![Alameda County Transportation Commission logo]

AFFORDABLE STUDENT TRANSIT PASS PROGRAM

2019-2020 School Year

EVALUATION REPORT   April 2021

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1   Introduction

At a result of the effective implementation and evaluation of the Student Transit Pass pilot, in December 2018, the Alameda County Transportation Commission approved continuation and phased expansion of the program beyond the pilot period. The expanded program launched in the 2019-2020 school year, with 62 schools in 11 districts. Over the course of the year, 13,500 students participated.

The goals and metrics of the Affordable Student Transit Program (STPP) are to:
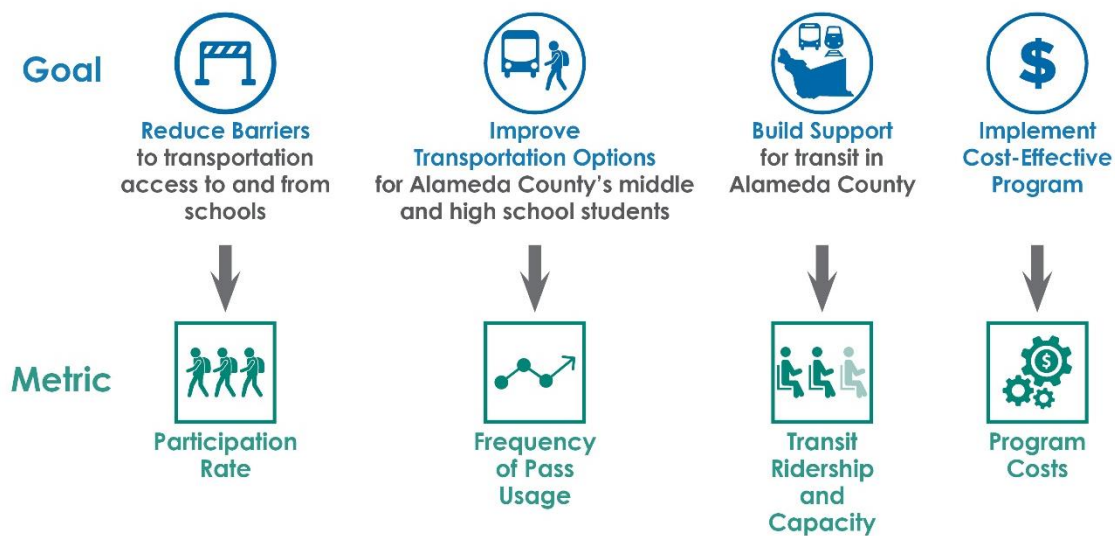
This report evaluates the 2019-2020 school year, providing key data to summarize the performance of the program during its first year of expansion. [1] The Commission approved four goals and a targeted set of evaluation metrics to evaluate the program for the first three years of the ongoing program (shown above). The metrics are based on readily available data sources and are designed to assess impacts of the program on students, transit agencies, and school districts and gauge the program's success against the adopted goals.

Program Design

The program continues to serve diverse areas across Alameda County and offers transit passes for three transit systems (AC Transit, LAVTA/Wheels, and Union City Transit) that connect students to schools, after-school activities, and job locations throughout Alameda County.

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[1] For information on the early history of the Student Transit Pass Program, refer to https://www.alamedactc.org/programs-projects/studentpass/ – this website includes an archive of past evaluations of the pilot.

Based on lessons learned from the pilot, the Commission approved the use of two program models among expansion districts. In school districts where 75 percent or more of students are eligible for Free and Reduced-Priced Meals (FRPM)[2], a "Free/Universal" program is provided where every enrolled student is eligible to participate in the STPP. Other participating STPP school districts are eligible for the "Means-based/Free" program where students can participate if they qualify for FRPM.

Students who apply for the program receive a youth Clipper card loaded with a free bus pass. Students also can add cash value to the card to access youth discounted fares on other transit services, including a 50 percent discount on BART fares.

Participating Schools and Program Models

At the end of the pilot (July 2019), 21 schools in 7 districts were participating in the program. In the 2019-2020 school year, 27 new schools from returning districts and 14 new schools from 4 new school districts joined the program, bringing the total to 62 schools in 11 school districts. Refer to Figure 1 for a list of the schools, by program model and district, that participated in the 2019-2020 school year. An asterisk indicates that the school was new to the program in 2019-2020.

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[2] LVJUSD is designated as a Free/Universal district even though 75 percent or more of the student population is not eligible for Free and Reduced-Price meals. Rather, LVJUSD is the lowest income district in East County.

Figure 1   2019-2020 Participating Schools by Program Model and District

Year-Three Program Model	School District	Participating Schools
Free/Universal	**Alameda County Office of Education (ACOE)***	Burke Academy* Fruitvale Academy* Hayward Community School* Opportunity Charter* Quest Academy*
	Emery Unified School District (Emery USD)*	Anna Yates Elementary* Emery High*
	Livermore Valley Joint Unified School District (LVJUSD)	Andrew N. Christensen Middle Del Valle High School East Avenue Middle School Granada High School* Joe Michell* Junction* Livermore High Vineyard Alternative* William Mendenhall*
	Oakland Unified School District (OUSD)	Aspire Golden State* Aspire Lionel Wilson* Castlemont High Civicorps Corpsmember* Coliseum College Prep* Elmhurst Community* Fremont High Frick Middle McClymonds High Oakland High Oakland International High* Roosevelt Middle Urban Promise Academy* West Oakland Middle* Westlake Middle
		* = new to program

Year-Three Program Model	School District	Participating Schools
Means-Based/Free	Alameda Unified School District (AUSD)*	Island High*
	Fremont Unified School District (FUSD)	American High
		William Hopkins Junior High
	Hayward Unified School District (HUSD)	Anthony W. Ochoa Middle*
		Brenkwitz High*
		Bret Harte Middle
		Cesar Chavez Middle*
		Hayward High
		Martin Luther King Jr. Middle*
		Mt. Eden High*
		Tennyson High*
		Winton Middle*
	New Haven Unified School District (NHUSD)	Cesar Chavez Middle
		Conley-Caraballo High*
		Decoto School*
		Itliong-Vera Cruz*
		James Logan High
	Newark Unified School District (NUSD)	Bridgepoint High*
		Crossroads High*
		Newark Junior High
		Newark Memorial
	Pleasanton Unified School District (PUSD)*	Amador Valley*
		Foothill High School*
		Harvest Park*
		Pleasanton Middle School*
		Thomas S. Hart Middle*
		Village High School*
	San Leandro Unified School District (SLUSD)	Bancroft Middle*
		John Muir Middle
		Lincoln High*
		San Leandro High

* = new to program

COVID-19

In early 2020, the Bay Area and world took extreme actions to protect the community against the spread of COVID-19. In March, the program halted card production as in-person learning transitioned to remote education, and transit agencies offered fare-free service. While COVID-19 changed the program's day-to-day operations, very few new applications were being submitted at that point, so we infer that the program likely was near the peak of sign-ups for the 2019-2020

school year by March. As a result, transit boardings also declined substantially from this point forward.

