On 2025 shuttle service days:

- Average 6.6% mode share across the whole shuttle season
- Up to 9% of park visitors rode the shuttle on the busiest days
- 289,718 park visitors
- 19,242 shuttle riders
- Increase from 2024 is due to higher productivity from shorter season

Mode Share



Financial Information & Metrics

Cost Sharing Agreement Overview

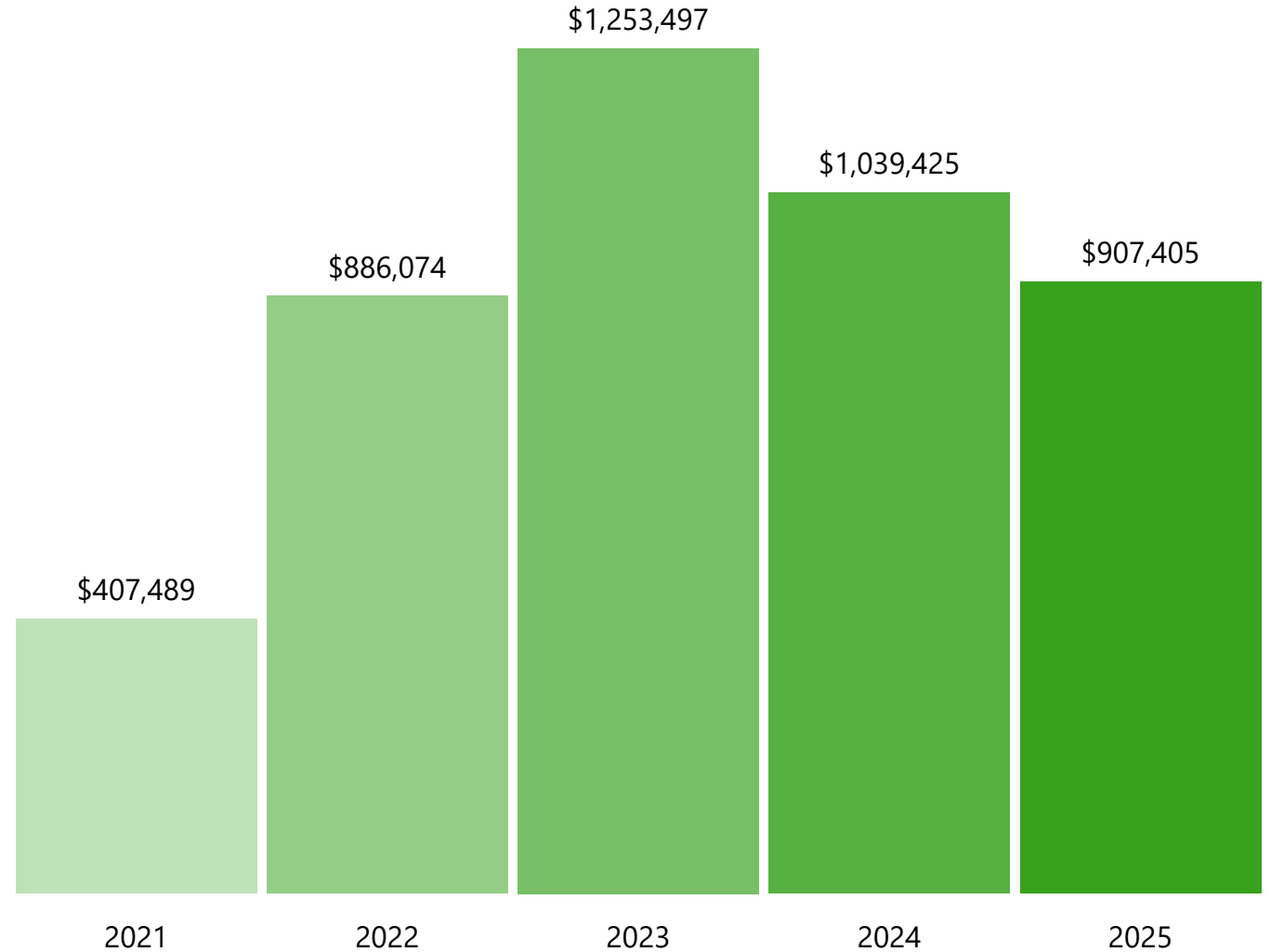
- In 2023, NPS and Marin Transit signed a new Cooperative Agreement that took effect mid-season during the summer of 2023.
- Under the new Agreement, Marin Transit and NPS share Shuttle costs evenly up until total Shuttle costs each year reach \$800,000, after which NPS covers 100% of Shuttle costs until the maximum value of the cost sharing agreement is reached.
- Under this new agreement, fares are not deducted from Shuttle costs; NPS keeps all fare revenue. For this reason, this report no longer looks at fare-based metrics and instead looks at total cost per rider and total cost share with NPS.

