

Student Transit Pass Program:
2020-2021 School Year

EVALUATION REPORT



January 2022



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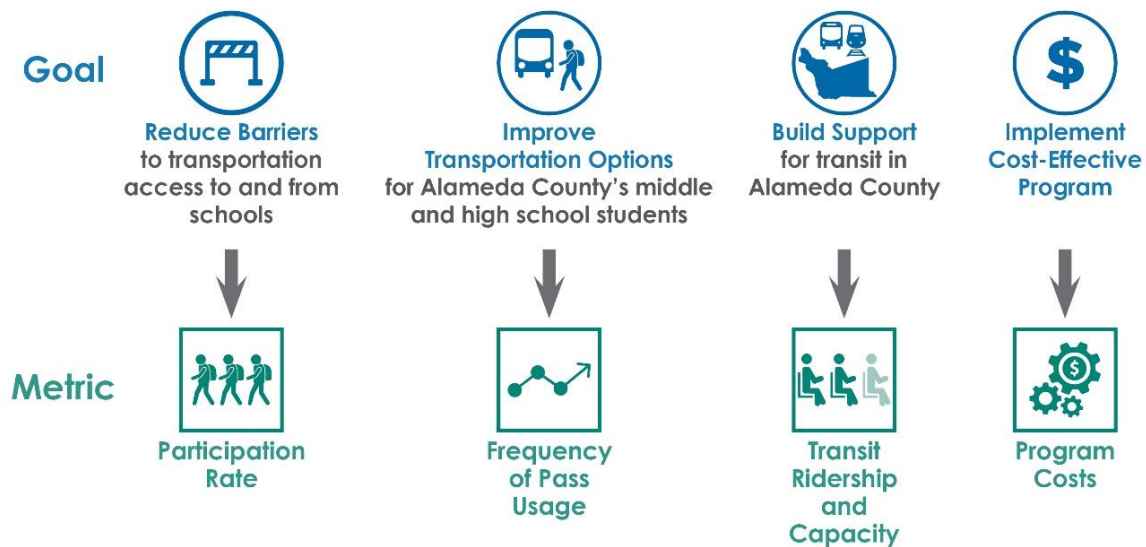
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1 Introduction

Following a three-year pilot period, the Student Transit Pass Program launched in fall 2019 at 62 schools in 11 districts. During the 2020-2021 school year, the program was expanded to a total of 84 schools in 14 districts, and 12,580 students participated.

This report evaluates the 2020-2021 school year, providing key data to summarize the performance of the program during its second 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 below). 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.

The goals and metrics of the Student Transit Program (STPP) are to:



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.

Based on lessons learned from the pilot, the Commission approved the use of two program models among expansion districts. In school districts where at least 75% of

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 and program.

students are eligible for Free and Reduced-Priced Meals (FRPM), a “Free/Universal” program is provided where every enrolled student is eligible to participate in the STPP. Livermore Valley Joint USD is designated as a Free/Universal district even though 75% or more of the student population is not eligible for Free and Reduced-Price meals. Rather, Livermore Valley Joint USD is the lowest income district in East County. 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 for the participating transit agencies in their local area. Students also can add cash value to the card to access youth discounted fares on other Bay Area transit services, including a 50% discount on BART fares.

Participating Schools and Program Models

At the end of the 2019-2020 school year, 62 schools in 11 districts were participating in the program. In the 2020-2021 school year, 8 new schools from returning districts and 14 new schools from 3 new school districts joined the program, bringing the total to 84 schools in 14 school districts. Refer to Figure 1 for a list of the schools, by program model and district, that participated in the 2020-2021 school year. An asterisk indicates that the school district or individual school was new to the program in 2020-2021. Some schools that were onboarded during the 2020-2021 school year were not able to identify a site administrator to support program marketing and administration.

Figure 1 2020-2021 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
	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
	Oakland Unified School District (OUSD)	William Mendenhall
		Aspire Golden State
Aspire Lionel Wilson		
Bret Harte Middle*		
Castlemont High		
Civicorps Corpsmember		
Coliseum College Prep		
Elmhurst Community		
Fremont High		
Frick Middle		
McClymonds High		
Oakland Charter Academy*		
Oakland High		
Oakland International High		
Ralph J. Bunche Academy*		
Roosevelt Middle		
Urban Promise Academy		
West Oakland Middle		
Westlake Middle		
Means-Based/Free	Alameda Unified School District (AUSD)	Encinal Junior/Senior High*
		Island High
		Will C. Wood Middle*
	Berkeley Unified School District (BUSD)*	Berkeley High*
		Longfellow Arts and Technology Middle*
		Willard Middle*
	Castro Valley Unified School District (CVUSD)*	Castro Valley High*
		Canyon Middle*
		Creekside Middle*
Redwood High*		

Table continues on next page

* = new to program

Year-Three Program Model	School District	Participating Schools
Means-Based/Free <i>(continued)</i>	Fremont Unified School District (FUSD)	American High Centerville Junior High* John F. Kennedy High* Robertson 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
	San Lorenzo Unified School District (SLZUSD)*	Arroyo High* Bohannon Middle* East Bay Arts High* Edendale Middle* Royal Sunset* San Lorenzo High* Washington Manor Middle*

* = new to program

COVID-19 Pandemic

Due to the COVID-19 pandemic, in-person schooling in Alameda County was suspended in March 2020, and transit services and operations changed dramatically. The COVID-19 pandemic continued throughout the 2020-2021 school year, with several impacts on schools, transit agencies, and the STPP.

School-related impacts

Most schools remained closed for in-person learning. Some schools reopened for hybrid learning – a combination of virtual and in-person learning – in spring 2021; yet all districts indicated that most students continued to participate remotely.

Transit-related impacts

The transit agencies adjusted their operations to limit the spread of COVID-19 and respond to the reduced demand to ride transit. More information on how the transit agencies responded to the COVID-19 pandemic, including fare collection, service reduction and restoration, and capacity limits are described in the Transit Ridership & Capacity chapter.