Time Period of Evaluation

Due to the tripling of the size of the program and the time required to onboard over 40 new schools, new applications were being submitted and processed throughout the months of September and October. Therefore, program participation and pass usage did not normalize until around November 2019. Given this ramp up period and the impacts of COVID-19 starting in March 2020, this report focuses on analyzing Student Transit Pass activity during November through February to understand more "typical" travel behavior. This period defines the core months of program, the period for which Clipper data is available and most reflective of students' typical travel behavior to and from school during the 2019-20 school year. For consistency, year-over-year comparisons to 2018-19 are made using the same four-month period.
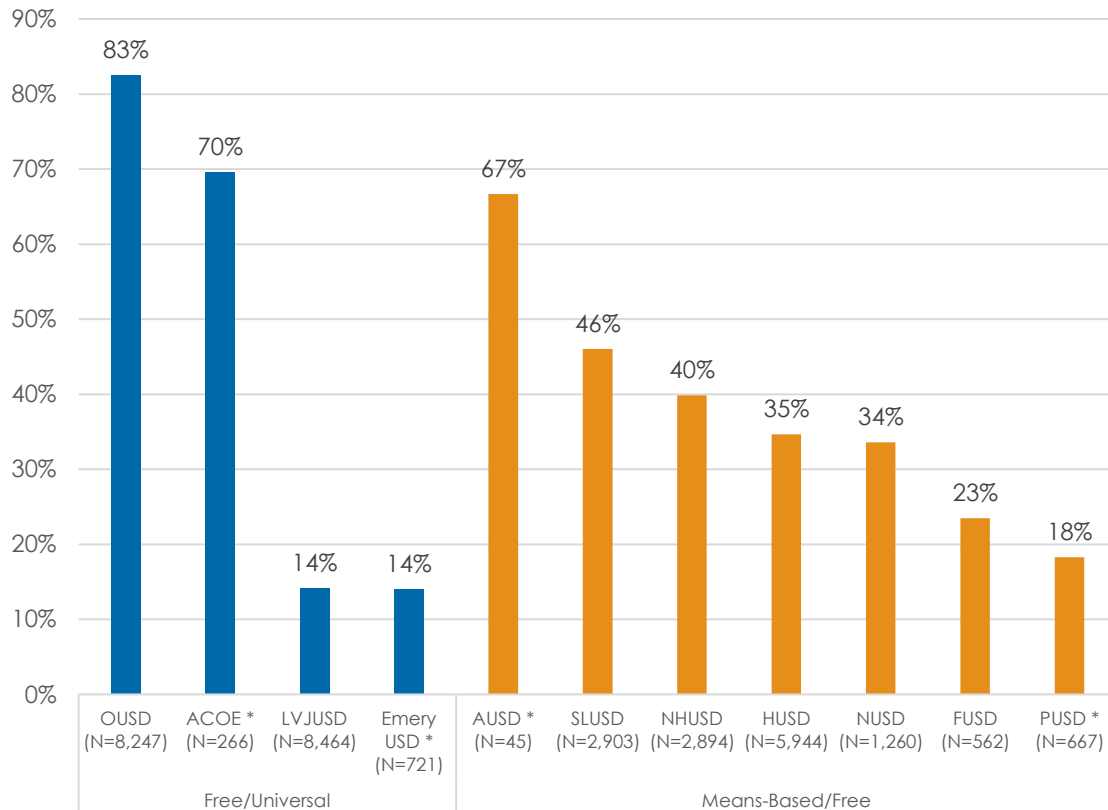
2 Participation Rate

During the 2019-2020 school year, about 42 percent of all eligible students applied for a free bus pass; by March 2020, over 13,500 out of 31,937 eligible students signed up for the program. Participation rates varied from 14 percent to 83 percent depending on the school and school district. A wide range of participation levels also was seen during the pilot period – this variation across school districts is likely due to multiple factors, including differences in transit service coverage and quality, demographics, land use, and urban form throughout the county.

During the three pilot years, Oakland USD had the highest participation rate. This trend continued into the launch of the expanded program with 83 percent of Oakland USD students participating during the 2019-2020 school year. High participation in Oakland USD is likely due to schools' proximity to AC Transit routes, students' dependency on public transportation, and household income.

Alameda County Office of Education had the second-highest participation at 70 percent. The lowest participation rates were seen in Livermore Valley Joint USD and Emery USD, with only 14 percent of eligible students participating in both districts.

Comparison Across Program Model

Participation rates varied by school district, with no definitive trends observed between Free/Universal programs and Means-Based/Free programs. This finding is consistent with that of Year Three of the pilot. As shown in Figure 2, schools using the Free/Universal model saw both the highest and lowest participation rates among all schools. The range of participation rates among schools using the Means-Based/Free was similarly large, ranging from 18 to 67 percent.

Figure 2   2019-2020 Year-End Participation Rate, by Program Model and School District


	Free/Universal			Means-Based/Free						
District	OUSD (N=8,247)	ACOE * (N=266)	LVJUSD (N=8,464)	Emery USD * (N=721)	AUSD * (N=45)	SLUSD (N=2,903)	NHUSD (N=2,894)	HUSD (N=5,944)	NUSD (N=1,260)	FUSD (N=562)	PUSD * (N=667)
Rate	83%	70%	14%	14%	67%	46%	40%	35%	34%	23%	18%

* Asterisk (*) indicates school districts that first joined the program in the 2019-20 school year. The N number indicates the total eligible students within each school district this year.

Participation rate does not appear to be driven by familiarity with the program over time. Districts continuing from the pilot and districts new this year both had a mix of high and low participation rates, which is consistent with observations noted in the pilot program Year Three Evaluation.

Comparison Across Planning Areas

Figure 3 presents the 11 participating districts grouped by the four Alameda CTC planning areas. The location of a district appears to play a role in students' level of participation. Moving from north to south and then east through Alameda County, participation generally decreases. This trend may be a result of the variation in transit operators' services, including schools' proximity to transit routes, coverage, and frequency of service. AC Transit service is more extensive in northern parts of the county and thus students in these areas can use transit for a wider range of trips and rely on transit for more regular travel. The two districts in the East planning area, Pleasanton USD and Livermore Valley Joint USD, rely on LAVTA/Wheels' service, which operates in a lower density, more auto-oriented environment.

