



Memorandum

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DATE: February 5, 2018

SUBJECT: Update on Year 2 of the Affordable Student Transit Pass Pilot and Recommendations for Year Three of the Pilot

RECOMMENDATION: Receive an update on Year Two of the Affordable Student Transit Pass Pilot Program.

Approve the sites and parameters for Year 3 of the Affordable Student Transit Pass Pilot.

Authorize Alameda CTC staff to enter into all necessary agreements and contracts for program implementation, including consultant and administrative support for expansion.

Summary

The cost of transportation to school is often cited as a barrier to school attendance and participation in afterschool activities by middle and high school students. In recognition of this issue, the 2014 Transportation Expenditure Plan (TEP) included implementation of an affordable student transit pass pilot program. Its purpose is to test and evaluate different pilot designs of an affordable transit pass program over a three-year horizon to identify successful model programs that could be expanded and sustained with additional funding sources after the pilot program period. Available funding for this initial three-year pilot program as defined in the TEP is \$15 million, including all costs related to transit passes, administration, staffing, direct costs, education and outreach to schools, and student travel training.

In March 2016, the Commission approved a framework to select pilot program schools. In May 2016, the Commission approved the design for Year One of the pilot program, as well as a shortlist of 36 schools as the candidate pool for potential expansion to additional schools in the second and third years of the program. Year one of the program tested four pilot program models at nine middle and high schools in four unified school districts (USD) across Alameda County. Following the successful launch of Year One, the Commission approved the design for Year Two in March 2017. During Year Two the Alameda CTC narrowed the number of models to two based on lessons learned from Year One: a free and universal model and a means-based (income tested) model. These two models are currently being implemented at fifteen middle and high schools in five school districts across Alameda County. The Commission also received a full Evaluation Report of Year One of the program in October 2017.

This memorandum provides an informational update on Year Two implementation and recommends schools and parameters for Year Three of the program (2018-2019 school year), in line with the approved site selection framework and lessons learned from Years One and Two. Once the Year Three schools and parameters are approved, Alameda CTC staff will enter into and/or adjust agreements and contracts, as necessary, with the applicable transit agencies, schools, and school districts to implement the program and will begin preparing each of the schools for Year Three implementation in August 2018.

Background

The Alameda CTC has undertaken the development, implementation, and evaluation of an Affordable Student Transit Pass Program (Affordable STPP) which began during the 2016-2017 school year in middle schools and high schools in Alameda County. This pilot program provides a vital opportunity to assess student transportation needs in the county and develop an approach to meet those needs through implementation of a sustainable pass program.

The program provides transit passes to students in selected schools for use on the various public transit providers that serve Alameda County. This pilot program is identified in the 2014 Transportation Expenditure Plan (TEP) and is funded by Measure BB. The TEP specifies that the funds are to be used to implement "successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County."¹

The Affordable STPP aims to do the following:

- Reduce barriers to transportation access to and from schools
- Improve transportation options for Alameda County middle and high school students
- Build support for transit in Alameda County
- Develop effective three-year pilot programs
- Create a basis for a countywide student transit pass program (funding permitting)

Year Two Update

In March 2017, the Commission approved 11 schools to receive a "free and universal" program where transit passes are distributed for free to any students enrolled at the school and four schools to receive a "free and means-based" program where transit passes are distributed for free to any student whose household income qualifies them for free and reduced price meals (FRPM). Nine of these schools also participated in Year One; however, the implemented pilot models changed between Year One and Year Two. Year Two included two new schools added in Oakland USD (North County), two new schools added in Hayward USD (Central County), and two new schools added in Livermore Valley JUSD (East County). Three program model changes were also made

¹ Measure BB Transportation Expenditure Plan, 2014

between Years One and Two: 1) the model at New Haven USD (South County) changed from a discounted and grade-limited program to a free means-based program, 2) the model at San Leandro USD (Central County) changed from a free grade-limited program to a free and universal program, and 3) the model at Livermore Valley JUSD changed from a two-tiered discounted/means-based program to a free and universal program. All bus passes were distributed on Clipper cards in Year Two, which will yield more consistent data across the county for the Year Two Evaluation Report.

Finally, BART tickets were also added to the program, distributed at every high school within BART's service area. Due to limitations of the Clipper system, BART tickets could not be integrated with the Clipper cards; BART Orange Youth Tickets are being used. Year Two was launched in August 2017. Figure 1 below summarizes Year Two Pilot parameters.

Figure 1: Affordable STPP Year Two Pilot Parameters

Parameters	Options Tested	North	Central	South	East
Pass Format	Clipper	X	X	X	X
Pilot Model	Universal (all students)	X	X		X
	Means-Based (income-qualified)		X	X	
Pass Cost	Free	X	X	X	X
Transit Service	AC Transit	X	X	X	
	Union City Transit			X	
	LAVTA				X
	BART	X	X	X	

Bus Pass Usage in Year Two

Below are some key findings from data collected on bus pass usage in the first semester of Year Two. Key findings on BART usage and program administration are shown in subsequent sections.

- Overall participation is higher in Year Two than it was in Year One; not only because new schools were added, but also because the elimination of less effective pilot models between Years One and Two has increased student participation (Figure 2).
 - More than twice as many students are participating, representing 44% of total eligible students (compared to 36% in Year One).
 - There is no clear trend in high school or middle school students participating at a higher rate.
- However, some areas of the county still show lower participation than other areas regardless of Pilot model, likely based on land use and urban form, coverage and frequency of transit service, family incomes and access to automobiles.
- The bus usage data suggests that high school participants use the bus more often than middle school participants.

