ALAMEDA County Transportation Commission
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Planning, Policy and Legislation Committee (PPLC) Meeting Agenda
Monday, October 5, 2026, 11:30 AM

The Commission and its Standing Committees will meet in the Mary V. King Conference Room at Alameda CTC's offices at 1111 Broadway, Suite 800, Oakland, CA 94607. The live stream of each Alameda CTC Commission and Standing Committee meeting is available for public viewing at www.alamedactc.org/all-meetings by clicking on **View Event** next to the meeting in the list of Upcoming Events.

Members of the public may submit public comments that are addressed to the Commission or Committee members on topics germane to the jurisdiction of the Alameda CTC in person by attending the meeting in Alameda CTC's offices. Alameda CTC conducts orderly meetings to fulfill its mandate. Discriminatory statements or conduct that would potentially violate the federal Civil Rights Act of 1964 and/or the California Fair Employment and Housing Act, California Penal Code sections 403 or 415 is per se disruptive to a meeting and will not be tolerated. Please see Alameda CTC's Meeting Code of Conduct for more information.

Additionally, comments may be submitted by email sent to the Clerk of the Commission at clerk@alamedactc.org, including the words "Public Comment" and the meeting to which it pertains in the email's subject line. Public comments received by 5:00 p.m. the day before the scheduled meeting will be distributed to Commissioners or Committee members before the meeting and posted on the Alameda CTC website; comments submitted after that time will be distributed to Commissioners or Committee members and posted as soon as possible.

As a convenience, members of the public may also make comments remotely during the meeting by accessing the Zoom link listed below, using the "Raise Hand" feature on their phone, tablet or other device during the relevant agenda item, and waiting to be recognized by the Chair. If calling into the meeting from a telephone, you can press the star key (*) and then the number 9 (*9) to raise/lower your hand. Comments made in person or via Zoom will generally be limited to three minutes in length, or as specified by the Chair. Alameda CTC cannot guarantee that the public's access to Zoom via phone or other device will be uninterrupted, and technical difficulties may occur from time to time. Unless required by the Brown Act, the meeting will continue despite technical difficulties for participants using the Zoom option.

Committee Chair:	Melissa Hernandez	Executive Director:	Tony Tavares
Vice Chair:	Rowena Brown	Staff Liaison:	Carolyn Clevenger
Members:	Marilyn Ezzy Ashcraft David Haubert Preston Jordan John Marchand Conna McCarthy Mark Salinas Raj Salwan Matthew Solomon Lena Tam	Clerk of the Commission:	Elizabeth (Liz) Lake

Location Information:

Alameda County Transportation Commission
Mary V. King Conference Room
1111 Broadway, Suite 800
Oakland, CA 94607

Alameda County Fairgrounds
Heritage House
4501 Pleasanton Drive
Pleasanton, CA 94566

Fremont City Hall
3300 Capitol Avenue
Fremont, CA 94538

Zoom Link:
https://us06web.zoom.us/j/87601740888?pwd=OEFrRzY0VUpmVHh1TU1YYjJWTGdaZz09

Dial-in Information: 1 (669) 900 6833
Webinar ID: 876 0174 0888
Password: 435122

Meeting Agenda

1. Call to Order

2. Roll Call

3. Public Comment

3.1 Public Comment
Information

4. Consent Calendar

4.1 Approve the September 14, 2026 Planning, Policy & Legislation Meeting Minutes
Action
4.1_PPLC_Minutes_20260914.pdf

4.2 Congestion Management Program: Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments
Information
4.2_COMM_CMP_Environmental_Docs_20261005.pdf

5. Regular Matters

5.1 Approve the 2026 Countywide Transportation Plan and the Alameda County Mobility Needs Assessment for Older Adults and People with Disabilities
Action
5.1_PPLC_CTP_Update_20261005.pdf
5.1_PPLC_CTP_Update_Presentation_20261005.pdf

5.2 Student Transit Pass Update
Information
5.2_PPLC_STPP_Update_20261005.pdf
5.2_PPLC_STPP_Update_Presentation_20261005.pdf

