



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

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September 14, 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 Fourth 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 fourth 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 Q4

Attachment B: FY 2025/26 Q4 (April – June) Marin Transit Outreach and Travel Training



Quarterly Performance Report for FY 2025/26 Q4

This report summarizes the operational performance of Marin Transit services for the fourth quarter of FY 2025/26 from April 1, 2026 through June 30, 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 fourth quarter of FY 2025/26, Marin Transit carried a total of 881,472 passengers systemwide. This is roughly the same as the fourth quarter of the previous fiscal year (878,951) and is 4% higher than pre-pandemic ridership (Q4 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 11% in the fourth quarter of FY 2025/26, but the growth from FY 2024/25 was less than 1%, which is significantly less than in previous years. However, despite the lack of ridership growth, productivity (passengers per revenue hour) did improve by 2% this quarter compared to last year due to a slight reduction in revenue hours. It is too early to say whether this is a new or temporary trend, but this is the fourth consecutive quarter for which this has been the case.

On April 12, 2026, the Marin-Sonoma Coordinated Transit Service (MASCOTS) Plan service change went into effect. Regionally, this plan included several major changes, in particular on Sonoma-Marín Area Rail Transit (SMART) and Golden Gate Transit. On Marin Transit, the changes were relatively minor, but some adjustments were included, most significantly the cancellation of Route 29 and the introduction of its replacement, Route 629. Where relevant, this report will consider MASCOTS changes when discussing performance this quarter. Overall, Marin Transit did not see significant changes in ridership patterns due to MASCOTS, but Golden Gate Transit and SMART appear to have seen a significant increase in ridership, which is discussed further in the External Trends and Factors section.

Marin Access services were at 46% of pre-COVID ridership levels this quarter, with total ridership 9% 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 a slight dip in ridership this quarter compared to the Catch-A-Ride program in the previous year, but that is expected with the stricter eligibility requirements for the current program compared to the old Catch-A-Ride program. Staff believes that the reduction in ridership on paratransit, the largest Marin Access program, can still be attributed to the increased utility of the mobility wallet program for riders who remain eligible.

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). Due to the year-end close practices for the District's finances, cost-effectiveness data is not available for the Q4 report. 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 Mobility Wallet 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 812,536 riders. This is roughly the same as the fourth quarter of FY 2024/25, with a 2% increase in productivity.

Local (Routes 17, 22, 23, 30, 35, 36, 49, and 71)

In the fourth quarter of FY 2025/26, Local routes carried 659,961 passengers. This is roughly the same as the fourth quarter of the prior fiscal year. The Local typology carried 21 passengers per revenue hour, meeting the goal of 18 or higher. Local service accounted for 69% of fixed route service in revenue hours and 81% of fixed route ridership in the fourth quarter of FY 2025/26.

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

During the fourth quarter of the fiscal year, Community routes carried 101,969 total passengers. This represents a decrease of 5% from the fourth quarter of the last fiscal year. Roughly 60% of this decrease



in ridership can be attributed to the cancellation of Route 29. The Community typology carried 11 passengers per revenue hour, meeting the goal of 8 or higher. Note that, despite the reduction in ridership, productivity on Community routes increased by 2% from the prior year, largely due to the reduction in revenue hours from the cancellation of Route 29, as well as strong ridership growth on Route 228. Community services accounted for 21% of fixed route service in revenue hours and provided 13% of fixed route ridership in the fourth quarter of FY 2025/26.

Supplemental School (Routes 613, 619, 625, 629, and 654)

Supplemental School routes carried 17,406 passengers in the fourth quarter of FY 2025/26. This represents a 46% increase from the fourth quarter of the prior fiscal year. Roughly half of that ridership increase can be attributed to the introduction of Route 629. The Supplemental typology carried 34 passengers per trip, meeting the goal of 20 or higher. Supplemental service accounted for 1% of fixed route service in revenue hours and provided 2% of fixed route ridership in the fourth quarter of FY 2025/26.

Rural (West Marin Stagecoach Routes 61 and 68)

In the fourth quarter of the fiscal year, the two Stagecoach routes carried 33,200 passengers. This represents a 2% increase from the fourth quarter of the prior fiscal year. The Rural typology carried 8 passengers per revenue hour, meeting the goal of 6 or higher. Rural service accounted for 9% of fixed route service in revenue hours and ridership represented 4% of fixed route ridership in the fourth quarter of FY2025/26.