Figure 2A: STPP Year Two Bus Pass Distribution (as of November 2017)

Planning Area and District	Total # of Students Eligible	Number of Participants			Participation Rate	Year One (for comparison)	
		AC Transit	Union City Transit	LAVTA/Wheels		Number of Participants	Participation Rate
North: OUSD	2,706	2,416	--	--	89%	1,823	99%
Central: SLUSD	3,603	1,758	--	--	49%	821	51%
Central: HUSD	1,598	441	--	--	28%	N/A	N/A
South: NHUSD	2,597	671	671	--	26%	196	9%
East: LVJUSD	3,396	--	--	769	23%	82	3%
Totals	13,899	5,286	671	769	44%	2,922	36%
		6,055					

Figure 2B: STPP Year Two Bus Pass Participation by School

Note: An asterisk indicates schools new to the STPP in Year Two.

Planning Area	Participating Schools	Year Two Participation (November 2017)	
North County	McClymonds High*	317	79%
	Fremont High	713	89%
	Castlemont High	860	97%
	Westlake Middle*	300	81%
	Frick Middle	226	94%
Central County	San Leandro High	1,425	55%
	John Muir Middle	333	33%
	Hayward High*	325	28%
	Bret Harte Middle*	116	27%
South County	James Logan High	439	23%
	Cesar Chavez Middle	232	34%
East County	Livermore High	317	17%
	Del Valle High*	63	52%
	East Avenue Middle	219	31%
	Christensen Middle*	170	26%

Figure 3: Year Two Bus Transit Usage and Cost (November 2017)

	Total Monthly Bus Boardings by Participants	Average Boardings per Participant in November ²			Percent of Issued Clipper Cards used in November ³
		Overall	High School Participants	Middle School Participants	
North: OUSD	50,049	20.7	21.2	19.1	72%
Central: SLUSD	12,877	7.3	7.7	5.6	43%
Central: HUSD	3,214	7.3	8.1	5.3	51%
South: NHUSD	6,758	10.1	12.2	6.0	--
AC Transit	4,113	6.1	7.3	3.9	51%
Union City Transit	2,645	3.9	4.9	2.1	42%
East: LVJUSD	5,015	6.5	8.2	4.9	55%
Countywide	77,940	12.9	13.9	9.9	62%

BART Implementation and Usage

BART Tickets were implemented in the Year Two of the STPP at participating high schools within BART's service area. Due to limitations of the Clipper system, BART passes cannot be loaded onto STPP Clipper cards, so Alameda CTC has entered into an agreement with BART to have access to youth Orange tickets.

Each eligible high school student may receive one BART Orange Ticket with \$50 value if he/she has registered for the STPP and submitted a BART Ticket Request Form. BART Orange Tickets cannot be deactivated remotely; they are non-replaceable if lost or stolen. This Orange Ticket format and \$50 monetary value were chosen to test use of BART and demand for BART in the Pilot. BART tickets are not intended to provide unlimited travel, but rather to enable students to use BART for essential trips while providing baseline information to understand the extent of future BART inclusion in a Student Transit Pass Program.

The program team aimed to balance the value on one BART ticket that is subject to loss by a student with the budgetary implications and administrative burden on school staff required for ticket distribution. Below are some key findings from data collected on BART ticket distribution, student surveys related to BART, and ticket usage in the first semester of Year Two.

- Compared to bus passes, there appears to be much lower demand for BART tickets. Fewer students have requested a BART ticket and of those that have been requested, many have not been used (see Figure 4).

² The number of participants fluctuates by month, the participation numbers in Figure 2

³ This number is calculated by dividing the total number of Clipper cards tagged at least once by the total number of participants.

- No clear correlation exists between STPP bus pass participation and BART ticket participation. Even among the schools with consistently high bus pass participation (i.e., OUSD high schools), BART ticket demand varies widely.
 - A high number of McClymonds High (OUSD) students have requested BART tickets (89%), whereas the BART ticket request rates in the other OUSD high schools are far lower (23% and 34%).
- There is no clear correlation between BART ticket participation and proximity to BART stations. Schools that are closer to BART stations have rates of ticket requests that are comparable to schools that are farther away.
 - James Logan High (NHUSD) is less than one mile from a BART station and only 18% of eligible students have requested BART tickets. The three OUSD high schools are more than one mile from BART, but have more eligible students requesting BART tickets.
- Students who request BART tickets indicate they ride BART more frequently than the average student reported last year (see Figure 5).
- Upon requesting a BART ticket, students were asked to indicate how they intended to use it. Three-quarters (76%) indicated “to get to and from school.” Just under two-thirds (64%) indicated “for afterschool activities.” School administrators confirmed this anecdotally, saying that tickets are very useful for students who come from neighboring cities for school and/or who work elsewhere (see Figure 6).
- Approximately 64% of STPP BART trips occurred within Alameda County, with 27% of trips between Alameda and San Francisco counties and the remainder to/from other counties (see Figure 7). This is generally consistent across all participating high schools.
- Around 80% of STPP BART trips occur on weekdays, with 20% taking place on the weekend.
- School administrators generally characterized administration of the BART tickets at a medium-level of difficulty, specifying that managing two different pass formats and the ticket request form submission increased the complexity of the program.

Starting on January 1, 2018, BART will begin charging a paper ticket surcharge of \$0.50 on each ride. For STPP students, the surcharge will be \$0.25 because youth receive a 50% discounted fare.