Program Cost

Total 2025 cost: \$907,405

- 16% decrease from 2024
- Cost per hour: \$197
 - 3% increase in contractor costs compared to last year
- Cost decrease is due to:
 - Fewer days of operation due to government shutdown in Oct 2025

Program Cost

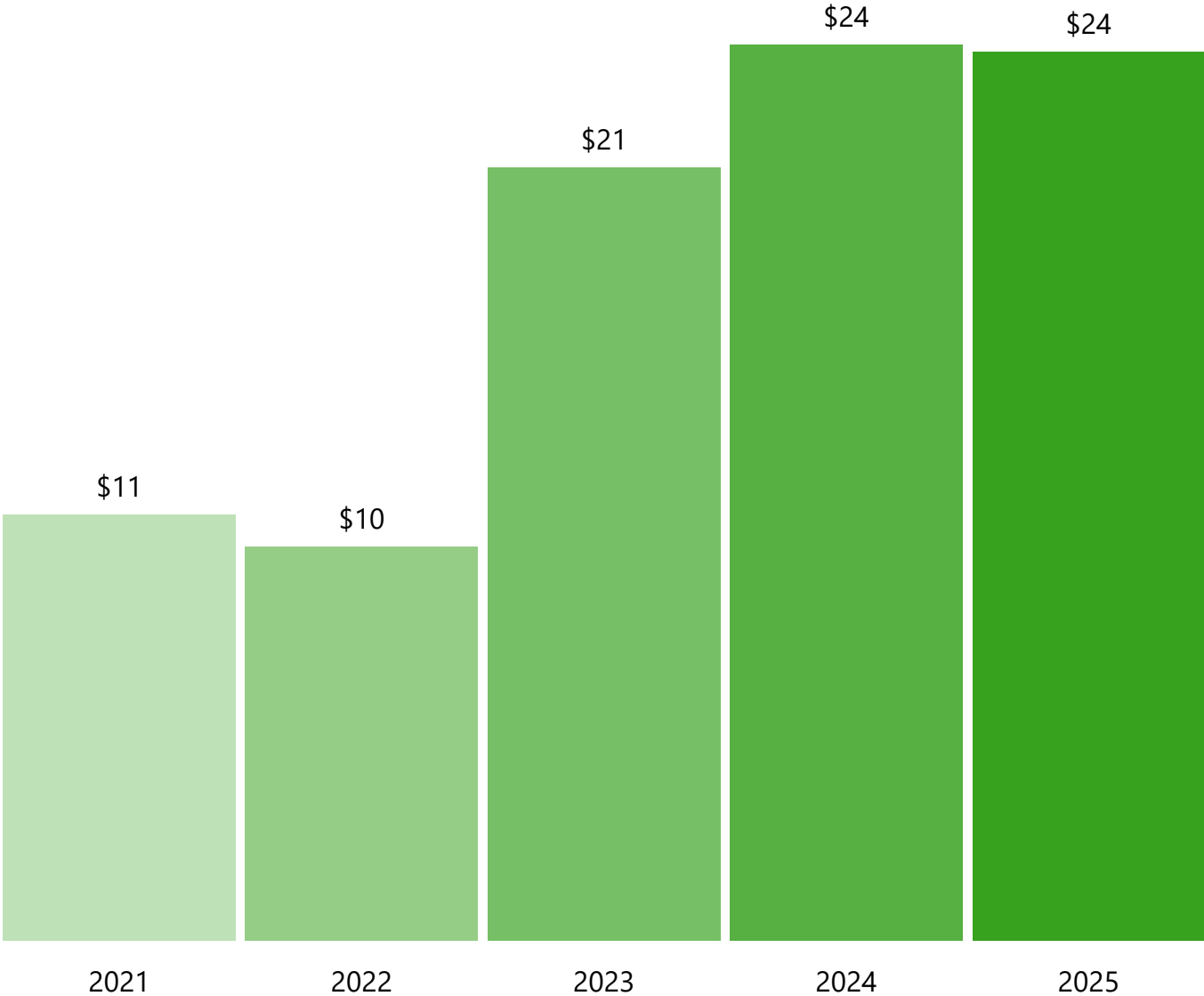


Cost per Passenger

2025 cost: \$23.58 per passenger

- 1% decrease from 2024
- Costs per passenger remained stable despite increasing hourly costs due to higher productivity