5.3 Federal, State, Regional and Local Legislative Activities Update
Information
5.3_PPLC_Legislative_Update_20261005.pdf

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting:
November 9, 2026

Notes:

- All items on the agenda are subject to action and/or change by the Commission/Committee.
- To comment on an item not on the agenda, submit a speaker card to the clerk or follow remote instructions listed in the agenda preamble.
- Meeting agendas and staff reports are available on the website calendar.
- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. Directions and parking information are available online.
- For language assistance, please call (510) 208-7475. We request at least five working days' notice to accommodate your request.
    - Para obtener asistencia de idioma, comuníquese al (510) 208-7475. Para hacer lugar a su pedido, solicitamos que nos avise con una anticipación mínima de cinco días hábiles.
    - 如需语言协助，请致电 (510) 208-7475. 请至少提前五个工作日通知，以便满足您的要求。
    - Para sa tulong sa wika, tumawag sa (510) 208-7475. Mag-abiso nang limang araw na may pasok o mas maaga para mapagbigyan ang inyong kahilingan.
    - Để được hỗ trợ ngôn ngữ, vui lòng gọi (510) 208-7475. Chúng tôi yêu cầu quý vị thông báo ít nhất năm ngày làm việc để có thể đáp ứng được yêu cầu của quý vị.
- Call (510) 208-7450 (Voice) or 1(800) 855-7100 (TTY) five days in advance of the meeting to request a sign-language interpreter.
- Call (510) 208-7400 48 hours in advance to request other accommodations or assistance at this meeting.

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1. **Call to Order**

2. **Roll Call**
   A roll call was conducted. All members were present.

   Commissioner Bowen attended as the alternate for Commissioner Tam.

3. **Public Comment**
   There were no public comments.

4. **Consent Calendar**
   - **4.1 Approve the June 15, 2026 Planning, Policy and Legislation Committee Meeting Minutes**
   - **4.2 Congestion Management Program: Summary of Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Update**

   Commissioner Solomon moved to approve the Consent Calendar. Commissioner Haubert seconded the motion. The motion passed with the following roll call vote:

Yes:	*Bowen, Brown, Ezzy Ashcraft, Haubert, Hernandez, Jordan, Marchand, McCarthy, Salinas, Salwan, Solomon*
No:	*None*
Abstain:	*None*
Absent:	*None*

5. **Regular Matters**
   - **5.1 Federal, State, Regional and Local Legislative Activities Update**
     Remy Goldsmith provided an update on federal, state, regional, and local legislative activities. This item was for information only.

   - **5.2 Central County Community Connections Plan Update**
     Shannon McCarthy provided an update on the Central County Community Connections Plan. This item was for information only.

6. **Committee Member Reports**
   There was one committee member report.

7. **Staff Reports**
   There were no staff reports.

8. **Adjournment**

DATE:	September 28, 2026
TO:	Planning, Policy and Legislation Committee
FROM:	Colin Dentel-Post, Assistant Director of Planning Aleida Andrino-Chavez, Associate Transportation Planner
SUBJECT:	Congestion Management Program: Summary of Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Update

Recommendation

It is recommended that the Commission receive an update on the Congestion Management Program (CMP): Summary of Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments. This item is for information only.

Summary

Commenting on Notices of Preparation (NOPs) and Draft Environmental Impact Reports (DEIRs) fulfills one of the requirements under the Land Use Analysis Program (LUAP) element of the CMP. As part of the LUAP, Alameda CTC reviews NOPs, General Plan Amendments, and DEIRs prepared by local jurisdictions and comments on the potential impact of proposed land development on the regional transportation system.

Between August 16, 2026, and September 15, 2026, Alameda CTC submitted comments on one NOP, the City of Emeryville's NOP of the Sutter Hospital Medical Center DEIR.

Fiscal Impact

There is no fiscal impact. This item is for information only.