Figure 4: BART Ticket Distribution and Usage (Aug. – Nov. 2017)

	Eligible Students	Tickets Requested	% Eligible Students Requested BART Tickets	Tickets Used	Percentage of Tickets Requested that Have Been Used
North: OUSD Castlemont HS Fremont HS McClymonds HS	2,094	842	40%	240	29%
Central: SLUSD San Leandro HS	2,612	972	37%	274	28%
Central: HUSD Hayward HS	1,175	306	26%	16	5%
South: NHUSD James Logan HS	1,891	347	18%	112	32%
All High Schools	7,772	2,467	32%	642	26%

Figure 5: BART Ticket Usage as Indicated by Student Responses

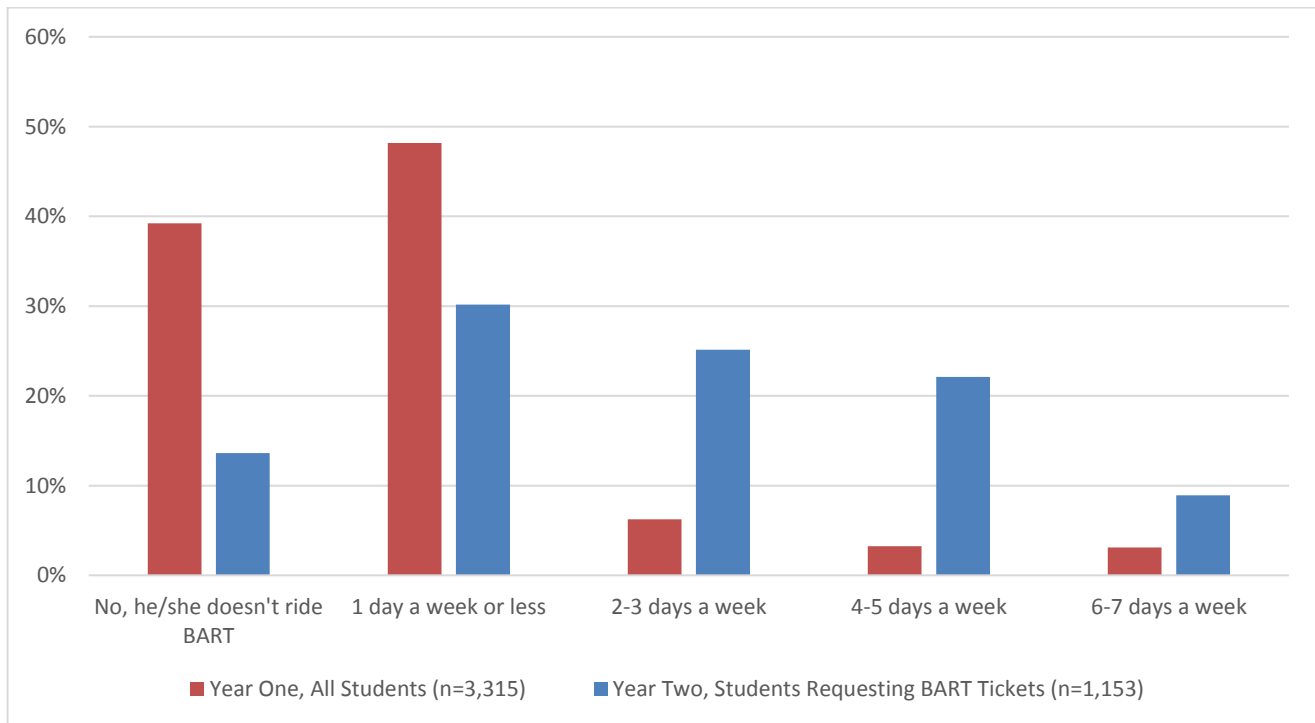


Figure 6: BART Trip Purpose as Indicated by Student Responses

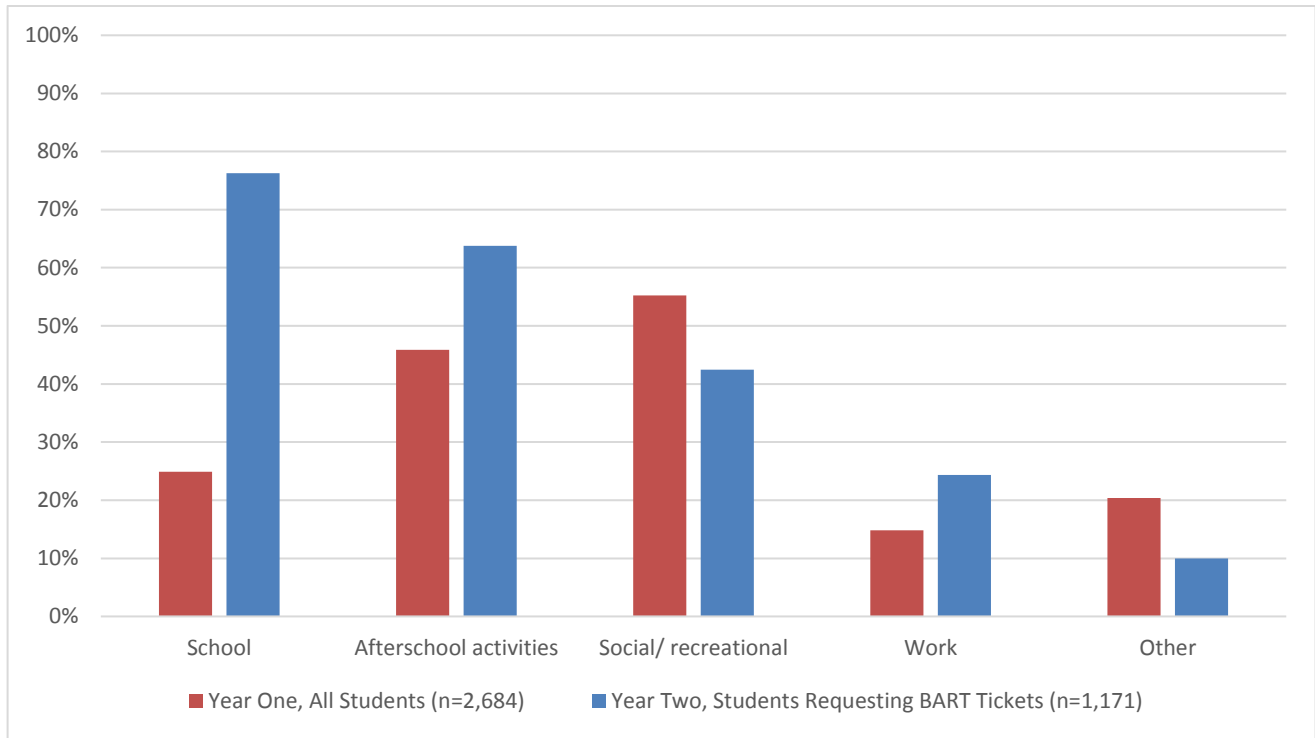


Figure 7: BART Ticket Usage by County Origins and Destinations (Aug. – Nov. 2017)

County-Entry:	County-Exit			
	Alameda	Contra Costa	San Francisco	San Mateo
Alameda	64%	4%	15%	1%
Contra Costa	3%	0%	0%	0%
San Francisco	12%	0%	1%	0%
San Mateo	1%	0%	0%	0%

Figure 8A: Weekday BART Ticket Usage by Time of Day (Aug. – Nov. 2017)⁴

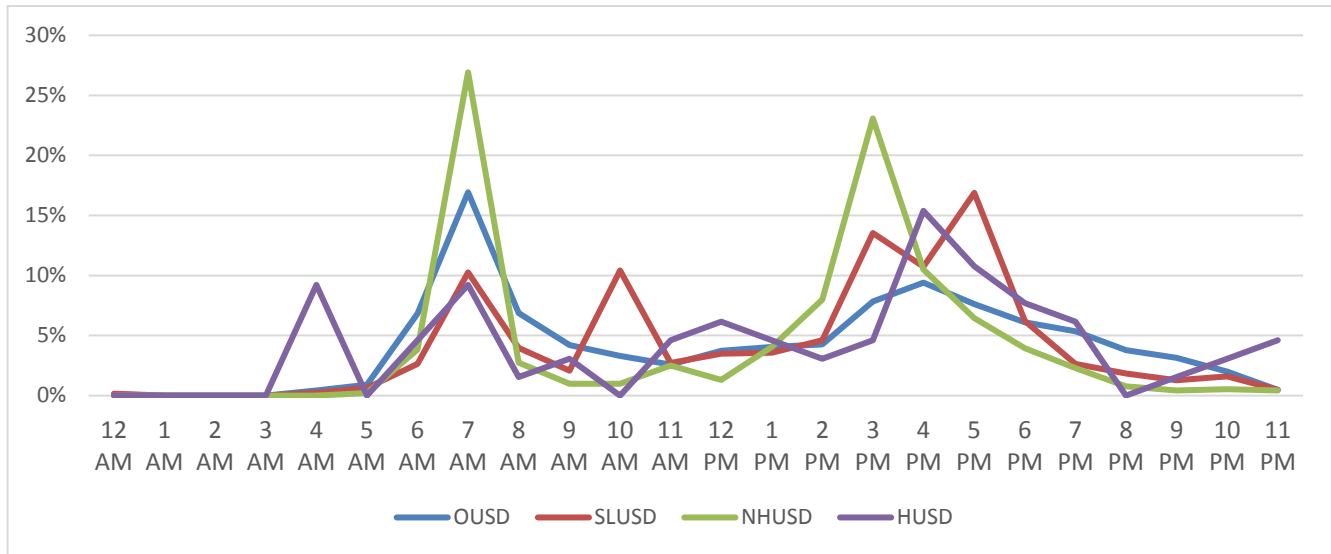
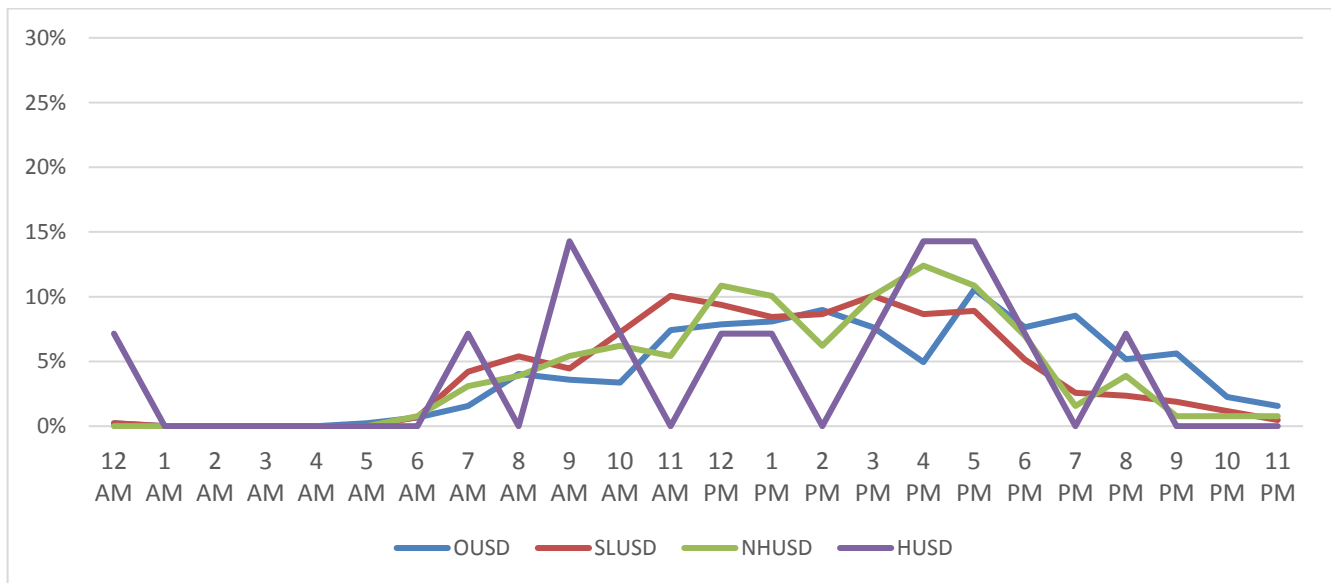