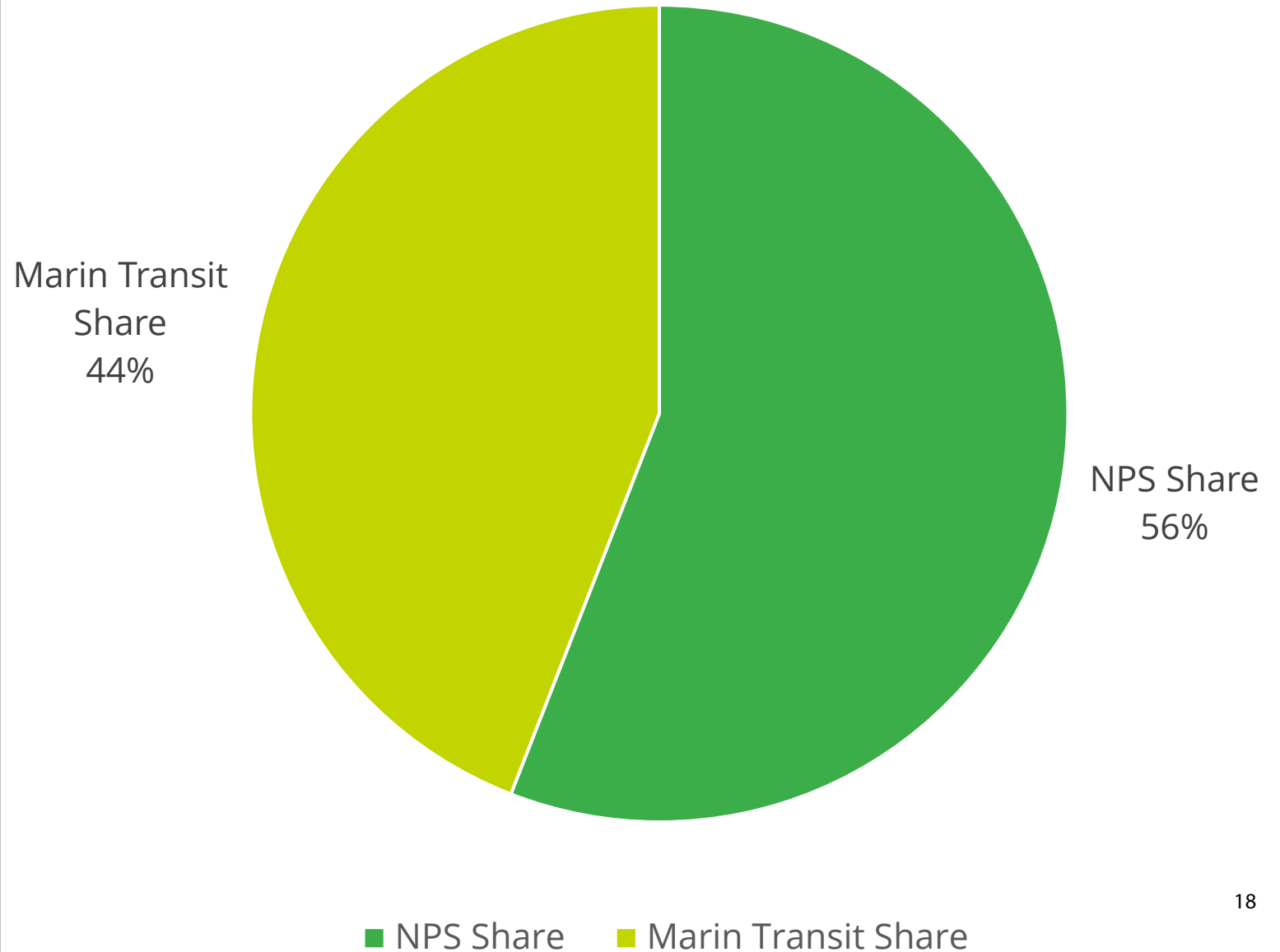
Cost per Passenger



Maximum Cap Cost Share

Marin Transit's share of the shuttle costs were capped at \$400,000. NPS contributed a total of \$507,406.

Cost Share



Service Outlook

Future Considerations & Plans

- Work with NPS to monitor future federal funding levels for the program; adjust service levels accordingly
- Plan for upcoming construction impacts on Frank Valley Road and the Muir Woods Main Parking Lot
- 2026 Service Changes
 - Friday-Sunday service
 - Larkspur Ferry terminal only
- Monitor 2026 SMART train and ferry mode share to reach the shuttle



Thank you

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