



711 Grand Ave, #110
San Rafael, CA 94901
ph: 415.226.0855
marintransit.gov

Board of Directors

Mary Sackett

President
Supervisor District 1

Fred Casissa

Vice President
Town of Corte Madera

Maribeth Bushey

Second Vice President
City of San Rafael

Brian Colbert

Director
Supervisor District 2

Stephanie

Moulton-Peters
Director
Supervisor District 3

Dennis Rodoni

Director
Supervisor District 4

Eric Lucan

Director
Supervisor District 5

Maika Llorens Gulati

Alternate
City of San Rafael

June 1, 2026

Honorable Board of Directors
Marin County Transit District
3501 Civic Center Drive
San Rafael, CA 94903

Subject: Marin Transit Quarterly Performance Report for the Third Quarter of FY 2025/26

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 third quarter of FY 2025/26.

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. A report on Community Engagement activities for the quarter is also 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-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 2025/26 Q3

Attachment B: FY 2025/26 Q3 (January – March) Marin Transit Outreach and Travel Training



Quarterly Performance Report for FY 2025/26 Q3

This report summarizes the operational performance of Marin Transit services for the third quarter of FY 2025/26 from January 1, 2026 through March 31, 2026. 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 current targets were adopted by the Board in September 2024. 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. The tables at the end of this report provide a breakdown of all route-level statistics.

Systemwide Performance Summary

The District continues to experience strong ridership. In the third quarter of FY 2025/26, Marin Transit carried a total of 819,459 passengers systemwide. This is roughly the same as the third quarter of the previous fiscal year (818,112) and is 7% higher than pre-pandemic ridership (Q3 FY 2018/19).

On fixed route services, the rapid ridership growth the District has seen for the past several years appears to be tapering off. Fixed route ridership exceeded pre-COVID by 15% in the third quarter of FY 2025/26, but the growth from FY 2024/25 was less than 1%, which is significantly less than in previous years. It is too early to say whether this is a new or temporary trend, but this is the third consecutive quarter for which this has been the case.

Marin Access services were at 47% of pre-COVID ridership levels this quarter, with total ridership 8% lower than the prior year. In 2022-2023, Marin Access ridership plateaued at around 40-45% of pre-pandemic levels. After the programs were restructured in 2023, ridership began growing again in FY 2023/24, however, ridership has plateaued again. Marin Transit staff believes this is due to larger systemwide and national trends, not due to the program change that took place at the start of the current fiscal year. The new Mobility Wallet program saw comparable ridership this quarter compared to the Catch-A-Ride program in the previous year. The strong ridership on Mobility Wallet was paired with lower ridership on ADA paratransit, which remains the largest Marin Access program. It is too early to say whether this is a new or temporary trend.

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 no productivity or cost-effectiveness goals identified for the Yellow Bus, Muir Woods Shuttle, Volunteer Driver, and Catch-A-Ride 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	17, 22, 23, 35, 36, 49, 71	18	\$11.26
Community	29, 57, 219, 228, 233, 245	8	\$19.71
Supplemental	613, 619, 625, 654	20 per trip	\$16.89
Rural	61, 68	6	\$30.97
Demand Response	Local Paratransit, Marin Access Shuttles	2	\$112.61

Note: Subsidy targets reflect an escalation of 3.5% from the prior year, in accordance with the Transportation Services Consumer Price Index 12-month increase at the start of the fiscal year.

Performance by Typology

Fixed Route

On fixed route transit services, Marin Transit carried 766,796 riders. This is an increase of less than 1% compared to the third quarter of FY 2024/25.

Local (Routes 17, 22, 23, 35, 36, 49, and 71)

In the third quarter of FY 2025/26, Local routes carried 612,584 passengers. This is 2% lower than the third quarter of the prior fiscal year. The Local typology carried 20 passengers per revenue hour, meeting the goal of 18 or higher, and the average subsidy per passenger was \$8.76, meeting the goal of \$11.26 or lower. Local service accounted for 68% of fixed route service in revenue hours and 80% of fixed route ridership in the third quarter of FY 2025/26.

Community (Routes 29, 57, 219, 228, 233, 245)

During the third quarter of the fiscal year, Community routes carried 106,177 total passengers. This represents an increase of 5% from the third quarter of the last fiscal year. The Community typology carried 11 passengers per revenue hour, meeting the goal of 8 or higher, and the average subsidy per passenger was \$16.13, meeting the goal of \$19.71 or lower. Community services accounted for 22% of fixed route service in revenue hours and provided 14% of fixed route ridership in the third quarter of FY 2025/26.