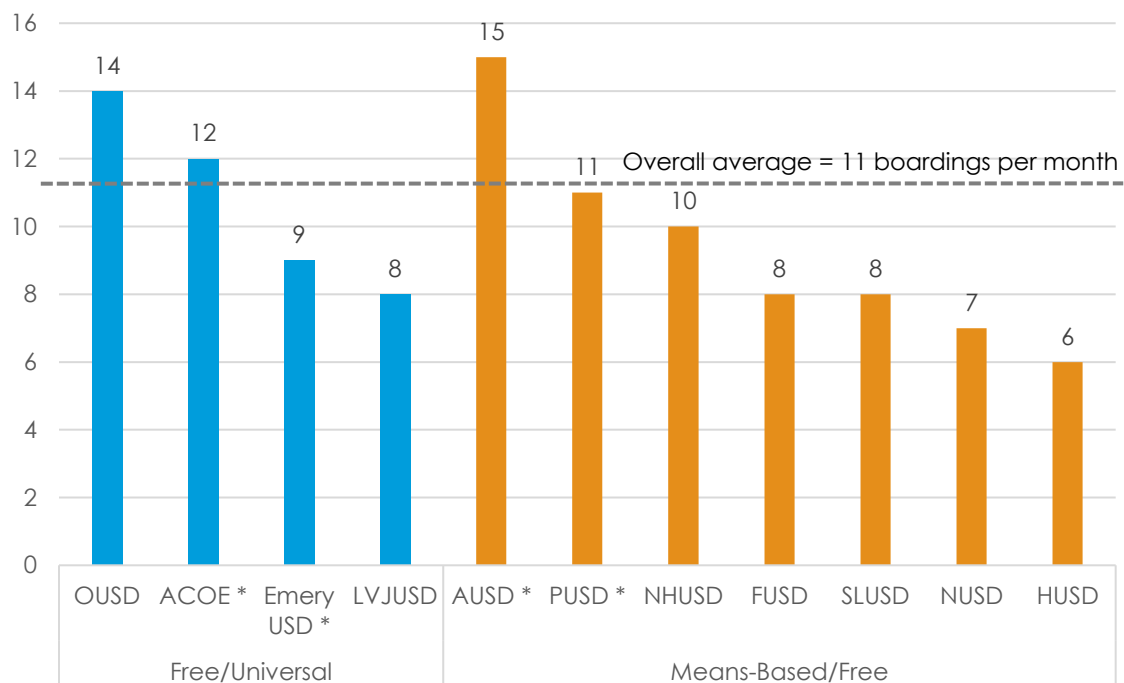**Figure 3   2019-2020 Year-End Participation Rate, by Planning Area and School District**
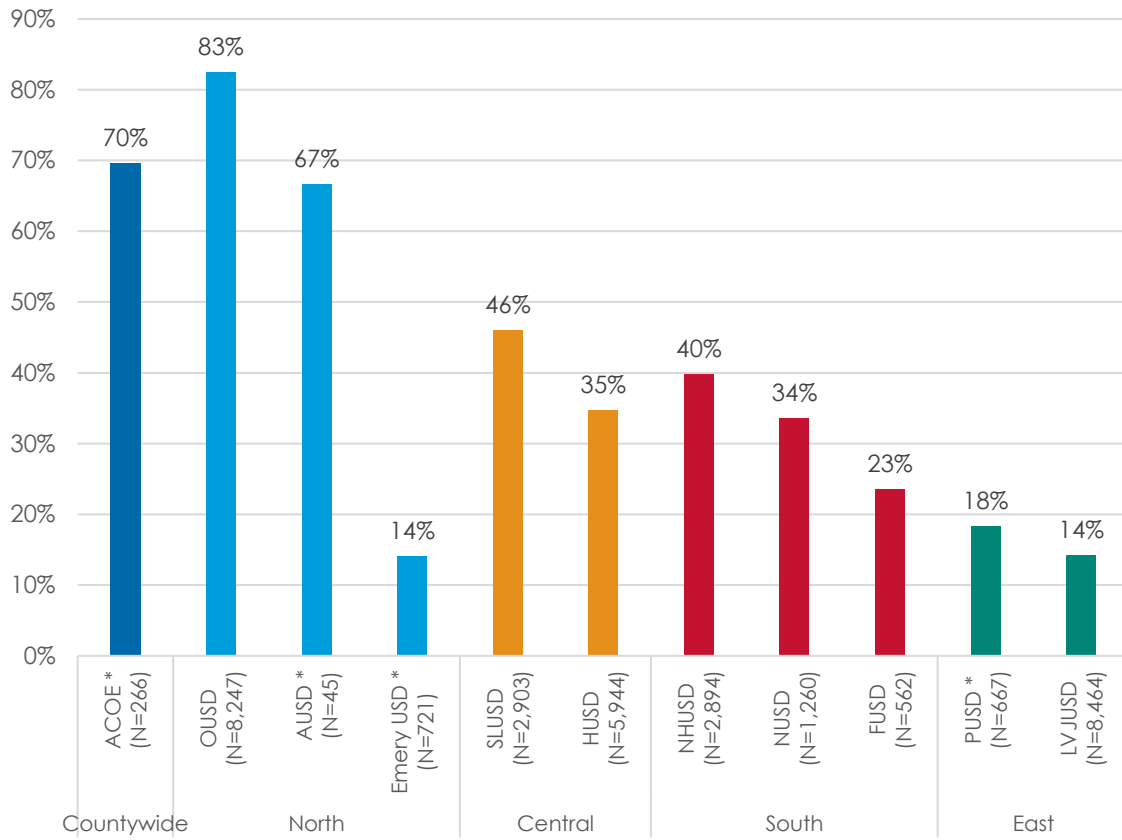
Asterisk (*) indicates school districts that first joined the program in the 2019-20 school year. The N number indicates the total eligible students within each school district this year.

3 Pass Usage

During the portion of the 2019-2020 school year for which Clipper data is available (August-March), participating students took over 800,000 bus trips. Most bus boardings were on AC Transit (about 730,000 or 89 percent) due to AC Transit's large service area. Approximately 21,500 boardings (about 3 percent) were on Union City Transit, and almost 67,000 boardings (about 8 percent) were on LAVTA/Wheels.

During the core months of the school year (November-February), participating students took an average of 11 bus trips per month. As shown in Figure 4, this average varies by school district. Alameda USD had the highest usage rate with an average of 15 monthly boardings per participant; Oakland USD had the second-highest usage rate with 14 monthly boardings per participant. The other school districts range from 6 to 12 monthly boardings per participant. There were no definitive differences in pass usage observed between Free/Universal and Means-Based/Free programs.

Figure 4   Average Monthly Boardings per Participant, by Program Model and District (Nov-2019 to Feb-2020)

* Indicates school districts that first joined the program in the 2019-20 school year.