STPP-related impacts

The STPP team remained flexible and nimble in response to fluctuating circumstances due to COVID-19. To help students sign-up for the program remotely, the team launched an online application that eliminated the need to apply in-person. The team also adjusted its marketing approaches to build awareness about the transit agency's social distancing and cleaning protocols and encourage students to apply via the online application.

Regionwide impacts

The COVID-19 pandemic and associated economic and social impacts caused one of the most severe crises for public transit in the Bay Area's history. In response to the pandemic, the nine-county region's 27 transit agencies grappled with changing conditions, adjusted protocols to ensure a safe operating environment for passengers and employees, and suspended or dramatically reduced services.

As a result of stay-at-home orders and public health concerns, there was a significant drop in ridership on Bay Area transit in early 2020. Despite the re-opening of the economy since then, passenger demand has not yet returned. As of June 2021, total Bay Area transit ridership remained down by more than 67% compared to pre-pandemic levels.²

² Bay Area Transit Transformation Action Plan.
https://mtc.ca.gov/sites/default/files/documents/2021-09/Transit_Action_Plan_1.pdf

Bay Area transit agencies have collaboratively navigated this unprecedented crisis to address near-term recovery strategies from the pandemic, including rider and transit employee safety, consistent cleaning protocols, and transparent public communication. During the 2020-2021 program year, regional transit operators worked together to identify high-priority improvements that will help restore service and rebuild ridership in the years ahead. Additional information on how the program's three partner transit agencies responded to the pandemic is discussed in the *Transit Ridership and Capacity* section of this report.

Evaluation Approach

The annual evaluation of the STPP relies on data collected by the program team from schools and partner transit agencies for the evaluation metrics. The statistics reported each year are influenced by limitations on data availability and a desire to present an analysis that is reasonably consistent across different areas of the County. For this reason, average rates of bus pass usage are based on bus boardings data for the "core months" of the school year. The core months capture students' typical travel behavior once the program is up and running at all schools and without the effects of differences in school calendars across school districts.

The 2020-2021 program evaluation focuses on analyzing Student Transit Pass activity during November through February, the period for which Clipper data is available. The 2019-2020 school year utilized the same set of core months, although it should be noted that in 2019-2020, students were attending school in person during the core months, while students were all engaged in remote learning during the core months of the 2020-2021 school year.

2 Participation Rate

During the 2020-2021 school year, about 33% of all eligible students had a free bus pass; by July 2021, over 12,580 out of 38,534 eligible students participated in the program. Compared to the 2019-2020 school year, the program wide participation rate dropped by 9 percentage points (a 21% decrease), likely a result of the COVID-19 pandemic. While new enrollments were lower this year, overall participation did not drop significantly because most participating students had enrolled during the previous school year.

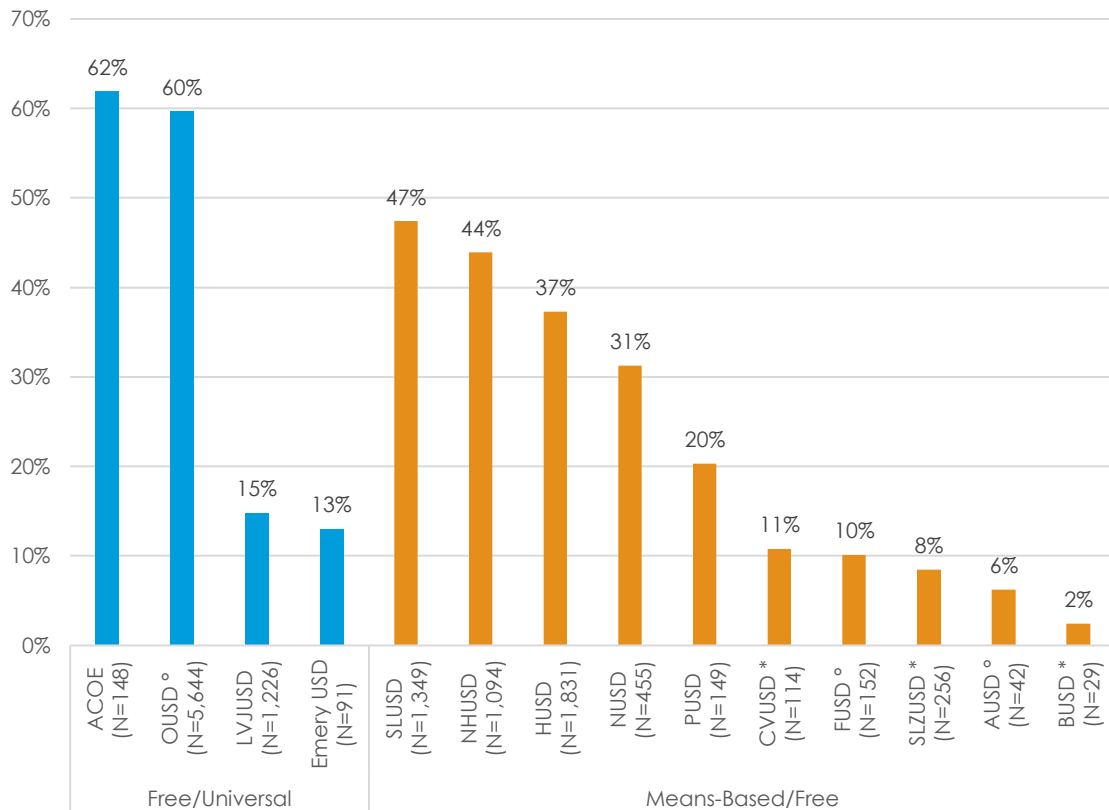
Participation rates varied from 2% to 62% depending on the school and school district. A wide range of participation levels has occurred during all years of the pilot and program. As in previous years, this variation across school districts is likely due to multiple factors, including differences in transit service coverage and quality, demographics, land use, and urban form throughout the county. Unique to the 2020-2021 school year, this variation is likely further exacerbated by COVID-19 and the challenges of onboarding new schools and attracting new students during the pandemic.