Figure 8B: Weekend BART Ticket Usage by Time of Day (Aug. – Nov. 2017)



Administrative Findings

- School administrators have reported positive improvements in the administration process by reducing the complexity of the pass formats, eliminating money handling, and moving all student forms and transactions to online management.

⁴ The SLUSD increase in trips beginning at 10 AM was due to a school field trip in early October where students used their BART Tickets.

Year Three Program Development and Recommendations

The recommendations for STPP Year Three are based on lessons learned from implementation and administration of Years One and Two, feedback from schools, students, and families, the Year One Evaluation Report, and an analysis of budget resources available. Some key lessons supporting Year Three recommendations are:

- The pilot models being tested during Year Two (Free & Universal and Free & Means-Based) both show significant promise; the elimination of unsuccessful models from Year One (Discounted and Grade-Limited) has improved program effectiveness.
 - Currently both viable models are being (or have been) tested in East County and Central County.
 - Only a means-based model has been tested in South County, indicating an opportunity to test a free and universal model at schools with high need.
 - In North County, the STPP has tested a free and universal model, which is appropriate given the very high need in this area (over 80% of students in nearly all schools in Oakland Unified qualify for free/reduced-price meals).
- Administration of the program for all parties has become easier based on simplifying the models being tested, streamlining and improving management processes and forms, and simplifying the pass formats.
 - However, programs with passes for multiple transit agencies within a school site continue to entail higher administrative complexity and higher administrative costs. Specifically, despite integration onto one Clipper Card, Union City and AC Transit passes continue to entail additional consultant and transit agency time for card administration to get both passes loaded on the Clipper card; schools with BART and bus passes at the same school site require more time from school administrators.
- Testing some of the same models across different areas of the county has allowed for a more robust assessment of the different pilot models. Continuing to test different models across different areas of the county is valuable to continue to ascertain how enrollment differences are attributable to pilot model versus geographic location.
- School-based models improve ease of student participation. The Year One evaluation report stated, "School-based program was accessible for students due to familiarity... students said that the program being school-based made it easy for them; they found it easy to access because they are already familiar with their school staff and did not have to approach a stranger or submit an application to an unknown entity."
- Special consideration should be given to the different pass and payment structures for each transit operator to assess the most cost-effective and easy-to-administer payment structures for the STPP long term.

- Higher bus ridership among high school students than middle school students participating in the STPP seems to suggest older students derive greater benefits from the program because they travel to more destinations than middle school students.
- Expansion of the pilot program within the initial three-year pilot period per the Commission-approved performance evaluation metrics and the shortlist of schools fulfills the adopted Commission pilot program intent.

Given that Alameda CTC is currently six months into Year Two, the full cost implications of the programs are still being assessed as data on direct costs from transit pass usage are billed based on actual uses to Alameda CTC. Therefore, the recommended expansion for Year Three is modest and allows testing of Commission-approved program parameters with expanded populations while ensuring sufficient resources will be available for the full third year of the pilot.

The Commission-approved site selection framework and shortlisted schools serve as the foundation of recommendations for Year Three of the Affordable STPP.⁵ As previously approved, the site selection process draws upon data related to school needs and transit service availability as well as qualitative information on school site administration readiness. In expanding the program for Year Three, staff reviewed and updated statistical data on the shortlisted schools including: enrollment, student population eligible for free and reduced-price meals (FRPM), and transit service access.

Peer Research

To inform Year Three and respond to Commissioner requests, Alameda CTC and the consultant team conducted additional peer research, including interviews with all other Bay Area Student Transit Pass programs: SFMTA Free Muni for Youth, West Contra Costa Student Bus Pass Program, and Marin Transit Youth Pass Program. Key lessons learned include:

- All three programs are free only for low-income students.
 - Marin Transit started with a free and universal program, but switched to means-based program due to overcrowding.
- All three programs include bus or local rail (i.e. SF Muni) systems only, no regional rail systems participate (e.g. BART or SMART).
- Regardless of program format, all programs include heavy involvement by the schools and school districts as the best avenue of access to students.
 - Marin Transit relies on school coordinators to enroll students in online system; they emphasized that they strongly encourage distribution through the school as this is most efficient and effective.

⁵ Additional information about the site selection process is provided in the memo to the Commission dated May 19, 2016 – should this be the March or May memo?.

- SFMTA includes only one school district and relied heavily on coordination with the School District and schools for program enrollment during the initial years of the program.
- West Contra Costa program is administered by the school districts.
- Dedicated staff are funded to administer each program.

Recommended Year Three Pilot Parameters

The summary of recommended Year 3 program parameters are shown below.