Marin Access

In the fourth quarter of FY 2025/26, Marin Access continued to offer a variety of programs to enhance mobility for enrolled community members. Offerings included ADA Paratransit, Same Day Paratransit, Marin Access Shuttles, the volunteer driver reimbursement program, and the Intro to Mobility and Marin Access Fare Assistance programs, both of which offer access to the mobility wallet.

Marin Access services carried 19,740 passenger trips on demand response and mobility management programs. This reflects a decrease of 9% compared to the fourth 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, Same Day Paratransit service, and the Marin Access Shuttles program. In the fourth quarter of FY 2025/26, Demand Response services carried 11,460 passengers, a decrease of 7% from the prior year. Staff believes that this decrease is due, in part, to passengers electing to use mobility wallet providers instead. The service productivity average of 1.7 passengers per revenue hour did not meet the 2.0 standard.

Mobility Programs

The mobility programs do not have established performance targets.

The Volunteer Driver Program completed 2,007 trips in the fourth quarter of FY 2025/26. This represents an 8% decrease compared to the previous fiscal year.

Enrolled riders using the mobility wallet were provided 7,123 one-way trips. This represents a decrease of 12% compared to the Catch-A-Ride program in the prior year. Trips taken using the mobility wallet



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 curbing participation growth in this program, a trend that will be monitored as part of the forthcoming program evaluation.

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 carried 20,630 one-way passenger trips in the fourth quarter of FY 2025/26. This represents an increase of 39% compared to the fourth quarter of the prior year. Note that, due to the new schedule, the Shuttle also operated 21% more service than the prior year, including replacing Monday-Thursday service during the peak period starting in mid-June with consistent Friday service throughout the season (consistent weekend and holiday service occurred both years).

Yellow Bus

In the fourth quarter of FY 2025/26, the Ross Valley School District yellow bus service carried 28,566 passengers. This is roughly the same as the fourth quarter of the prior year.

External Trends and Factors

This quarter, Marin Transit experienced comparable ridership growth to the national average. According to the National Transit Database, in the fourth quarter of FY 2025/26, nationwide bus ridership was roughly the same as the prior year (an increase of less than 0.5%), which is also what Marin Transit's fixed route ridership saw this quarter.

Marin Transit continues to have one of the strongest ridership recoveries in the Bay Area at 111% 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 84%). 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 fourth quarter of FY 2025/26, Golden Gate Transit carried 468,176 passengers on its fixed route bus service, representing just over half of Marin Transit's fixed route ridership (812,536), while SMART carried 431,957 passengers. Golden Gate Transit experienced a 19% increase in fixed route bus ridership in this quarter compared to the fourth quarter of FY2024/25, bringing overall recovery to 59% of pre-COVID ridership. SMART experienced a 31% increase in ridership compared to the fourth quarter of last year, bringing overall recovery to more than double (240% of) pre-COVID ridership. The strong ridership growth on both Golden Gate Transit and SMART can likely be attributed to the implementation of MASCOTS.

Other Bay Area transit agencies that provide local transit service experienced varied ridership growth trends in the fourth quarter of FY 2025/26. Comparing to other Countywide peer agencies, Napa Valley Transportation Authority (VINE) and SamTrans, experienced a 3% and -21% increase in ridership, respectively, relative to the fourth quarter of FY 2024/25, bringing their ridership relative to pre-COVID to 49% and 78%, respectively. Note that County Connection and Solano County Transit (SolTrans), which are normally included in this comparison, missed their reporting deadline for June 2026, and therefore data is not available for these agencies.



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 Q4	FY 2025/26 Q4	Impact
Days Operated	Weekdays	63	63	--
	School Days	48	46	▼
	Weekends & Holidays	28	28	--
	Muir Woods Shuttle	33	40	▲
Service Disruptions (cancelled/missed service)		51	71	▼
Rainfall (inches)		0.5	4.8	▼▼
Average Gas Prices		\$4.69	\$5.86	▲▲

Community Engagement

Staff engage the community on an ongoing basis to share information about Marin Transit and Marin Access programs and services. 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 fourth quarter of FY 2025/26, staff completed eight events, including four community events where an informational resource table was staffed and four Marin Access Satellite Hours events. Nearly all events had Spanish translation services available. In total, staff reached over 300 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 Q4 of FY2025/26 staff distributed three e-newsletters and created 62 social media posts across Marin Transit social media channels.