Attachment:

A. Comments on the City of Emeryville's NOP of the Sutter Hospital Medical Center DEIR

ALAMEDA County Transportation Commission

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September 14, 2026

Miroo Desai, AICP, Planning Manager
City of Emeryville
1333 Park Avenue
Emeryville, CA 94608

SUBJECT: Response to the Notice of Preparation (NOP) of the ***Sutter Hospital Medical Center Project***

Dear Ms. Desai,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the **Sutter Hospital Medical Center Draft Environmental Impact Report (EIR)**. The proposed project would redevelop an approximately 12-acre site within the City of Emeryville that is part of the larger 22-acre Emeryville Life Sciences Center Planned Unit Development/Preliminary Development Plan (PUD-3), also known as the Chiron PUD/PDP.

The project site is generally bounded by Stanford Avenue to the north, Hollis Street to the east, 46th and 53rd Streets to the south, and Horton Street, Horton Landing Park, and Emeryville Greenway to the west. The site is located within a well-connected urban area, approximately 0.2 miles from the Emeryville Amtrak Station, 1.7 miles from MacArthur BART Station, and 2.4 miles from West Oakland BART Station. It is also served by local and regional transit, bicycle facilities, and pedestrian connections, including access to the Bay Street Emeryville mixed-use development via the South Bayfront Bridge.
The proposed project consists of the redevelopment of the site into a comprehensive medical campus, including a hospital, medical office buildings, open space and circulation improvements, parking facilities, and a project variant that would include either an additional medical office building or housing. Given the scale of the proposed development and its location within a transit-rich area, Alameda CTC is particularly interested in the project's potential transportation, circulation, pedestrian, bicycle, transit, and traffic-related impacts, as well as opportunities to support safe and sustainable multimodal access to the site.

<u>Basis for Congestion Management Program (CMP) Review</u>

- It appears that the proposed project will generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the project sponsor to conduct a transportation impact analysis of the project on the nearby CMP roadway network. Per the NOP filing documents, the Transportation Analysis for the project's EIR will include the required CMP analysis. For information on the CMP, please visit: https://www.alamedactc.org/planning/congestion-management-program/. This transportation impact analysis may be submitted separately from the EIR as this analysis is no longer part of the CEQA requirements.

Use of Countywide Travel Demand Model

- The Alameda Countywide Travel Demand Model should be used for CMP Land Use Analysis purposes. The CMP requires local jurisdictions to conduct travel model runs themselves or through a consultant. The City of Emeryville and the Alameda CTC signed a Countywide Model Agreement on March 9, 2009. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request. The most current version of the Alameda CTC Countywide Travel Demand Model was updated in October, 2025 to be consistent with the assumptions of Plan Bay Area 2050.

Use of the Alameda County Transportation Commission Vehicle Miles Traveled (VMT) Reduction Calculator Tool

- Alameda CTC has developed a VMT Reduction Calculator Tool to assist its member agencies in complying with the requirements of SB 743 for the analysis of traffic impacts of certain land use projects under CEQA. The Tool estimates reductions in VMT derived from the implementation of Transportation Demand Management (TDM) Strategies with the project. The proposed project is partially located in an area with an average VMT per employee that is 5.41% higher than the Alameda County average. According to CEQA Guidelines Section 15064.3(b)(1), the project is presumed to have a significant impact on the transportation network.
- Alameda CTC recommends that the EIR evaluate opportunities to enhance multimodal access to the project site and reduce vehicle miles traveled (VMT) and associated impacts on the transportation network**.** The project's location within a transit-rich area, with convenient access to regional rail services, local and regional bus routes, and protected bicycle facilities, presents a significant opportunity to encourage travel by transit, bicycling, and walking for employees, patients, and visitors. Promoting these transportation options can help reduce reliance on single-occupancy vehicles and the project's impacts on the transportation system.
- The Transportation Analysis Scope of Work for the EIR indicates that the project will incorporate strategies to reduce single-occupancy vehicle travel and encourage multimodal transportation. Alameda CTC supports this approach and recommends that the EIR thoroughly evaluate the effectiveness of these strategies, identify additional transportation demand management measures where appropriate, and assess how they may reduce VMT and transportation-related impacts.

The discussion below provides additional detail regarding anticipated transportation impacts and considerations for the project.