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

Supplemental School routes carried 18,481 passengers in the third quarter of FY 2025/26. This represents a 35% increase from the third quarter of the prior fiscal year. Note that this is the first quarterly report since implementation of the Automatic Passenger Counter system (APCs) where the prior year also used APCs for passenger counting, which means that this 35% increase represents actual ridership growth, not just a data anomaly. The Supplemental typology carried 31 passengers per trip, meeting the goal of 20 or higher, and the average subsidy per passenger was \$6.71, meeting the goal of



\$16.89 or lower. Supplemental service accounted for 1% of fixed route service in revenue hours and provided 2% of fixed route ridership in the third quarter of FY 2025/26.

Rural (West Marin Stagecoach Routes 61 and 68)

In the third quarter of the fiscal year, the two Stagecoach routes carried 29,554 passengers. This represents an 8% increase from the third quarter of the prior fiscal year. The Rural typology carried 8 passengers per revenue hour, meeting the goal of 6 or higher, and the average subsidy per passenger was \$25.10, meeting the goal of \$30.97 or lower. Rural service accounted for 9% of fixed route service in revenue hours and ridership represented 4% of fixed route ridership in the third quarter of FY2025/26.

Marin Access

In the third quarter of FY 2025/26, Marin Access offered ADA paratransit service, the Marin Access Shuttles program, the Volunteer Driver program, and the new Mobility Wallet suite of programs, which for the purposes of this report will be treated as one program (Mobility Wallet).

Marin Access services carried 19,129 passenger trips on demand response and mobility management programs. This reflects a decrease of 8% compared to the third quarter of the last fiscal year.

Demand Response

The Demand Response typology represents the subset of Marin Access services that are operated by the District's Demand Response contractor, Transdev, and includes ADA paratransit service and the Marin Access Shuttles program. In the third quarter of FY 2025/26, Demand Response services carried 11,105 passengers, a decrease of 10% from the prior year. Staff believes that this decrease is due to passengers switching from paratransit to the new mobility wallet program. The service productivity average of 1.6 passengers per revenue hour did not meet the 2.0 standard, and the average subsidy per passenger of \$125.37 did not meet the target of \$112.61 or lower.

Mobility Management

The Mobility Management programs do not have established performance targets.

The Volunteer Driver Program completed 1,954 trips in the third quarter of FY 2025/26. This represents an 8% decrease compared to the previous fiscal year.

The new Mobility Wallet program provided 6,070 one-way trips. This represents a decrease of 4% compared to the Catch-A-Ride program in the prior year. The Mobility Wallet program saw strong growth in the first half of FY 2025/26, but appears to be stabilizing. Eligibility changes that went into effect on January 1, 2026 are likely impacting participation in this program, a trend that will be monitored as part of the annual evaluation. The average subsidy per passenger on Mobility Wallet was \$16.36 in Q3.

Other Programs

In addition to fixed route and Marin Access services, the District also operates a shuttle to the Muir Woods National Monument (Muir Woods Shuttle) and the yellow school bus system for the Ross Valley School District (Yellow Bus). These programs do not have established performance targets.



Muir Woods Shuttle

The Muir Woods Shuttle did not run in the third quarter of FY 2025/26. Note that it also did not run in the third quarter of the prior fiscal year.

Yellow Bus

In the third quarter of FY 2025/26, the Ross Valley School District yellow bus service carried 33,534 passengers. This is 4% higher than the third quarter of the prior year.

External Trends and Factors

This quarter, Marin Transit experienced stronger ridership growth than the national average. According to the National Transit Database, in the third quarter of FY 2025/26, nationwide bus ridership was 5% **lower** than the prior year, compared to Marin Transit's steady ridership over the prior year for fixed route services.

Marin Transit continues to have one of the strongest ridership recoveries in the Bay Area at 115% of pre-COVID for fixed route services, and one of the strongest in the country when comparing to pre-COVID levels (the national average this quarter was 79%). Compared to other North Bay transit agencies, Marin Transit fixed route services saw lower year-over-year growth but performs well when comparing to pre-COVID numbers. In the third quarter of FY 2025/26, Golden Gate Transit carried 362,531 passengers on its fixed route bus service, representing just under half of Marin Transit's fixed route ridership (766,796), while SMART carried 337,631 passengers. Golden Gate Transit experienced a 1% increase in fixed route bus ridership in this quarter compared to the third quarter of FY2024/25, bringing overall recovery to 49% of pre-COVID ridership. SMART experienced a 25% increase in ridership compared to the third quarter of last year, bringing overall recovery to double (203% of) pre-COVID ridership.