- Several new schools are recommended for addition to the program based on available budget. The schools were selected from the short list based on student need, and the desire to test a free and universal model in each area of the county and to balance the number of eligible students in each area of the county.
- The program will begin to integrate the transit/travel training elements with the Safe Routes to Schools (SR2S) Program. Alameda CTC STPP and SR2S staff and consultants, in coordination with transit agency staff, will provide information and travel training for students on using transit and the applicable passes will be provided. This training will be coordinated with bicycling and walking training as possible.
- All passes will continue to be valid year round and not be limited by day or time.
- A designated on-site administrator will continue to be assigned at each school who will continue to receive training associated with the applicable pilot program.
- All bus passes will be provided on Clipper except BART passes which will continue to be provided in paper format due to limitations of the Clipper system.
- Alameda CTC will work with transit agencies to advertise and, if possible, distribute youth Clipper cards at schools where free passes are limited to low-income students.

North County – Program will continue to test utilization of free and universal passes and the sustained impact of passes during transition from middle to high school. Staff recommends adding two additional schools in North County.

- **Format:** Free and universal AC Transit pass on Clipper to be provided to seven schools and BART Orange tickets provided at high schools.
- **Changes:** Two new schools would be added in North County under a free and universal model.
- **Rationale:** Two additional schools are proposed under a free and universal model in North County due to high need in the student population. The recommendation seeks to ensure relative balance between the number of students eligible in each Planning Area relative to need and participation rates. North County has the largest number of schools participating, and the participation rates at each school are high, but the enrollment at these schools is very low compared to other areas of the county as shown in Figure 9.

- **Current Participating Schools - Free and Universal:**
 - Castlemont High, Oakland
 - Fremont High, Oakland
 - McClymonds High, Oakland
 - Frick Middle School, Oakland
 - Westlake Middle, Oakland
- **NEW Participating Schools – Free and Universal**
 - Oakland High, Oakland
 - 1,562 students (88% FRPM eligible)
 - Transit access: 15 AC Transit routes
 - Roosevelt Middle, Oakland
 - 524 students (93% FRPM eligible)
 - Transit access: 3 AC Transit routes

Central County – *NO CHANGES* – Program will continue to test utilization of free and universal passes at two schools and a free pass for low-income eligible students at two schools.

- **Format:** Free and universal at two schools and a free pass for low-income students at two schools. AC Transit passes will be provided on Clipper and BART Orange tickets provided at high schools.
- **Participating schools - Free and Universal:**
 - San Leandro High, San Leandro
 - John Muir Middle, San Leandro
- **Participating schools - Free and Means-Based:**
 - Hayward High, Hayward
 - Bret Harte Middle, Hayward

South County – Programs will continue to test a free pass for low-income eligible students at two schools and use of two transit agencies at these schools. Staff recommends adding four additional schools in South County – two under a means-based model and two under a free and universal model.

- **Format:** Free pass for low-income students at four schools and a free and universal pilot model at two schools. AC Transit passes will be provided on Clipper and BART Orange tickets provided at high schools.
- **Changes:** Two new schools would be added in South County at the schools from the shortlist with the highest need to enable testing a free and universal model in every area of the county. Two new schools will be added under a means-based model to even out the number of eligible students between planning areas and test a model for low-income students in a wealthy school.

- **Rationale:** It has been effective to test each pilot model in different areas of the county to be able to ascertain how differences in program enrollment are due to geography versus pilot model. Commissioners have also requested more models where low-income students in more affluent schools have access to bus passes. The two schools in Fremont are affluent and low-income students will have access to the pass.
- **Existing Participating schools - Free and Means-Based:**
 - James Logan High, Union City
 - Cesar Chavez Middle, Union City
- **NEW Participating schools - Free and Means-Based:**
 - William Hopkins Junior High, Fremont
 - 1,119 students (5% FRPM eligible)
 - Transit access: 2 AC Transit routes
 - American High, Fremont
 - 2,200 students (17% FRPM eligible)
 - Transit access: 5 AC Transit routes
 - Participates in Safe Routes to Schools program
- **NEW Participating schools - Free and Universal:**
 - Newark Junior High, Newark
 - 901 students (51% FRPM eligible)
 - Transit access: 4 AC Transit routes
 - Newark Memorial High, Newark
 - 1,703 students (45% FRPM eligible)
 - Transit access: 8 AC Transit routes

East County – NO CHANGES – Program will test utilization of free and universal passes and the impact of an “eco-pass” payment model with the transit agency.

- **Format:** All students will have access to a free LAVTA/Wheels transit pass on Clipper.
- **Participating schools – Free and Universal/Eco-Pass:**
 - Del Valle Continuation High, Livermore
 - Livermore High, Livermore
 - Andrew N. Christensen Middle, Livermore
 - East Avenue Middle, Livermore

Figure 9: Pilot Program Student Eligibility and Participation Comparison

School Information			Year Two				Year 3 (recommended)	
Planning Area	School District	Level of Need	Students Eligible	% of Total	Participating Students	% of Total	Students Eligible	% of Total
North County	Oakland USD	High	2,706	19%	2,416	40%	4,792	25%
Central County	San Leandro USD	Moderate-High	3,609	37%	1,758	36%	3,609	27%
	Hayward USD		1,598		441		1,598	
South County	New Haven USD	Moderate	2,581	19%	671	11%	2,581	30%
	Fremont USD	Low	--		--		421	
	Newark USD	Moderate	--		--		2,604	
East County	LVJUSD	Low	3,396	24%	769	13%	3,396	18%
Totals			13,889		6,055		19,000	

Pilot Program Budget Update

The three-year Affordable Student Transit Pass Program has a maximum budget of \$15 million to cover all costs associated with the program, including all costs related to transit passes, administration, staffing, direct costs, education and outreach to schools, and student travel training. An update on the budget is shown in Figure 10.