Consistent with the 2019-2020 school year trends, Alameda County Office of Education and Oakland USD continue to have the highest participation rates, 62% and 60%, respectively. The high participation rate in Oakland USD is likely due to schools' proximity to AC Transit routes, students' dependency on public transportation, and relatively low average household income. The high participation rate in Alameda County Office of Education may be due to staffs' focus on student services for the smaller student population.

The lowest participation rate was seen in Berkeley USD, with just 2% of eligible students enrolled in the STPP. Berkeley USD, along with other schools that participated for the first time during the 2020-2021 school year, likely had low participation due to COVID-19, which both reduced the need to travel and limited school staff capacity to support and market the program.

Comparison Across Program Model

Participation rates varied by school district, with a wide range in participation rates and no definitive trends observed between Free/Universal programs and Means-Based/Free programs. This finding is consistent with the 2019-2020 school year. As shown in Figure 2, schools districts using the Free/Universal model had participation rates that ranged from 13% to 62%, whereas school districts using the Means-Based/Free program model had participation rates that ranged from 2% to 47%. Although the districts with Means-Based/Free programs saw a generally lower range of participation than the districts with Free/Universal programs, this could be because three out of 10 of the Means-Based/Free districts participated for the first time during the 2020-2021 school year.

Figure 2 2020-2021 Year-End Participation Rate, by Program Model and School District

1. Asterisk (*) indicates school districts that first joined the program in the 2020-21 school year.
2. Degree sign (°) indicates continuing school districts that have expanded to additional schools this year.
3. The N number indicates the total eligible students within each school district this year.

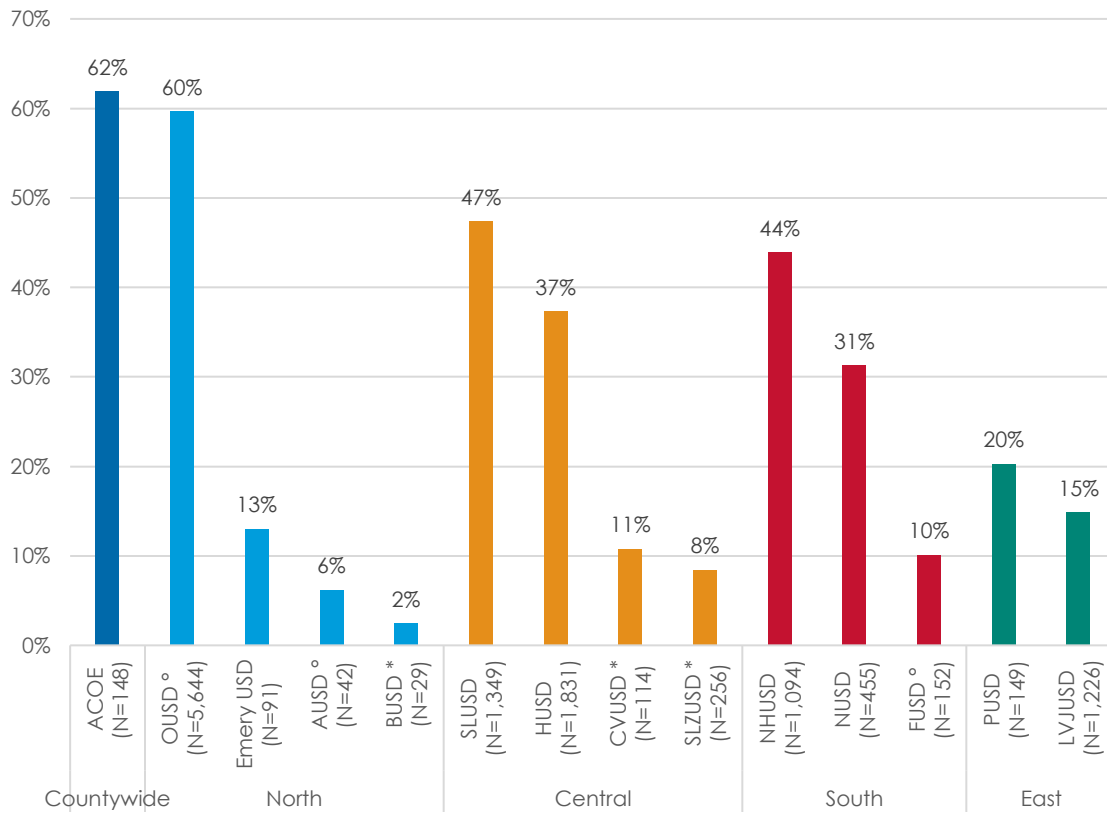
To an extent, the participation rates are driven by familiarity with the program over time. The new school districts and school districts that added new schools this year had the lowest participation rates across the program. Oakland USD is an exception to this trend; while the district added three new schools in the 2020-2021 school year, it had 15 continuing schools with some of the highest participation rates across the program.

Comparison Across Planning Areas

Figure 3 presents the 14 participating districts grouped by the four Alameda CTC planning areas. For districts that participated in the program during previous years, the location of a school district appears to play a role in the varying participation rates. For the returning districts that did not add new schools in 2020-2021, moving from north to south and then east through Alameda County, participation generally decreases. New school districts and returning districts with new schools generally had

lower participation and did not follow this trend. For returning school districts, the participation rate seems to depend on the school's proximity to transit services, variation in transit operators' service frequency and coverage, and the urban fabric and density of the area. All the planning areas except East school districts are served by AC Transit which has a robust and extensive network coverage that caters to a wide range of trips, particularly in the North planning area. The East planning area, which has low density and a more auto-dependent environment, is served by LAVTA/Wheels.