Impacts

- Although SB 743 requires the use of VMT analysis rather than Level of Service (LOS) analysis to determine projects' transportation impacts under CEQA and automobile delay cannot be deemed a significant environmental impact, Government Code Section 65089(b) and the Congestion Management Program (CMP) Land Use Analysis continue to require jurisdictions to analyze each project's potential impacts on the CMP roadway network. The required LOS analysis on the CMP roadway network may be included in an appendix to the project EIR or as a separate document.
    - CMP Tier 1 roadway facilities in the project area include:
        - I-80
        - I-580
        - I-880
        - SR-123 (San Pablo Avenue)

    - SR-13 (Ashby Avenue)
  - For the purposes of CMP Land Use Analysis, the Highway Capacity Manual freeway and urban streets methodologies are the preferred methodologies to study vehicle delay impacts.
  - The Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts.

- The EIR should address potential impacts of the project on Metropolitan Transportation System (MTS) transit operators.
  - MTS transit operators potentially affected by the project include: Alameda Contra Costa Transit (AC Transit), Bay Area Rapid Transit (BART), and Amtrak.
  - Transit impacts for consideration include the effects of project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans. See Appendix E of the 2025 CMP for more details.

- The EIR should address potential impacts of the project to people biking and walking in and near the Project area, especially nearby roads included in the Countywide High-Injury Network (HIN), the Proactive Safety Network (PSN), and the Countywide Bikeways Network as well as the major barriers identified in the 2019 Countywide Active Transportation Plan.

  - Impacts to consider on conditions for pedestrians and cyclists include effects of vehicle traffic on safety and conditions for people walking, bicycling, and rolling; site development; roadway improvements; and consistency with adopted plans. See Appendix E of the 2025 CMP for more details.

Mitigation Measures

- Alameda CTC's policy regarding mitigation measures is that to be considered adequate they must be:
  - Adequate to sustain CMP transit service standards, and/or reduce VMT below the applicable level of significance;
  - Fully funded; and
  - Consistent with project funding priorities established in the Capital Improvement Program of the CMP, the Countywide Transportation Plan (CTP), and the Regional Transportation Plan (RTP) or the Federal Transportation Improvement Program, if the agency relies on state or federal funds programmed by Alameda CTC.

- The EIR should discuss the adequacy of proposed mitigation measures according to the criteria above. In particular, the EIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and the effect on service standards if only the funded portions of these mitigation measures are built prior to Project completion. The EIR should also address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.

- Project sponsors are encouraged to discuss multimodal tradeoffs associated with mitigation measures or project elements that involve changes in roadway geometry, intersection control, or other changes to the transportation network. This analysis should identify impacts on automobiles, transit, bicyclists, and pedestrians. The Highway Capacity Manual (HCM) 2010 Multi Modal LOS

methodology is encouraged as a tool to evaluate these tradeoffs, but project sponsors may use other methodologies as appropriate for particular contexts or types of mitigations.

- The EIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered.

Thank you for the opportunity to comment on this NOP. Please contact me at (510) 208-7474, or Aleida Andrino-Chavez, Associate Transportation Planner, at (510) 208-7480, if you have any questions.

Sincerely,

Colin Dentel-Post
Assistant Director of Planning
cc: Aleida Andrino-Chavez, Associate Transportation Planner

DATE:	September 28, 2026
TO:	Planning, Policy and Legislation Committee
FROM:	Kristen Villanueva, Director of Planning and Programs Chris G. Marks, Senior Transportation Planner Grasielita Diaz, Associate Transportation Planner
SUBJECT:	Approve the 2026 Countywide Transportation Plan and the Alameda County Mobility Needs Assessment for Older Adults and People with Disabilities

Recommendation

It is recommended that the Commission approve the 2026 Countywide Transportation Plan (CTP) and the Alameda County Mobility Needs Assessment for Older Adults and People with Disabilities.

Summary

The 2026 CTP is the culmination of almost three years of community and stakeholder discussions, technical analysis, and policy development on a shared vision of the future of transportation in Alameda County. The Plan identifies projects, programs, and concrete actions that support local, countywide, and regional priorities necessary to achieve that vision.