Figure 5 presents the usage rate by district during the core months of the 2019-2020 school year, grouped by planning area. The North planning area contains the districts with the top three highest average monthly boardings per participant: Alameda USD, Oakland USD, and Alameda County of Office and Education (15, 14, and 12 boardings per participant per month, respectively). The districts in the Central, South, and East planning areas generally had lower average monthly boardings per participant, although the fourth highest level of average monthly boardings per participant was observed in Pleasanton USD in East County, a new addition to the program in 2019-2020. As mentioned in the previous chapter, some of the variations are attributable to external factors such as the quality of transit service, school districts where very few students are eligible to participate in the program, land use patterns, and underlying demographic characteristics in each part of the county.
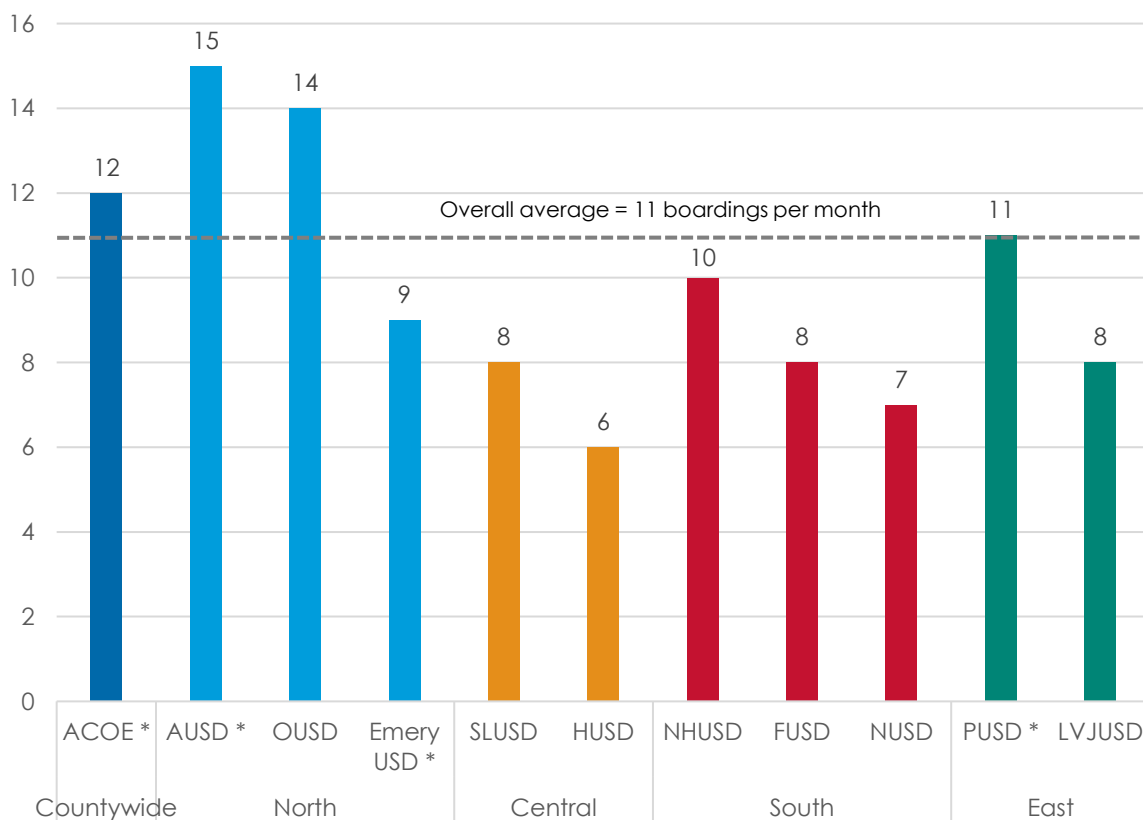
Figure 5   Average Monthly Boardings per Participant, by Planning Area and District (Nov-2019 to Feb-2020)

Asterisk (*) indicates school districts that first joined the program in the 2019-20 school year.

4 Transit Ridership and Capacity

As in previous years, the program team coordinated with AC Transit, Union City Transit, and LAVTA/Wheels to monitor trends in youth ridership, and operational and capacity changes. The STPP represents a portion of each transit agency's total ridership. Hence, the focus of the following analysis is to understand how changes in STPP boardings relate to overall ridership and capacity changes and trends, by operator. At this time, the data required to make these comparisons is not uniformly available from all three bus transit operators. Therefore, the analytical approach varies for each operator, as described below.

AC Transit

During the core months of the 2019-2020 school year, STPP participants boarded AC Transit buses 494,511 times. This is a 29 percent increase compared to the 382,441 boardings seen during the same months during the pilot in the 2018-19 school year. The growth is likely attributed to the addition of three new districts (seven schools) and 22 new schools in returning districts. Moreover, the year-over-year increase in total ridership is larger than the percent growth in the number of program participants within the AC Transit service area (24%). This suggests that, prior to the pandemic, some STPP participants were riding the bus more often in 2019-2020 than in 2018-19.

To explore how these STPP boardings impact systemwide routes and overall capacity, AC Transit conducted a year-over-year analysis of Average Daily Ridership (ADR) near participating schools. Specifically, staff (1) identified bus stops within a quarter mile of participating schools, and (2) set time windows for data collection based on schools' bell schedules – 45 minutes before start time and 60 minutes after dismissal—as well as academic calendars for early dismissals and no-school days. Based on these parameters, the agency pulled Automatic Passenger Count (APC) data for the identified bus stops and calculated the average number of morning alightings and afternoon boardings at each school over a five week timeframe each fall.[3]

The analysis is grouped into two parts:

- **Returning schools** – schools continuing their participation from the 2018-19 program year.

- **New schools** -- schools that joined the program for the first time in 2019-2020.

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[3] The analysis focuses on fall, because this time of year is less likely to have irregular school schedules or changes to bus routes and schedules. Before calculating the ADR over the five-week period, the APC data is filtered to remove weekend days, afternoon boardings on days with early dismissals, and all alightings and boardings on days where a school is not in session.

Year-over-year changes in transit ridership near new schools could be due to the introduction of the STPP. Whereas, year-over-year ridership changes near returning schools are more likely to be driven by organic changes in program participation and composition.

Returning Schools

Between the 2018-2019 and 2019-2020 school years, ADR across returning schools remained stable, though results varied by school district. Program wide, bus stops near returning schools saw a 4 percent increase in ridership, (100 net additional daily trips), an aggregated gain that is attributable to Oakland USD's ridership growth.[4] During AC Transit's 2018-2019 fiscal year, overall systemwide ridership experienced some growth. Thus, the ridership growth at bus stops near returning schools may be a result of general ridership growth.

Bus stops adjacent to Oakland USD returning schools experienced the greatest net ridership increase with 125 additional ADR in 2019-2020 compared to 2018-2019. Hayward USD experienced the next highest net ridership increase with 21 additional ADR. Meanwhile, bus stops near returning schools at three districts saw minor decreases in ridership, ranging between 6 and 24 fewer ADR this year compared to last year. Figure 6 shows ADR at bus stops near returning schools for the 2018-19 and 2019-2020 school years.

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[4] While some returning schools' participation remained stable, other schools saw a dip in participation and ridership. (Percent Change in Ridership: FUSD: -24%, HUSD: -1%, NHUSD: -26%, NHUSD: -36%, OUSD: 0%, and SLUSD -57%). The project team will continue to address enrollment at returning schools and discuss whether additional marketing measures ought to be considered.