Staff expect outreach efforts to grow throughout the remainder of 2026 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

08/28/2026

QUARTER

Q4 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	61,298	▲3.8%	4,094	\$845,334	15.0		
	22	49,765	▲9.5%	3,331	\$712,552	14.9		
	23	92,286	▲8.0%	3,629	\$729,581	25.4		
	30	32,415		985	\$34,898	32.9		
	35	117,097	▼24.6%	4,090	\$816,171	28.6		
	36	84,752	▲0.6%	3,471	\$714,219	24.4		
	49	88,455	▼13.4%	4,846	\$1,239,302	18.3		
	71	133,893	▲2.5%	6,332	\$399,988	21.1		
	Rollup	659,961	▼0.3%	30,777	\$5,492,044	21.4		
2. Community	219	9,210	▼4.9%	1,259	\$316,524	7.3		
	228	24,691	▲15.2%	2,340	\$583,663	10.6		
	233	9,698	▼6.6%	1,073	\$267,969	9.0		
	245	13,081	▲2.9%	1,087	\$275,372	12.0		
	29	344	▼90.1%	56	\$12,629	6.1		
	57	44,945	▼8.9%	3,561	\$904,621	12.6		
	Rollup	101,969	▼4.7%	9,376	\$2,360,778	10.9		
4. Supplemental	613	4,746	▲16.9%	64	\$26,904	74.3		
	619	5,363	▲42.7%	100	\$44,377	53.5		
	625	2,487	▲3.1%	63	\$25,026	39.6		
	629	2,865		40	\$15,511	72.4		
	654	1,945	▲15.5%	47	\$17,667	41.1		
	Rollup	17,406	▲46.1%	314	\$129,484	55.4		
5. Rural	61	14,268	▲12.4%	1,736	\$342,288	8.2		
	68	18,932	▼5.1%	2,213	\$435,597	8.6		
	Rollup	33,200	▲1.7%	3,949	\$777,885	8.4		
7. Yellow Bus	Hdn Valley	4,232	▼5.2%	115	\$37,801	36.9		
	White Hill	24,334	▲0.5%	631	\$209,386	38.6		
	Rollup	28,566	▼0.4%	746	\$247,187	38.3		
8. Recreational	66	20,630	▲39.4%	2,080	\$571,382	9.9		
	Rollup	20,630	▲39.4%	2,080	\$571,382	9.9		
9. Demand Response	Local Para	11,198	▼7.4%	6,466	\$1,390,102	1.7		
	MA Shuttle	262	▼11.2%	202	\$56,317	1.3		
	Rollup	11,460	▼7.5%	6,668	\$1,446,418	1.7		
Mobility Wallet	CAR Trans	0		0	\$0			
	Intro Mob	77		0	\$1,375			
	MAFA Mob V	6,196		0	\$113,379			
	Rollup	6,273		0	\$114,753			
Volunteer Driver	VolDrvr	1,650	▼14.8%		\$17,121			
	VolDrvrWM	357	▲45.1%		\$4,249			
	Rollup	2,007	▼8.0%		\$21,370			
Rollup		881,472	▲1.1%	53,909	\$11,161,301	16.4		

* Change in passengers compared to same quarter of prior year

FY 2026 Q4 (April - June) Marin Transit Community Engagement

Reporting Month: April 2026

Date(s)	Event	Description	Contacts
4/7/2026	Marin Housing Authority Service Fair at Homestead Terrace	MCTD Staff hosted a resource table during the Marin Housing Authority's Service Fair at Homestead Terrace. Information was distributed in English and in Spanish.	5
4/14/2026	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.	15
4/14/2026	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.	8

FY 2026 Q4 (April - June) Marin Transit Community Engagement

Reporting Month: May 2026

Date(s)	Event	Description	Contacts
5/5/2026	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.	15
5/16/2026	Rotary Epic Day of Service for Older Adults at Children's Island	MCTD Staff held a resource table during the Rotary Epic Day of Service for Older Adults. Information was presented in English and in Spanish.	100
5/20/2026	Novato Senior Health & Resource Fair	MCTD Staff held a resource table during the Novato Senior Health & Resource Fair. Information was presented in English and in Spanish.	150

FY 2026 Q4 (April - June) Marin Transit Community Engagement

Reporting Month: June 2026

Date(s)	Event	Description	Contacts
6/2/2026	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.	12
6/2/2026	Marin Housing Authority Service Fair at Casa Nova	MCTD Staff hosted a resource table during the Marin Housing Authority's Service Fair at Casa Nova. Information was distributed in English and in Spanish.	17