Since April's CTP update to this Committee, staff conducted a final round of public engagement, collaborated with partner agencies and community-based organizations to review the final recommendations, and finalized plan content. This item recommends approval of the 2026 CTP, its accompanying Project and Program List, and the Mobility Needs Assessment for Older Adults and People with Disabilities. These documents are included as Attachments A, B and C, respectively, to this staff report. A summary of the final round of engagement is included as Attachment D.

2026 CTP Recommendations and Initial Actions

The CTP includes two primary components: a list of projects and programs that advance the vision over a long-term horizon and a set of more near-term strategies and actions that inform Alameda CTC's workplan. As shown in Attachment B and described in Chapter 4 of

the Plan, the CTP includes over 400 projects and programs totaling $64 billion, submitted by local jurisdictions and partner agencies—organized into 12 categories such as multimodal corridors, transit, trails, and resiliency projects, along with ongoing community programs. Inclusion in the CTP is a requirement for many funding programs and for consideration for inclusion in the Regional Transportation Plan. The last chapter of the CTP describes how strategies will be turned into action, including identifying a short-list of projects by planning area that are highly aligned with the goals and objectives of the CTP and describing actions organized around the plan's priority themes.

Several of these actions are already underway through dedicated planning efforts, including the Countywide Ramp Intersection Safety Plan, the Central County Community Connections Plan, the Safe Routes to School Capital Program, and the Priority Corridors Safety Initiative, each of which seek to address key needs identified in the CTP.

The CTP's core recommendations are informed by a parallel and complementary planning process with Alameda County's older adults and disability communities, which allowed for more detailed discussions of the unique needs and opportunities for transportation for this segment of the population. This effort culminated in the 2026 Mobility Needs Assessment for Older Adults and People with Disabilities (e.g. Paratransit Needs Assessment or PNA). The PNA includes recommendations to improve accessible transportation services across the county. In addition to community input, the PNA incorporates feedback provided by PPLC at its November 2025 and May 2026 meetings.

Development Process and Engagement

Alameda CTC updates the CTP approximately every four to six years to respond to changing conditions and evaluate new opportunities and demands placed on the transportation system. Recommendations from the CTP inform Alameda CTC's funding and legislative advocacy, programming actions, capital project development, program delivery, and priorities for planning initiatives. It also directly feeds into regional planning led by the Metropolitan Transportation Commission (MTC).

The 2026 CTP's Policy Blueprint was adopted by the Commission in October 2024 to define goals and objectives for the plan and other agency initiatives. The CTP was developed through robust engagement with local jurisdictions and agencies, community-based organizations, public engagement, public committees, and the Commission. Across several rounds of stakeholder and community engagement in 2025 and 2026, the CTP team led community events, meetings, and collected survey responses reaching more than 6,000 in-person and digital touchpoints in five languages. To ensure the CTP reflects local needs and priorities, staff held more than 40 workshops and one-on-one discussions with local jurisdictions and agencies to define priorities and identify the projects that most meaningfully advance the goals.

This summer, Alameda CTC released public drafts of the CTP and PNA and conducted a final round of engagement to support public review. This review period generated more than 100 public comments submitted through the website or by email as well as 1,000 in-person interactions at community meetings and events. Feedback generally reinforced

priorities identified through earlier engagement and informed updates to the Final CTP and PNA as described in Attachment D.

Next Steps

After the CTP is finalized, Alameda CTC will advance the plan's strategies and associated actions—organized by immediate, near-term, and mid-term timelines—and identify efforts for collaboration with partner agencies. A concurrent update to the agency's Active Transportation Plan will provide information on how to advance strategies and actions specific to walking and bicycling. Staff plans to bring an update to the Commission on the Active Transportation Plan in early 2027.

Fiscal Impact

There is no fiscal impact. This item is for information only.