Figure 6   AC Transit Average Daily Ridership at Bus Stops Near Returning Schools, 2018-19 vs. 2019-2020
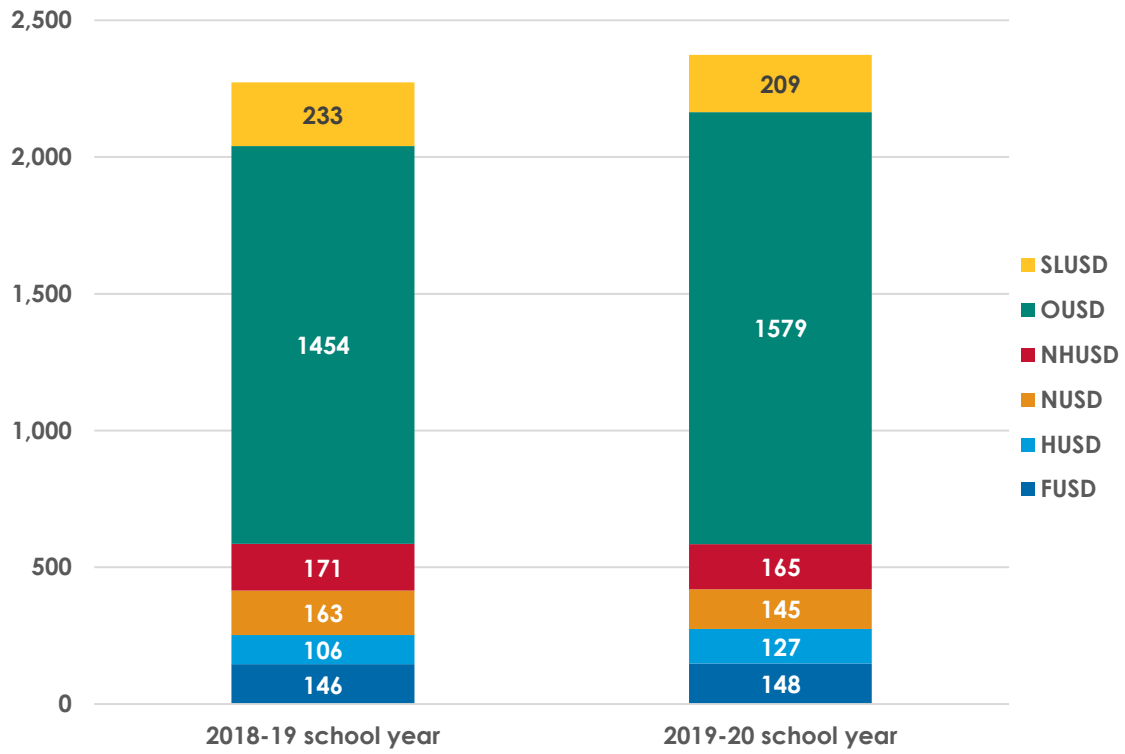
New Schools

ADR at bus stops near new schools grew by 41 percent, or an additional 848 average daily rides compared to boardings at these same stops in 2018-19 (before the program launched at these schools). STPP program expansion likely contributed to at least some of the increase in ridership at these stops.

The greatest ridership increase occurred at bus stops near Alameda County Office of Education schools, which experienced 430 additional ADR -- a 36 percent increase from 2018-19. While some of these new boardings are likely a result of STPP program expansion to this district, the growth may also be due to external factors given that several ACOE schools are very close to busy transit stops and activity centers in downtown Oakland. Bus stops near Oakland USD schools new to the program experienced the next highest increase in ridership, with 185 additional ADR compared to last year. Figure 7 presents ADR in 2018-19 and 2019-2020 at bus stops near schools that were new to STPP this year.

Figure 7   AC Transit Average Weekday Boardings at Bus Stops Near New Schools, 2018-2019 vs. 2019-2020
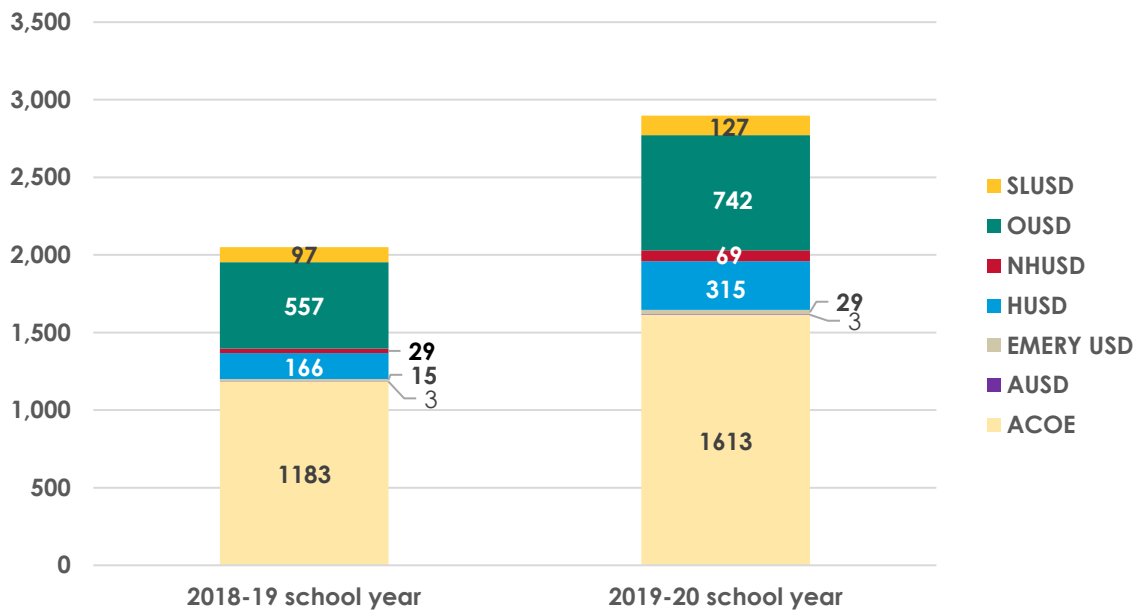
[1] Note that while Alameda USD added one school to the STPP during 2019-20, ridership growth near this school is not apparent likely due to the analysis methodology. The route that serves the bus stop located within the defined geographic radius has a schedule that is not well-matched to the school bell times, so there are very few boardings there during the defined a.m. and p.m. time windows. Students may be more likely to use the more frequent 51A service, which stops just outside of the defined geographic radius and thus is not included in the analysis.

Union City Transit

During the core months of the 2019-2020 school year, STPP participants boarded Union City Transit buses 17,080 times. This represents about a 6 percent increase compared to 16,055 boardings during the same months in the 2018-19 school year. Three New Haven USD schools joined the program in the 2019-2020 school year – Conley-Caraballo High School, Decoto School for Independent Study, and Itliong-Vera Cruz – adding just under 500 eligible students. However, while there was an increase in eligible students, the total number of participating students decreased by about 15 percent (1,351 to 1,153). In other words, fewer participants took more Union City Transit trips, indicating that some students used transit more often this year compared to last year.