With the proposed expansion, additional funds are required for administration and management of the passes; in Year Three over twice as many schools will be participating compared to Year One. In addition, these funds will be used to manage the transition between the Pilot and a long-term program, for development of the long-term program model, to apply for grants and other funding sources, and agency coordination.

Figure 10: ASTPP Budget

	Start-up and Year 1 (actuals)	Year 2 (projected)	Year 3 (projected)	Projected Totals
Transit Agency contract costs (pass purchase)	\$800,000	\$4,000,000	\$7,000,000	\$11,800,000
Direct costs	\$60,000	\$300,000	\$400,000	\$760,000
Staff/Consultant Costs	\$580,000	\$500,000	\$650,000	\$1,730,000
Totals	\$1,440,000	\$4,800,000	\$8,050,000	\$14,290,000

Alameda CTC will continue to work to improve efficiency of pilot administration to ensure the available budget is maximized for providing transit passes to students. As part of this work, Alameda CTC will explore the possibility of an eco-pass model with other transit agencies.

Additional Opportunities for Exploration

The intent of the initial pilot program included in the 2014 TEP was to implement and evaluate different models of affordable pass programs in different areas of the county to identify successful models that could be implemented more broadly after the initial three-year pilot period. During the remainder of Year Two and Year Three of the pilot program, staff will continue to research and evaluate the feasibility of the following types of programs for Year 3 and beyond the pilot timeframe:

- **Eco-pass:** This type of program allows an institution to purchase unlimited ride passes on transit for its employees, residents, or students (in the case of many colleges) during specific time periods, guaranteeing funding to transit operators and offering transit access to all eligible pass recipients. These programs assume that while all eligible students, residents, or employees can receive and use a pass, not all of them do, or that some participants use the passes much less frequently than others.
 - An eco-pass program would eliminate the need for programs with means-based eligibility requirements since all students would receive the pass. If broad institutional participation in an eco-pass program is achieved, this type of program would “follow the child” rather than be based on participation in a pass program by a public vs. private school, as expressed by Commissioners past board meetings.
 - We are testing LAVTA/Wheels eco-pass program currently and will continue to test this model during Year 3.
 - AC Transit has an existing EasyPass program for use by colleges, businesses, and residential developments that could potentially serve as the basis for implementing a middle and/or high school eco-pass program in the AC Transit service area. Alameda CTC will begin discussions with AC Transit

during Spring 2018 to assess the feasibility of a middle/high school eco-pass program.

- **Additional models for low-income students:** Based on lessons learned to date and peer program research, it is important to maintain school-based administration of the pass program, especially during the initial years of the program. Further, during the pilot period, participation is limited to the short listed schools. Alameda CTC will assess and evaluate countywide program models that allow any low-income students to get a free transit pass for implementation after the pilot period.
- **Integration with Safe Routes to Schools:** Expand travel training to more middle schools to prepare students to use transit and to support parent/student comfort with riding transit. The goal is a long-term school transportation program for middle and high school students that encourages transportation modes that reduce congestion and emissions around school sites, increases safety, and teaches sustainable habits early to Alameda County's youth.
- **Expand Funding:** Seek grant opportunities and funding partnerships to expand the program and create a stronger link with the countywide Safe Routes to Schools program.
- **Assess long-term administrative models and cost structures for post-Pilot:** There are several key longer term questions that the pilot raises that must be addressed during Year Three, including questions of long-term governance and administration, ridership demand and capacity considerations for our transit operators, cost structure and fiscal sustainability. Staff will be exploring these questions with our transit operators in the coming year. Our goal is to design a long-term program structure that is sustainable.

Next Steps

After Commission approval, Alameda CTC will work with the schools currently participating to incorporate any recommended changes and refine processes for greater efficiency and effectiveness for Year Three. Staff will also begin work with the new schools to integrate them into the program and address any unique needs of each school. Finally, staff will continue to work closely with each of our transit agencies to incorporate new schools and changed parameters for the pass products offered.

The Year Three program at schools will be launched in August 2018. Leading up to Year Three of the Affordable STPP, actions will include but not be limited to:

- Finalize pass pricing and administrative costs with the transit operators
- Adjust financial agreements with applicable agencies if necessary
- Enter into MOUs with the new school sites to obtain necessary statistical information, establish any administrative costs, and establish payment mechanisms (applicable

only for schools provided with discounted passes); adjust existing MOUs with current school sites if necessary

- Identify and train on-site school administrators at the new school sites
- Develop informational materials for students, including language translation, and distribute to all schools
- Print and distribute passes at all schools
- Gather baseline data at all school sites

Fiscal Impact: There is no fiscal impact. The full \$15 million for the Affordable Student Transit Pass Program has already been programmed by the Commission and any approved program expansions/modifications will be implemented within the approved program overall budget.