Other Bay Area transit agencies that provide local transit service experienced varied ridership growth trends in the third quarter of FY 2025/26. Comparing to other Countywide peer agencies, Napa Valley Transportation Authority (VINE), SamTrans, and Solano County Transit (SolTrans) experienced a 1%, -12%, and 9% increase in ridership, respectively, relative to the third quarter of FY 2024/25, bringing their ridership relative to pre-COVID to 47%, 89%, and 84%, respectively.

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

Table 2: Factors Impacting Ridership Comparison

Factor		FY 2024/25 Q3	FY 2025/26 Q3	Impact
Days Operated	Weekdays	62	61	▼
	School Days	55	55	--
	Weekends & Holidays	28	29	▲
	Muir Woods Shuttle	0	0	--
Service Disruptions (cancelled/missed service)		42	46	▼
Rainfall (inches)		4.5	12.1	▼▼
Average Gas Prices		\$4.50	\$4.65	▲



Community Engagement

Staff engage the community on an ongoing basis to share information about Marin Transit and Marin Access programs and services. In the third quarter, there was a continued focus on educating riders about program changes to Marin Access and engaging the community on District initiatives including the proposed operations and maintenance facility and the MASCOTS service planning effort. Events were held in multiple formats, at several locations, and on different days and times to meet the needs of the community. The attached report outlines community engagement initiatives for various target audiences, including community members, fixed route riders, and Marin Access riders.

In the third quarter of FY 2025/26, staff completed eight events, including two Navigating Transit presentations, one event where an informational resource table was staffed, and five Marin Access Satellite Hours events. Nearly all events had Spanish translation services available. In total, staff reached nearly 80 community members.

Digital outreach continues to be an effective tool for engaging and educating those who currently use Marin Transit programs and services and informing those who may be considering trying transit. In Q3 of FY2025/26 staff distributed three e-newsletters and created 123 social media posts across several platforms. In total, these efforts generated over 5,718 individual digital engagement interactions.

Staff expect outreach efforts to grow throughout the remainder of the year due to ongoing and planned initiatives related to the proposed operations and maintenance facility and the implementation of Next Generation Clipper.