Like many transit systems in the United States, Union City Transit has experienced declines in annual ridership levels over the past several years. Systemwide youth boardings followed the same overall trend through 2015-16, but then leveled off in 2016-17, the year the STPP pilot launched. The next year, Union City Transit discontinued its Youth 31-day pass fare product, and STPP boardings now represent more than half of all youth boardings in the system. Systemwide youth boardings saw a slight increase in 2019-2020 compared to prior years. As shown in Figure 8, STPP boardings, as a share of all youth boardings, increased by 2 percentage points between 2018-19 and 2019-2020.

Figure 8   Union City Youth Transit Boardings, by Fare Product (Core Months, November – February)
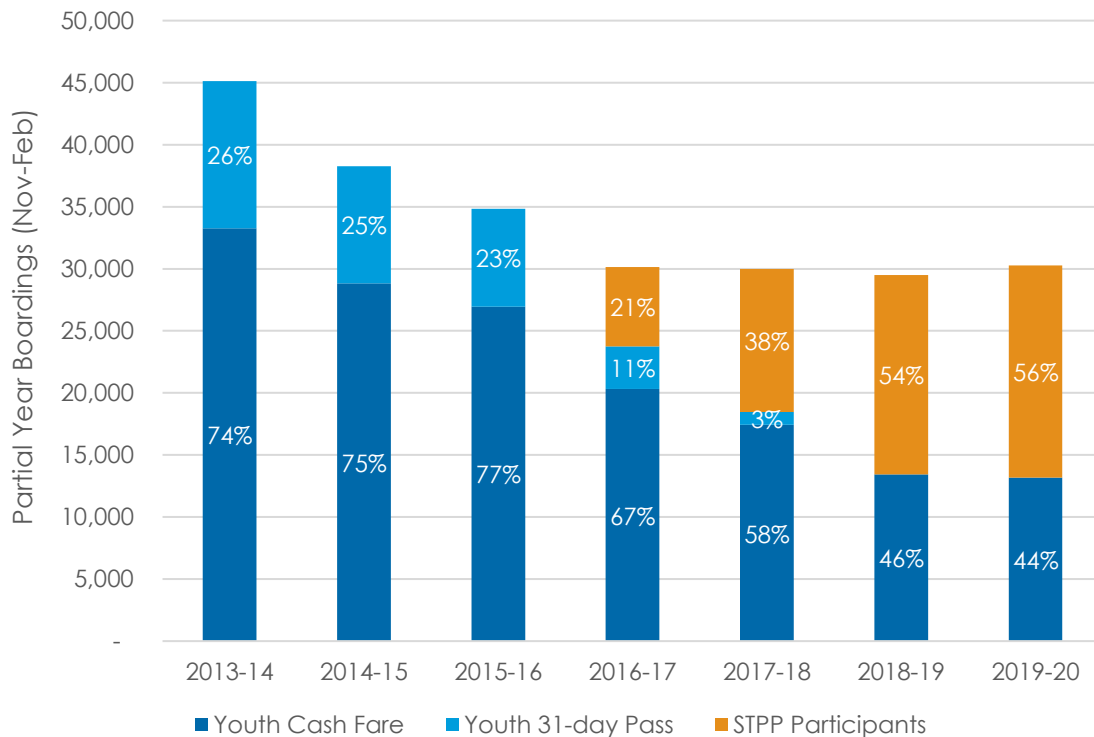
LAVTA/Wheels

STPP participants boarded LAVTA/Wheels buses 38,313 times during the core months of the 2019-2020 school year, a 42 percent increase compared to participant boardings during the same months of the pilot 2018-19 school year. This is notable because total STPP enrollment in the LAVTA service area increased by only 7 percent between the two school years. About a third of the year over year ridership growth is attributed to Pleasanton USD, which joined the program for the first time in 2019-2020. The remaining growth is from the continuing STPP pilot schools and five new schools in Livermore Valley Joint USD.

As a returning school district, Livermore Valley Joint USD generated average monthly boardings per participant that exceeded 2018-19 average monthly boardings per participant. This observed growth in STPP ridership is likely due to a combination of program expansion, new schools' proximity to transit routes, extensive outreach to schools, and changes in typical travel behavior by program participants.

Ridership trends were gleaned by analyzing trends in overall ridership (adult and youth) on the fourteen bus routes that serve the 2019-2020 STPP schools. Total ridership on the bus routes that served the 2019-2020 STPP schools decreased from 2013-14 to 2015-16 and increased in 2016-17. The increase coincided with the restructuring of LAVTA's route network and the initial three-year STPP pilot program launch. Since the pilot's first year, LAVTA has seen higher and mostly increasing total ridership on these fourteen bus routes.

In addition, STPP boardings have accounted for an increasing share of ridership on these bus routes. In 2019-2020, STPP boardings made up 8 percent of total boardings on the school-serving routes -- an increase of about 2 percentage points from the previous school year. The total ridership on all fourteen school-serving routes for the partial-year period in each of the past seven years is shown in Figure 9.

Figure 9   LAVTA/Wheels Ridership on Routes Serving 2019-2020 STPP Schools (Core Months Only, Nov-Feb)
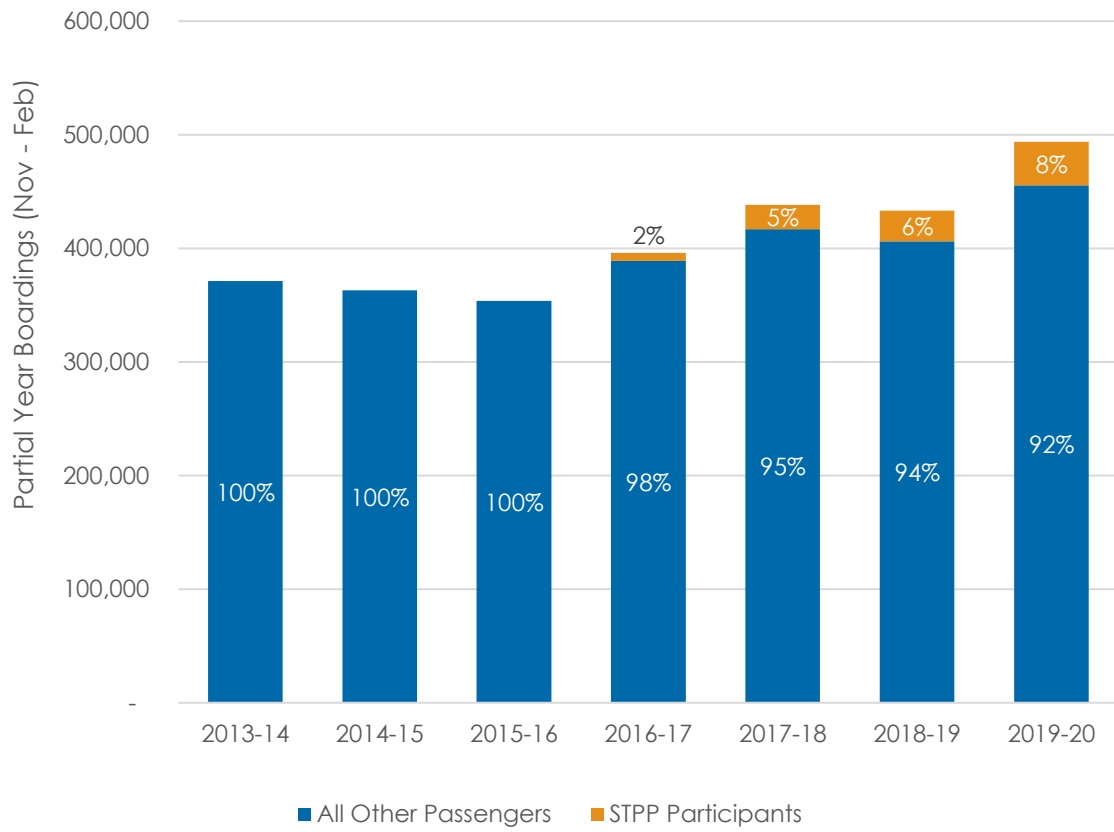
5 Program Costs