Figure 3 2020-2021 Year-End Participation Rate, by Planning Area and School District



1. Asterisk (*) indicates school districts that first joined the program in the 2020-21 school year.
2. Degree sign (°) indicates continuing school districts that have expanded to additional schools this year.
3. The N number indicates the total eligible students within each school district this year.

3 Pass Usage

Participating students took over 117,400 bus trips between late October 2020 and July 2021.³ Most bus boardings were on AC Transit (about 104,000 or 89%) due to AC Transit's large service area. Approximately 900 boardings (less than 1%) were on Union City Transit, and 12,600 boardings (about 1%) were on LAVTA/Wheels. Approximately one third of all bus boardings occurred during the core months of the 2020-2021 school year (November to February). Figure 4 presents the total bus boardings by operator during the school year (October to July) and during the core months of the 2020-2021 school year.

Figure 4 2020-2021 Total Bus Boardings, by Operator

Operator	School Year (October – July) Total Boardings	Core Months (November – February) Total Boardings
AC Transit	103,916	35,804
Union City Transit	890	298
LAVTA/Wheels	12,600	2,716
Grand Total	117,406	38,818

During the core months of the 2020-2021 school year, participating students took an average of less than one bus trip per month. The significant decline in pass usage is attributed to the COVID-19 pandemic stay-at-home orders that impacted demand for transit and social distancing protocols that impacted bus service operating hours, frequency, and capacity. For comparison, the overall average monthly boardings per participant for the same period in the 2019-20 school year was 11 boardings. Despite reduced need to ride transit to and from school during the pandemic, site administrators at STPP schools shared that some participating students continued to use transit to travel to and from destinations like grocery stores, places of employment, parks, extra-curricular activities, and social gatherings, and occasionally to school to pick up supplies or attend an in-person learning session.

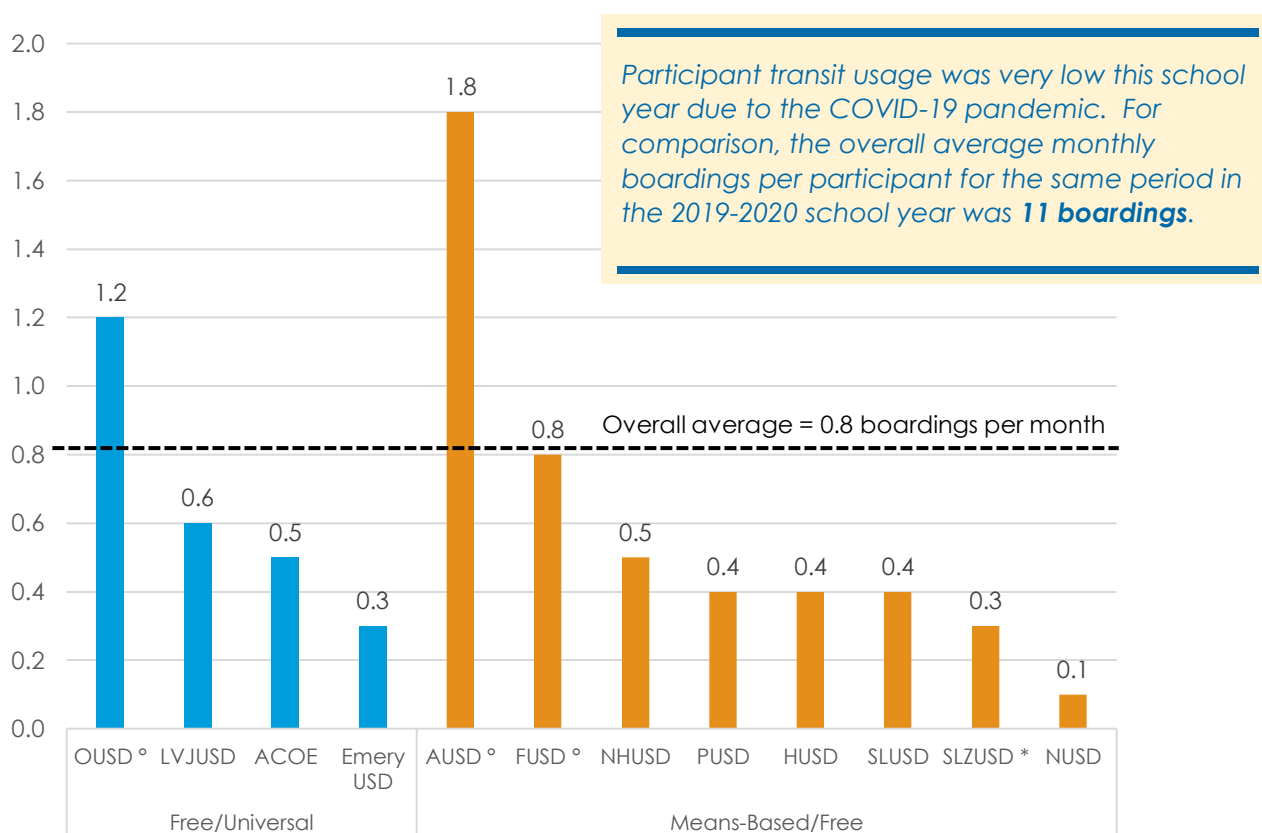
Comparison Across Program Model

Figure 5 presents the average monthly boardings per participant by program model and district during the core months of the 2020-2021 school year. Pass usage differed only slightly by school district, and there were no significant trends observed between the Free/Universal and Means-Based/Free program models. Like the 2019-2020 school year, both Alameda USD and Oakland USD had the highest transit usage rates among all participating school districts during the core months of the

³ Pass usage data is not available for the first few months of the 2020-2021 school year, because bus fares were not being collected due to COVID-19. All three partner transit operators resumed fare collection as of November 1, 2020.