Attachment A

Quarterly Report - Summary

05/21/2026

QUARTER

Q3 FY26

Systemwide Performance Statistics

Typology	Route	Passengers	%Δ Passengers*	Revenue	Hours	Operating Cost	Passengers per Revenue Hou	Subsidy per Passenger	Farebox Recovery
1. Local	17	55,101	▲1.4%	4,098	\$768,386		13.4	\$12.94	7.2%
	22	48,707	▲4.4%	3,296	\$609,501		14.8	\$11.53	7.9%
	23	82,815	▲3.2%	3,523	\$698,606		23.5	\$7.55	10.5%
	30	0		0	\$0				
	35	144,658	▼2.8%	4,862	\$957,068		29.8	\$5.76	12.9%
	36	75,793	▼5.1%	3,756	\$756,147		20.2	\$9.06	9.2%
	49	90,424	▼4.0%	4,889	\$928,698		18.5	\$9.34	9.1%
	71	115,086	▼3.0%	5,868	\$1,211,107		19.6	\$9.60	8.8%
	Rollup	612,584	▼1.6%	30,290	\$5,929,513		20.2	\$8.76	9.5%
2. Community	219	8,812	▼0.7%	1,233	\$231,731		7.1	\$25.04	4.8%
	228	22,442	▲6.4%	2,311	\$427,251		9.7	\$17.92	5.9%
	233	9,936	▼1.8%	1,055	\$195,674		9.4	\$18.56	5.7%
	245	13,112	▲10.1%	1,074	\$201,961		12.2	\$14.36	6.7%
	29	4,492	▲22.2%	428	\$79,694		10.5	\$16.66	6.1%
	57	47,383	▲4.3%	3,673	\$690,574		12.9	\$13.55	7.0%
	Rollup	106,177	▲5.0%	9,775	\$1,826,885		10.9	\$16.13	6.3%
4. Supplemental	613	6,458	▲30.7%	81	\$31,133		79.5	\$4.05	16.0%
	619	6,719	▲39.4%	154	\$60,521		43.5	\$8.20	9.0%
	625	2,975	▲36.7%	74	\$27,409		40.0	\$8.39	8.9%
	629	0		0	\$0				
	654	2,329	▲29.8%	56	\$19,650		41.3	\$7.62	9.7%
	Rollup	18,481	▲34.6%	366	\$138,713		50.4	\$6.71	10.7%
5. Rural	61	12,568	▲34.4%	1,720	\$335,377		7.3	\$25.96	2.7%
	68	16,986	▼5.4%	2,191	\$427,880		7.8	\$24.46	2.9%
	Rollup	29,554	▲8.3%	3,912	\$763,257		7.6	\$25.10	2.8%
7. Yellow Bus	Hdn Valley	4,968	▼1.3%	114	\$101,972		43.4	\$17.74	13.6%
	White Hill	28,566	▲4.7%	651	\$579,480		43.9	\$17.50	13.7%
	Rollup	33,534	▲3.7%	766	\$681,452		43.8	\$17.53	13.7%
8. Recreational	66				\$7,185			\$2,394.67	0.0%
	Rollup				\$7,185			\$2,394.67	0.0%
9. Demand Response	Local Para	10,862	▼10.1%	6,578	\$1,387,072		1.7	\$123.38	3.4%
	MA Shuttle	243	▼1.6%	218	\$53,514		1.1	\$214.29	2.7%
	Rollup	11,105	▼9.9%	6,795	\$1,440,586		1.6	\$125.37	3.4%
Mobility Wallet	CAR Trans	238		0	\$67			\$0.28	0.0%
	Intro Mob	9		0	\$493			\$54.78	0.0%
	MAFA Mob W	5,823		0	\$98,732			\$16.96	0.0%
	Rollup	6,070		0	\$99,293			\$16.36	0.0%
Volunteer Driver	VolDvr	1,593	▼11.6%		\$11,834			\$7.43	0.0%
	VolDvrWM	361	▲10.4%		\$2,952			\$8.17	0.0%
	Rollup	1,954	▼8.2%		\$14,785			\$7.57	0.0%
Rollup	819,459	▲0.9%	51,905	\$10,901,669		15.8	\$12.26	7.8%	

* Change in passengers compared to same quarter of prior year

FY 2026 Q3 (January - March) Marin Transit Community Engagement

Reporting Month: January 2026

Date(s)	Event	Description	Contacts
1/13/2026	Marin Access Satellite Hours at Margaret Todd Senior Center	MCTD staff held satellite hours at the Margaret Todd Senior Center. Information was distributed in English and in Spanish.	4
1/20/2026	Marin Access Satellite Hours at Canal Alliance	MCTD staff held satellite hours at the Canal Alliance Food Pantry at the 91 Larkspur location in San Rafael. Information was distributed in English and in Spanish.	13
1/21/2026	Marin Access Navigating Transit Presentation to Jonathan's Place of Homeward Bound of Marin	Marin Access Navigating Transit Presentation to the staff of Jonathan's Place of Homeward Bound of Marin. Information was presented in English.	9
1/28/2026	Marin Access Navigating Transit Presentation to County of Marin Behavioral Health Staff	Marin Access Navigating Transit Presentation to the County of Marin Behavioral Health Staff. Information was presented in English.	11

FY 2026 Q3 (January - March) Marin Transit Community Engagement

Reporting Month: February 2026

Date(s)	Event	Description	Contacts
2/3/2026	Marin Housing Authority Service Fair at Golden Hinde	Staff hosted a resource table during the Marin Housing Authority's Service Fair at Golden Hinde. Information was distributed in English and in Spanish.	11
2/3/2026	Marin Access Satellite Hours at Canal Alliance	MCTD staff held satellite hours at the Canal Alliance Food Pantry at the 91 Larkspur location in San Rafael. Information was distributed in English and in Spanish.	17
2/17/2026	Marin Access Satellite Hours at West Marin HHSC	MCTD Staff held satellite hours at the West Marin Health and Human Services Center. Information was distributed in English and in Spanish.	1

Reporting Month: March 2026

Date(s)	Event	Description	Contacts
3/10/2026	Marin Access Satellite Hours at Canal Alliance	MCTD staff held satellite hours at the Canal Alliance Food Pantry at the 91 Larkspur location in San Rafael. Information was distributed in English and in Spanish.	13