For the 2019-2020 school year, staff undertook a major expansion of the Student Transit Pass Program (STPP). As noted in an earlier section, the program expanded to 62 schools in 11 school districts. The 2019-2020 expansion tripled the number of participating schools, and significantly increased the number of schools added in one year (pilot Year 1 included 9 schools, Year 2 included 15, Year 3 included 21).

The shift from the initial three-year pilot into Phase 1 expansion had a few impacts on program costs:

1. The overall participation rate (the share of eligible students who opted to receive a pass) declined due to a substantial increase in the number of students who had access to the program. The Pilot focused on students most likely to utilize the pass, whereas the program expansion broadened the reach, including roll-out efforts at some schools where program uptake was not as strong.

2. The expansion required significant staff resources to onboard new schools including signing MOUs between school districts and transit agencies, educating school staff about the program, identifying and training site administrators at each school, and updating protocols and processes to reflect an expanded ongoing program, rather than a short-term pilot.

3. During the pilot, standard adult Clipper cards were issued due to limitations of the Clipper system and the need to use pass products that were readily available to get the program up and running in a short amount of time. For the expansion, the program transitioned to youth Clipper cards, which was a more suitable product for an ongoing program that provided more benefits to the student participants. The change in pass product was a major undertaking and required a new STPP youth Clipper card application and close coordination with partner transit agencies and Clipper to ensure processes were in place to begin card production in August 2019.

4. Alameda CTC and transit agency partners, including AC Transit, LAVTA and Union City Transit, coordinated closely with school districts during Phase 1 to ensure the program was implemented effectively and STPP protocols were met at each school.

Two other key factors that affected costs for the 2019-2020 school year are:

1. Phase 1 introduced a new payment structure for transit agencies. Instead of varying payment arrangements, such as payment per participant, number of boardings, or number of eligible students, all three transit agencies were reimbursed per ride. This payment-per-ride payment structure kept transit agencies whole by paying for every ride taken by an STPP student.

2. Due to the COVID-19 pandemic, in-person schooling and transit fare collection were suspended in March 2020. As a result, no transit agency ride costs were incurred for the remainder of the school year, resulting in reduced costs compared to projections, but a higher share of total costs attributable to program set up and management compared to rides.

Cost for 2019-2020 School Year

The costs for the Student Transit Pass Program fall into three categories:

- Transit pass costs
- Staff costs including Alameda CTC, consultants, and transit agency staff
- Direct costs such as shipping cards to schools and data reporting expenses

Transit Pass Costs

Alameda CTC uses a pay-per-ride payment structure with each participating transit agency – AC Transit, Union City Transit and LAVTA – for this expanded program. The total invoiced amounts and cost per bus trip for the 2019-20 school year are shown in Figure 10.

Figure 10 Bus Pass Cost for 2019-20

Transit Agency	Bus Pass Cost	2019-2020 Total Boardings	Alameda CTC Cost Per Trip
AC Transit	$814,888	729,870	$1.12
Union City Transit	$27,971	21,478	$1.30
LAVTA	$115,434	66,768	$1.73
TOTAL	**$958,293**	**818,116**	**$1.17 (overall)**

Cost Per Participant

Program participants use their transit passes to varying degrees. Some students use their bus pass infrequently over the year, while others use their bus pass every day. An average cost per participant is calculated by adding up the transit operator's transportation costs and dividing by the number of enrolled participants. This calculation is portrayed by school district in Figure 11.

Figure 11 Annual Cost Per Participant (transit pass only)

School District	Bus Passes Distributed	Annual Cost Per Participant
AC TRANSIT		
Alameda County Office of Education (ACOE)	185	$67
Alameda Unified School District	30	
Emery Unified School District	101	
Fremont Unified School District	132	
Hayward Unified School District	2,060	
Oakland Unified School District	6,805	
San Leandro Unified School District	1,336	
Newark Unified School District	423	
AC TRANSIT + UNION CITY TRANSIT		
New Haven Unified School District	1,153	$91
LAVTA		
Pleasanton Unified School District	122	$87
Livermore Valley Joint Unified School District	1,200	
TOTAL, All Districts	**13,547**	**$71**

Administrative Costs

For the 2019-2020 school year, approximately $7,000 was spent on transit agency direct costs for program materials such as printing and shipping expenses. A total of $472,000 was spent on labor expenses, including billed time for program implementation and evaluation by Alameda CTC staff and the Nelson\Nygaard and Transportation Analytics consulting team, as well as compensation for AC Transit staff time spent on Clipper card processing.

Summary of 2019-2020 Costs

Certain benchmarks were set by the Commission for the program in the long-term – that direct expenses would remain below 1% of transit pass costs and that staffing would not exceed 5-8% of transit pass costs. For the 2019-2020 school year, direct expenses were below the 1% threshold. However, transit pass costs were lower than anticipated due to the pandemic, and overall staffing costs were higher due to increased coordination with schools to account for an aggressive expansion, new protocols and COVID-19, leading to a staffing cost that was higher than the 5-8% threshold for the year.

6   Road Ahead

After the 2019-2020 school year, the project team expedited efforts to institute an online application during the pandemic to ensure that participating districts, both returning and new, would have access to the program during a period of remote learning. The 2020-2021 school year includes 84 schools across 14 school districts and will be evaluated using the same set of focused metrics – participation rate, frequency of pass usage, transit ridership and capacity, and program costs.