2020-2021 school year. Alameda USD had the highest usage rate with an average of 1.8 monthly boardings per participant, while Oakland USD had the second-highest usage rate with 1.2 monthly boardings per participant. The other school districts usage rates ranged from zero to 0.8 monthly boardings per participant. Berkeley USD and Castro Valley USD did not have any participant boardings during the core months, likely because they were new to the program during the 2020-2021 school year and students may have been less comfortable starting new travel habits while some pandemic restrictions were still in place. Furthermore, Berkeley USD identified a site admin after several months into the school year, which likely limited program marketing and administration in this district.

Figure 5 Average Monthly Boardings per Participant, by Program Model and District (Nov-2020 to Feb-2021)

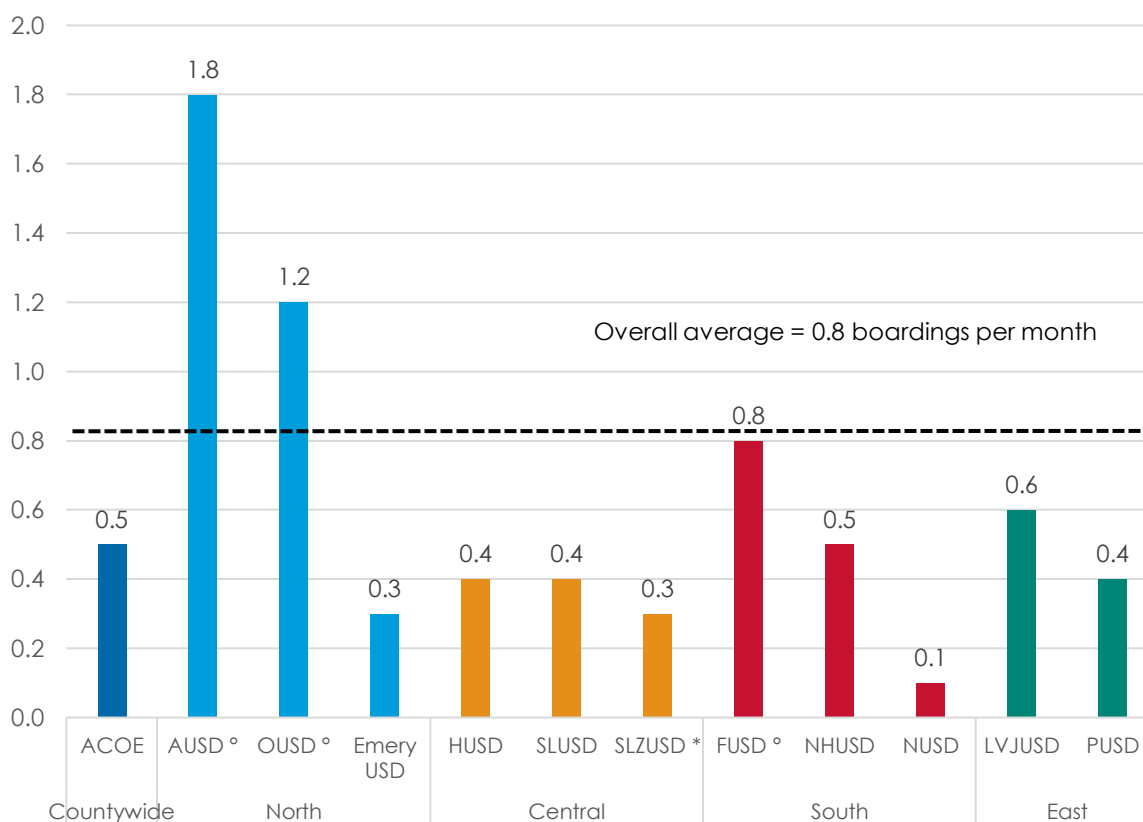


1. Asterisk (*) indicates school districts that first joined the program in the 2020-21 school year. The N number indicates the total eligible students within each school district this year.
2. Degree sign (°) indicates continuing school districts that have expanded to additional schools this year.
3. Two participating school districts (BUSD, CVUSD) are not shown on this chart due to limited boarding activity during the measurement period.

Comparison Across Planning Areas

Figure 6 displays the participant transit usage rate by district during the core months of the 2020-2021 school year, grouped by planning area. Similar to the 2019-2020 school year, the North planning area contains the two districts with the two highest average monthly boardings per participant: Alameda USD and Oakland USD (1.8 and 1.2 boardings per participant per month, respectively). The districts in the Central, South, and East planning areas generally had slightly lower average monthly boardings per participant, although the third highest level of average monthly boardings per participant was observed in the South planning area at Fremont USD. Unlike previous school years, there are no significant trends in transit usage moving from north to south to east across Alameda County. Since the average monthly boardings per participant were so low during the core months of the 2020-2021 school year, pass usage does not appear to be driven by district or planning area.

Figure 6 Average Monthly Boardings per Participant, by District and Planning Area (Nov-2020 to Feb-2021)



1. 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.
2. Degree sign (°) indicates continuing school districts that have expanded to additional schools this year.
3. Two participating school districts (BUSD, CVUSD) are not shown on this chart due to limited boarding activity during the measurement period.

4 Transit Ridership and Capacity

The program team regularly coordinates with AC Transit, Union City Transit, and LAVTA/Wheels to monitor trends in youth ridership and capacity. Given the limited demand to ride transit to and from school during the 2020-2021 school year, as well as the fluctuating levels of transit service during this time, the project team, in discussion with the partner transit agencies, opted to deviate from the quantitative summary that typically forms the basis for assessing transit ridership and capacity.