Attachment

A. Adopted Short List of STPP School Sites

Staff Contacts

[Tess Lengyel](#), Deputy Executive Director of Planning and Policy

[Cathleen Sullivan](#), Principal Transportation Planner

ATTACHMENT A – Shortlisted Schools Approved by the Commission, May 2016 (data updated January 2018)

Planning Area		School District	School Name	School Type	Charter	School Level	Grades	Enrollment (2016-2017)	SR2S	Traditional/Continuation School Day	Existing Bus Stop within 1/4 mile of School	Income Opportunity (percent of FRPM eligible students)	# of Bus Routes
North	1	Berkeley Unified	REALM Charter High	Traditional	Charter	High	9 - 12	347	No	Yes	Yes	66%	9
	2	Berkeley Unified	REALM Charter Middle	Traditional	Charter	Middle	6 - 8	249	No	Yes	Yes	70%	9
	3	Oakland Unified	Castlemont High*	Traditional	Non-charter	High	9 - 12	759	No	Yes	Yes	83%	10
	4	Oakland Unified	Fremont High*	Traditional	Non-charter	High	9 - 12	764	No	Yes	Yes	86%	6
	5	Oakland Unified	McClymonds High	Traditional	Non-charter	High	9 - 12	372	No	Yes	Yes	89%	6
	6	Oakland Unified	Oakland High	Traditional	Non-charter	High	9 - 12	1,562	No	Yes	Yes	88%	15
	7	Oakland Unified	Roosevelt Middle	Traditional	Non-charter	Middle	6 - 8	524	No	Yes	Yes	93%	3
	8	Oakland Unified	Westlake Middle	Traditional	Non-charter	Middle	6 - 8	383	Yes	Yes	Yes	86%	6
	9	Oakland Unified	Bret Harte Middle	Traditional	Non-charter	Middle	6 - 8	500	No	Yes	Yes	81%	10
	10	Oakland Unified	Aspire Berkley Maynard Academy	Traditional	Charter	Middle	K - 8	519	No	Yes	Yes	80%	4
	11	Oakland Unified	Oakland Military Institute	Traditional	Charter	Middle/High	6 - 12	683	No	Yes	Yes	73%	10
	12	Oakland Unified	Alliance Academy	Traditional	Non-charter	Middle	6 - 8	328	No	Yes	Yes	87%	1
	13	Oakland Unified	Elmhurst Community Prep	Traditional	Non-charter	Middle	6 - 8	383	No	Yes	Yes	93%	1
	14	Oakland Unified	Frick Middle*	Traditional	Non-charter	Middle	6 - 8	227	No	Yes	Yes	94%	5
	15	Oakland Unified	Urban Promise Academy	Traditional	Non-charter	Middle	6 - 8	370	No	Yes	Yes	95%	6
Central	16	San Leandro Unified	San Leandro High*	Traditional	Non-charter	High	9 - 12	2,608	Yes	Yes	Yes	58%	5
	17	San Leandro Unified	John Muir Middle*	Traditional	Non-charter	Middle	6 - 8	970	Yes	Yes	Yes	60%	1
	18	Hayward Unified	Cesar Chavez Middle	Traditional	Non-charter	Middle	6 - 8	567	Yes	Yes	Yes	82%	5
	19	Hayward Unified	Bret Harte Middle	Traditional	Non-charter	Middle	7 - 8	637	Yes	Yes	Yes	59%	8
	20	Hayward Unified	Hayward High	Traditional	Non-charter	High	9 - 12	1,576	No	Yes	Yes	66%	3
	21	San Lorenzo Unified	Bohannon Middle	Traditional	Non-charter	Middle	6 - 8	854	Yes	Yes	Yes	68%	4
	22	San Lorenzo Unified	San Lorenzo High	Traditional	Non-charter	High	9 - 12	1,394	Yes	Yes	Yes	76%	2
South	23	New Haven Unified	Cesar Chavez Middle*	Traditional	Non-charter	Middle	6 - 8	1,255	Yes	Yes	Yes	62%	1 ACT 4 UCT
	24	New Haven Unified	James Logan High*	Traditional	Non-charter	High	9 - 12	3,750	No	Yes	Yes	45%	9 ACT 6 UCT
	25	Newark Unified	Newark Junior High	Traditional	Non-charter	Middle	7 - 8	901	No	Yes	Yes	51%	4
	26	Newark Unified	Newark Memorial High	Traditional	Non-charter	High	9 - 12	1,703	No	Yes	Yes	45%	8
	27	Fremont Unified	William Hopkins Junior High	Traditional	Non-charter	Middle	7 - 8	1,119	No	Yes	Yes	5%	2
	28	Fremont Unified	American High	Traditional	Non-charter	High	9 - 12	2,200	Yes	Yes	Yes	17%	5
East	29	Dublin Unified	Wells Middle	Traditional	Non-charter	Middle	6 - 8	920	Yes	Yes	Yes	15%	2

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	30	Dublin Unified	Dublin High	Traditional	Non-charter	High	9 - 12	2,499	Yes	Yes	Yes	8%	5
	31	Livermore Valley Joint Unified	Del Valle Continuation High	Continuation	Non-charter	High	7 - 12	121	No	Yes	Yes	54%	1
	32	Livermore Valley Joint Unified	East Avenue Middle*	Traditional	Non-charter	Middle	6 - 8	618	Yes	Yes	Yes	31%	1
	33	Livermore Valley Joint Unified	Livermore High*	Traditional	Non-charter	High	9 - 12	1,810	No	Yes	Yes	21%	4
	34	Livermore Valley Joint Unified	Andrew N. Christensen Middle	Traditional	Non-charter	Middle	6 - 8	625	No	Yes	Yes	17%	1
	35	Pleasanton Unified	Thomas S. Hart Middle	Traditional	Non-charter	Middle	6 - 8	1,243	Yes	Yes	Yes	6%	6
	36	Pleasanton Unified	Foothill High	Traditional	Non-charter	High	9 - 12	2,148	Yes	Yes	Yes	6%	3

*Schools in Year 1 Pilot Program

Schools in Year 2 of the Pilot Program