Appendix A   2019-2020 Program Data, By District

Figure 12 2019-2020 Eligible Students and Participants, By District and School

School District	Participating Schools	Program Model	Number of Eligible Students	Number of Participants	March 2020 Participation Rate
Alameda County Office of Education (ACOE)	Alameda County Community*	Free/ Universal	266	185	70%
	Opportunity Charter				
Alameda Unified School District (AUSD)	Island High	Means-Based/Free	45	30	67%
Emery Unified School District (EUSD)	Anna Yates Elementary	Free/ Universal	721	101	14%
	Emery High				
Fremont Unified School District (FUSD)	William Hopkins Junior High	Means-Based/Free	562	132	23%
	American High				
Hayward Unified School District (HUSD)	Anthony W. Ochoa Middle	Means-Based/Free	5,944	2,060	35%
	Brenkwitz High				
	Bret Harte Middle				
	Cesar Chavez Middle				
	Hayward High				
	Martin Luther King Jr. Middle				
	Mt. Eden High				
	Tennyson High				
	Winton Middle				
Livermore Valley Joint Unified School District (LVJUSD)	Andrew N. Christensen Middle	Free/ Universal	8,464	1,200	14%
	Del Valle High School				
	East Avenue Middle School				
	Granada High School				

School District	Participating Schools	Program Model	Number of Eligible Students	Number of Participants	March 2020 Participation Rate
	Joe Michell				
	Junction				
	Livermore High				
	Vineyard Alternative				
	William Mendenhall				
Newark Unified School District (NUSD)	Bridgepoint High	Means-Based/Free	1,260	423	34%
	Crossroads High				
	Newark Junior High				
	Newark Memorial				
New Haven Unified School District (NHUSD)	Cesar Chavez Middle	Means-Based/Free	2,894	1,153	40%
	Conley-Caraballo High				
	Decoto School				
	Itliong-Vera Cruz				
	James Logan High				
Oakland Unified School District (OUSD)	Aspire Golden State	Free/ Universal	8,247	6,805	83%
	Aspire Lionel Wilson				
	Castlemont High				
	Civicorps Corpsmember				
	Coliseum College Prep				
	Elmhurst Community				
	Fremont High				
	Frick Middle				
	McClymonds High				
	Oakland High				
	Oakland International High				

School District	Participating Schools	Program Model	Number of Eligible Students	Number of Participants	March 2020 Participation Rate
	Roosevelt Middle				
	Urban Promise Academy				
	West Oakland Middle				
	Westlake Middle				
Pleasanton Unified School District (PUSD)	Amador Valley	Means-Based/Free	667	122	18%
	Foothill High School				
	Thomas S. Hart Middle				
	Harvest Park				
	Pleasanton Middle School				
	Village High School				
San Leandro Unified School District (SLUSD	Bancroft Middle	Means-Based/Free	2,903	1,336	46%
	John Muir Middle				
	Lincoln High				
	San Leandro High				
11 Districts	**59 Schools**	**2 Models**	**31,973**	**13,547**	**40%**

*Alameda County Community includes 4 schools: Burke Academy, Fruitvale Academy, Hayward Community School, and Quest Academy Community School

Appendix B 2019-2020 Bus Boardings, By District

Figure 13 2019-2020 Bus Boardings, By District

School District	Participating Schools	Program Model	Average Monthly Boardings Per Participant		Recorded Bus Boardings by Transit Operator (Aug-2019 through Mar-2020) [		
			Core Months (Nov-Feb)	Overall (Aug-Mar)	AC Transit	UCT	LAVTA
Alameda County Office of Education (ACOE)	Alameda County Community*	Free/ Universal	12	11	9,327		
	Opportunity Charter						
Alameda Unified School District (AUSD)	Island High	Means-Based/Free	15	14	2,309		
Emery Unified School District (EUSD)	Anna Yates Elementary	Free/ Universal	9	7	4,050		
	Emery High						
Fremont Unified School District (FUSD)	William Hopkins Junior High	Means-Based/Free	8	8	5,424		
	American High						
Hayward Unified School District (HUSD)	Anthony W. Ochoa Middle	Means-Based/Free	6	4	47,122		
	Brenkwitz High						
	Bret Harte Middle						
	Cesar Chavez Middle						
	Hayward High						
	Martin Luther King Jr. Middle						
	Mt. Eden High						

School District	Participating Schools	Program Model	Average Monthly Boardings Per Participant		Recorded Bus Boardings by Transit Operator (Aug-2019 through Mar-2020) [		
			Core Months (Nov-Feb)	Overall (Aug-Mar)	AC Transit	UCT	LAVTA
	Tennyson High						
	Winton Middle						
Livermore Valley Joint Unified School District (LVJUSD)	Andrew N. Christensen Middle	Free/ Universal	8	8			60,450
	Del Valle High School						
	East Avenue Middle School						
	Granada High School						
	Joe Michell						
	Junction						
	Livermore High						
	Vineyard Alternative						
	William Mendenhall						
Newark Unified School District (NUSD)	Bridgepoint High	Means-Based/Free	7	6	14,263		
	Crossroads High						
	Newark Junior High						
	Newark Memorial						
New Haven Unified School District (NHUSD)	Cesar Chavez Middle	Means-Based/Free	10	8	32,215	21,478	
	Conley-Caraballo High						
	Decoto School						
	Itliong-Vera Cruz						
	James Logan High						

| School District | Participating Schools | Program Model | Average Monthly Boardings Per Participant | | Recorded Bus Boardings by Transit Operator (Aug-2019 through Mar-2020) [| | |
			Core Months (Nov-Feb)	Overall (Aug-Mar)	AC Transit	UCT	LAVTA
Oakland Unified School District (OUSD)	Aspire Golden State	Free/ Universal	14	13	561,668		
	Aspire Lionel Wilson						
	Castlemont High						
	Civicorps Corpsmember						
	Coliseum College Prep						
	Elmhurst Community						
	Fremont High						
	Frick Middle						
	McClymonds High						
	Oakland High						
	Oakland International High						
	Roosevelt Middle						
	Urban Promise Academy						
	West Oakland Middle						
	Westlake Middle						
Pleasanton Unified School District (PUSD)	Amador Valley	Means-Based/Free	11	10			6,318
	Foothill High School						
	Thomas S. Hart Middle						
	Harvest Park						
	Pleasanton Middle School						
	Village High School						

| School District | Participating Schools | Program Model | Average Monthly Boardings Per Participant | | Recorded Bus Boardings by Transit Operator (Aug-2019 through Mar-2020) [| | |
			Core Months (Nov-Feb)	Overall (Aug-Mar)	AC Transit	UCT	LAVTA
San Leandro Unified School District (SLUSD	Bancroft Middle	Means-Based/Free	8	7	53,492		
	John Muir Middle						
	Lincoln High						
	San Leandro High						
Countywide Boardings					729,870	21,478	66,768
Overall average monthly boardings per participant					11	3	7