The COVID-19 pandemic has required partner transit agencies to stay nimble, frequently adjusting protocols and policies, and implementing local, state, and federal mandates to limit the spread of the virus. Like numerous industries and essential services, transit agencies adopted new cleaning and safety protocols in 2020. Precautions included enhanced bus cleaning and requiring riders to wear masks upon entering a bus, per federal mandates. AC Transit and LAVTA also provided access to hand sanitizer and masks aboard buses,

More significantly for the STPP, partner transit agencies made major adjustments to their operations to keep their employees, the community, and riders safe. The following operational adjustments affected transit service offered during the 2020-2021 school year:

- Fare collection was paused on AC Transit and LAVTA routes and UCT did not enforce fares between late March 2020 and late October/early November 2020
- Passenger capacity on board buses was limited between late March 2020 and late June/early July of 2021
- Transit service was reduced in spring 2020, prioritizing essential routes; with service restorations beginning in spring 2021⁴

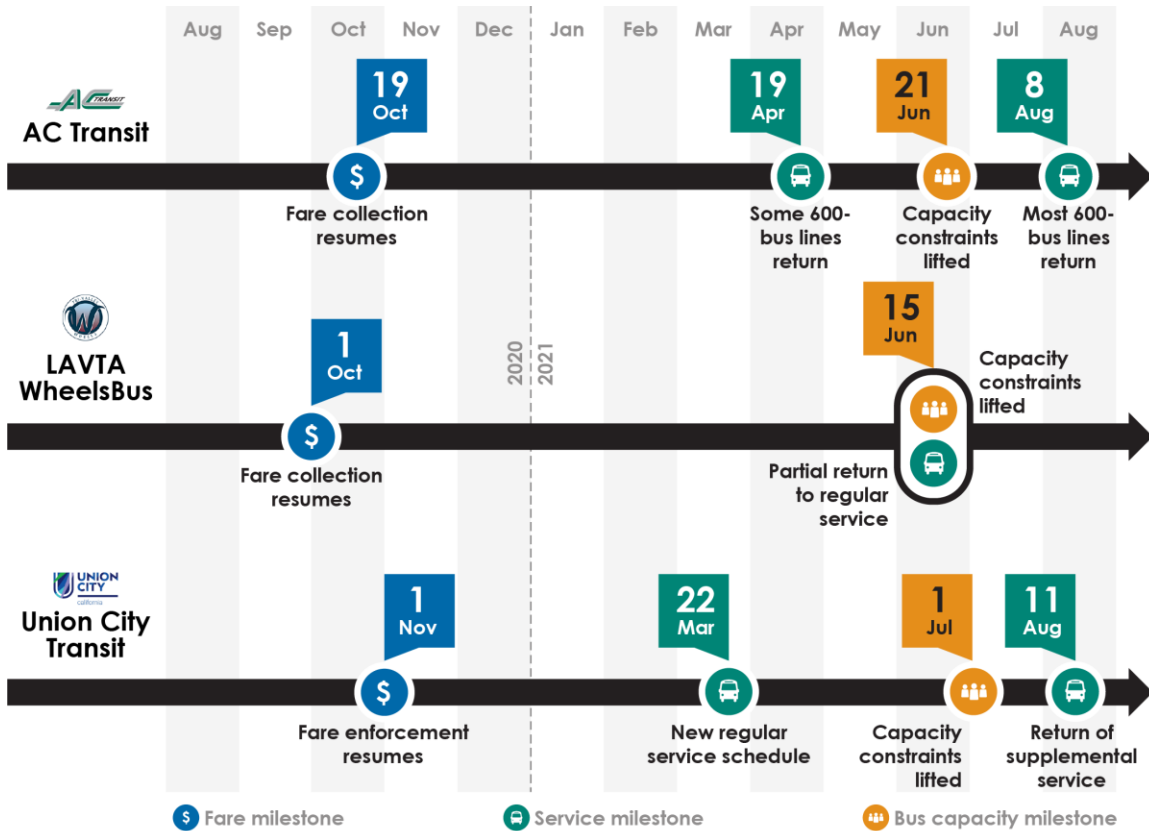
For most of the 2020-2021 school year, school districts taught students remotely, and school trip routes stopped or ran on a very reduced frequency. As community restrictions were gradually lifted in spring 2021, transit agencies began to restore their service to pre-pandemic levels, including bringing back the school-serving bus routes in alignment with the reopening plans of participating school districts. Full bus service resumed across all three transit agencies at the start of the 2021-2022 school year, when districts reopened their doors to in-person learning. Figure 7 notes the operational changes that AC Transit, LAVTA/Wheels, and Union City Transit implemented related to service restoration, bus capacity, and fare collection.

During the 2020-2021 school year, systemwide ridership across the three transit agencies remained below pre-pandemic levels. However, as shelter-in-place orders

⁴ AC Transit began to restore service across their system as early as August 2020; however, the 600 routes, designated for school transportation, did not begin to be restored until April 2021.

lifted and the demand for travel increased. For example, AC Transit and LAVTA systemwide ridership increased to 53% and 31% respectively of pre-pandemic levels by June 2021. Given that ridership remained low throughout the 2020-2021 school year, onboard bus crowding was not a concern, but buses did pass up riders due to limited capacity constraints. It is projected that ridership will continue to increase and reach pre-pandemic levels by in the coming years and capacity challenges may become more relevant during the 2021-2022 school year.

Figure 7 Operational Changes due to COVID-19, by Transit Agency



5 Program Costs

Cost for 2020-2021 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

The following sections discuss three metrics related to costs: transit pass costs, cost per participant, and administrative costs.

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 the ongoing program. The total invoiced amounts and cost per bus trip for the 2020-2021 school year (August 2020 – July 2021) are shown in Figure 8.

Figure 8 Bus Pass Cost for 2020-2021

Transit Agency	Bus Pass Cost	2020-2021 Total Boardings	Alameda CTC Cost Per Trip
AC Transit	\$115,307	103,916	\$1.11
Union City Transit	\$1,113	890	\$1.25
LAVTA ¹	\$10,915	12,600	\$0.87
TOTAL	\$125,602	116,028	\$1.08

1: Bus pass cost data for LAVTA is only available for August 2020 through June 2021. In this table, boardings data for LAVTA reflects the same timeframe to support the cost-per-trip calculation. Total program boardings for August 2020 through July 2021 were 12,600 on LAVTA and 117,406 for the full program.

Total bus pass costs were considerably lower in 2020-2021 compared to the 2019-2020 school year, because transit fares were not enforced for the first part of the school year and student transit ridership was much lower overall due to remote learning. However, the cost per trip remained roughly the same as the prior year because of the payment structure.

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 shown by school district in Figure 9.

Figure 9 Annual Cost Per Participant (transit pass only)

School District	2020-2021 Total Boardings ¹	Annual Cost Per Participant
AC TRANSIT		
Alameda County Office of Education (ACOE)	810	\$3.90
Alameda Unified School District	905	
Berkeley Unified School District	312	
Castro Valley Unified School District	17	
Emery Unified School District	366	
Fremont Unified School District	1,312	
Hayward Unified School District	7,025	
Newark Unified School District	654	
Oakland Unified School District	67,312	
San Leandro Unified School District	6,234	
San Lorenzo Unified School District	1,940	
AC TRANSIT + UNION CITY TRANSIT		
New Haven Unified School District	6,817	\$4.35
LAVTA		
Pleasanton Unified School District	11,076	\$1.21
Livermore Valley Joint Unified School District	1,524	
TOTAL, All Districts	106,304	\$3.30

1. During the 2020-2021 school year, some students who lost their pass were issued a replacement that was not coded to their school district. There were 11,102 transit trips taken during the school year with these cards, and although the trips were logged in the Clipper system as program boardings, the trips cannot be associated to a particular district.

The cost per participant in 2020-2021 (\$3.26) was markedly lower than in the 2019-2020 school year (\$71), due to several factors. As noted above, paid transit boardings were much lower this year, due to suspension of fare enforcement and remote learning, so the total cost of the transit passes was much lower. Second, because of the uncertainties created by the pandemic, many program participants rode transit very little, if at all, over the year. The ratio of the lower overall costs to a more typical number of participants for the year results in a very low average cost per participant.

Administrative Costs

For the 2020-2021 school year, over \$21,500 was spent on direct costs for program materials. Direct costs include the online application platform, lanyards, translations, printing, and shipping expenses. A total of \$359,000 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 2020-2021 Costs

The Commission set certain benchmarks 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 to 8% of transit pass costs. For the 2020-2021 school year, direct expenses were below the 1% threshold. However, transit pass costs were lower than anticipated due to the pandemic's ongoing impacts, such as remote learning for students and the temporary suspension of transit fares. Overall staffing costs were higher than the 5 to 8% threshold due to increased coordination with schools to account for the development and deployment of new protocols in response to the pandemic and extra training for site administrators.

6 Road Ahead

After the 2020-2021 school year, the project team worked with district staff and school site administrators to ensure that participating districts, both returning and new, would have access to the program as their students returned to in-person learning. The 2021-2022 school year includes 89 schools across 15 school districts. Dublin USD joined the program at the start of the 2021-2022 school year; expansion to this district was approved for the 2019-2020 school year but was delayed one year due to COVID-19. After the 2021-2022 school year, the STPP will continue to expand to eligible schools in Alameda County 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 2020-2021 Program Data, By District

Figure 10 2020-2021 Eligible Students and Participants, By District and School

School District	Participating Schools	Program Model	Number of Eligible Students	Number of Participants (Jul-2020)	Year-End Participation Rate
Alameda County Office of Education (ACOE)	Alameda County Community †	Free/ Universal	239	148	62%
	Opportunity Charter				
Alameda Unified School District (AUSD)	Encinal Junior/Senior High	Means-Based/Free	675	42	6%
	Island High				
	Will C. Wood Middle				
Berkeley Unified School District (BUSD)	Berkeley High	Means-Based/Free	1,188	29	2%
	Longfellow Arts and Technology Middle				
	Willard Middle				
Castro Valley Unified School District (CVUSD)	Canyon Middle	Means-Based/Free	1,057	114	11%
	Castro Valley High				
	Creekside Middle				
	Redwood High				
Emery Unified School District (EUSD)	Anna Yates Elementary	Free/ Universal	698	91	13%
	Emery High				
Fremont Unified School District (FUSD)	American High	Means-Based/Free	1,500	152	10%
	Centerville Junior High				
	John F. Kennedy High				
	Robertson High				
	William Hopkins Junior High				
Hayward Unified School District (HUSD)	Anthony W. Ochoa Middle	Means-Based/Free	4,908	1,831	37%
	Brenkwitz High				
	Bret Harte Middle				

School District	Participating Schools	Program Model	Number of Eligible Students	Number of Participants (Jul-2020)	Year-End Participation Rate
	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	8,257	1,226	15%
	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	1,455	455	31%
	Crossroads High				
	Newark Junior High				
	Newark Memorial				
New Haven Unified School District (NHUSD)	Cesar Chavez Middle	Means-Based/Free	2,491	1,094	44%
	Conley-Caraballo High				
	Decoto School				
	Itliong-Vera Cruz				
	James Logan High				
Oakland Unified School District (OUSD)	Aspire Golden State College Preparatory Academy	Free/ Universal	9,456	5,644	60%
	Aspire Lionel Wilson College Preparatory Academy				

School District	Participating Schools	Program Model	Number of Eligible Students	Number of Participants (Jul-2020)	Year-End Participation Rate
	Bret Harte Middle (OUSD)				
	Castlemont High				
	Civicorps Corpsmember Academy				
	Coliseum College Prep Academy				
	Elmhurst United Middle				
	Fremont High				
	Frick Middle				
	McClymonds High				
	Oakland Charter Academy				
	Oakland High				
	Oakland International High				
	Ralph J. Bunche Academy				
	Roosevelt Middle				
	Urban Promise Academy				
	West Oakland Middle				
Westlake Middle					
Pleasanton Unified School District (PUSD)	Amador Valley	Means-Based/Free	734	149	20%
	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	2,845	1,349	47%
	John Muir Middle				
	Lincoln High				
	San Leandro High				

School District	Participating Schools	Program Model	Number of Eligible Students	Number of Participants (Jul-2020)	Year-End Participation Rate
San Lorenzo Unified School District (SLZUSD)	Arroyo High	Means-Based/Free	3,031	256	8%
	Bohannon Middle				
	East Bay Arts High				
	Edendale Middle				
	Royal Sunset				
	San Lorenzo High				
	Washington Manor Middle				
14 Districts	81 Schools	2 Models	38,534	12,580	33%

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

Appendix B 2020-2021 Bus Boardings, By District

Figure 11 2020-2021 Bus Boardings, By District

School District	Participating Schools	Program Model	Average Monthly Boardings Per Participant		Recorded Bus Boardings by Transit Operator (Oct-2020 through Jul-2021) [1,3]		
			Core Months (Nov-Feb)	Overall (Oct-Jul) [1,2]	AC Transit	Union City Transit	LAVTA
Alameda County Office of Education (ACOE)	Alameda County Community †	Free/ Universal	0.5	0.6	810		
	Opportunity Charter						
Alameda Unified School District (AUSD)	Encinal Junior/Senior High	Means-Based/Free	1.8	2.5	905		
	Island High						
	Will C. Wood Middle						
Berkeley Unified School District (BUSD)	Berkeley High	Means-Based/Free	n/a	2.7	312		
	Longfellow Arts and Technology Middle						
	Willard Middle						
Castro Valley Unified School District (CVUSD)	Canyon Middle	Means-Based/Free	0.0	0.0	17		
	Castro Valley High						
	Creekside Middle						
	Redwood High						
Emery Unified School District (EUSD)	Anna Yates Elementary	Free/ Universal	0.3	0.4	366		
	Emery High						
Fremont Unified School District (FUSD)	American High	Means-Based/Free	0.8	1.0	1,312		
	Centerville Junior High						

School District	Participating Schools	Program Model	Average Monthly Boardings Per Participant		Recorded Bus Boardings by Transit Operator (Oct-2020 through Jul-2021) [1,3]		
			Core Months (Nov-Feb)	Overall (Oct-Jul) [1,2]	AC Transit	Union City Transit	LAVTA
	John F. Kennedy High						
	Robertson High						
	William Hopkins Junior High						
Hayward Unified School District (HUSD)	Anthony W. Ochoa Middle	Means-Based/Free	0.4	0.4	7,025		
	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	0.6	0.9			11,076
	Del Valle High School						
	East Avenue Middle School						
	Granada High School						
	Joe Michell						
	Junction						
	Livermore High						
	Vineyard Alternative						
	William Mendenhall						

School District	Participating Schools	Program Model	Average Monthly Boardings Per Participant		Recorded Bus Boardings by Transit Operator (Oct-2020 through Jul-2021) [1,3]		
			Core Months (Nov-Feb)	Overall (Oct-Jul) [1,2]	AC Transit	Union City Transit	LAVTA
Newark Unified School District (NUSD)	Bridgepoint High	Means-Based/Free	0.1	0.1	654		
	Crossroads High						
	Newark Junior High						
	Newark Memorial						
New Haven Unified School District (NHUSD)	Cesar Chavez Middle	Means-Based/Free	0.5	0.7	5,927	890	
	Conley-Caraballo High						
	Decoto School						
	Itliong-Vera Cruz						
	James Logan High						
Oakland Unified School District (OUSD)	Aspire Golden State College Preparatory Academy	Free/Universal	1.2	1.2	67,312		
	Aspire Lionel Wilson College Preparatory Academy						
	Bret Harte Middle (OUSD)						
	Castlemont High						
	Civicorps Corpsmember Academy						
	Coliseum College Prep Academy						
	Elmhurst United Middle						
	Fremont High						
	Frick Middle						
	McClymonds High						

School District	Participating Schools	Program Model	Average Monthly Boardings Per Participant		Recorded Bus Boardings by Transit Operator (Oct-2020 through Jul-2021) [1,3]		
			Core Months (Nov-Feb)	Overall (Oct-Jul) [1,2]	AC Transit	Union City Transit	LAVTA
	Oakland Charter Academy						
	Oakland High						
	Oakland International High						
	Ralph J. Bunche Academy						
	Roosevelt Middle						
	Urban Promise Academy						
	West Oakland Middle						
	Westlake Middle						
Pleasanton Unified School District (PUSD)	Amador Valley	Means-Based/Free	0.4	1.1			1,524
	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	0.4	0.5	6,234		
	John Muir Middle						
	Lincoln High						
	San Leandro High						
San Lorenzo Unified School District (SLZUSD)	Arroyo High	Means-Based/Free	0.3	0.8	1,940		
	Bohannon Middle						
	East Bay Arts High						
	Edendale Middle						

School District	Participating Schools	Program Model	Average Monthly Boardings Per Participant		Recorded Bus Boardings by Transit Operator (Oct-2020 through Jul-2021) [1,3]		
			Core Months (Nov-Feb)	Overall (Oct-Jul) [1,2]	AC Transit	Union City Transit	LAVTA
	Royal Sunset						
	San Lorenzo High						
	Washington Manor Middle						
Countywide Boardings [4]					92,814	890	12,600
Overall average monthly boardings per participant [1]					1.0	1.0	0.1

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

[1] Overall average monthly boardings per participant is calculated only for those months where both participation and boardings data is available.

[2] Participation data availability varies by school district due to phased program rollout in fall 2020.

[3] Boardings data availability varies by transit operator because each chose a different date to resume collecting fares in fall 2020 (late October/early November); participants who were riding transit during the fare free period did not have their boardings recorded in the Clipper system.

[4] Countywide total for AC Transit includes approximately 11,100 boardings from replacement cards that were not coded to an individual school district.