Attachments:

A. 2026 Draft Final Countywide Transportation Plan
B. 2026 Draft Final CTP Project and Program List
C. Alameda County Mobility Needs Assessment for Older Adults and People with Disabilities
D. Phase 3 Public Engagement Summary

2026
Countywide Transportation Plan



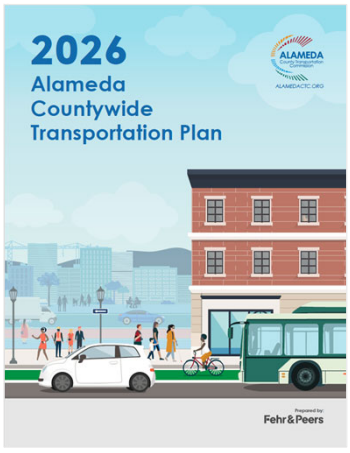
ALAMEDA County Transportation Commission

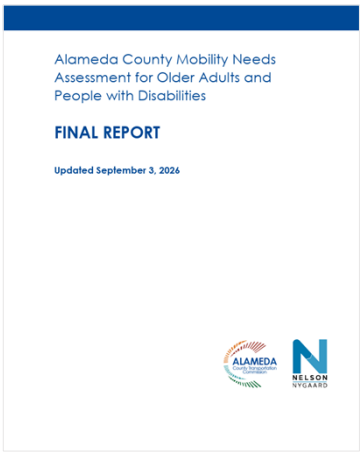
Planning, Policy and Legislation Committee

October 5, 2026

Today's Action

Recommend the Commission approve:

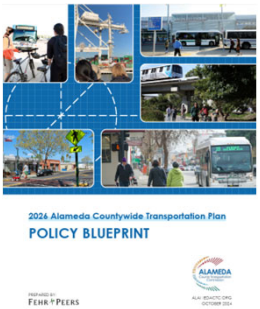




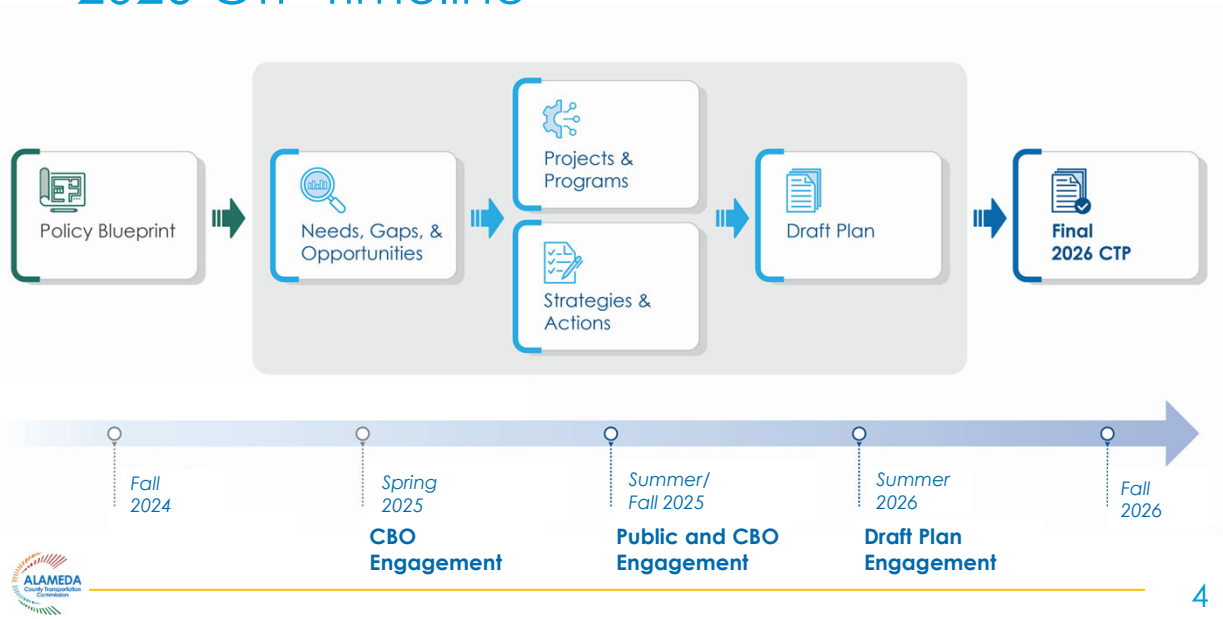
What will the CTP do?

The CTP…

- Establishes a countywide **transportation vision and goals**
- Articulates needs and priorities for the Regional Transportation Plan: **Plan Bay Area 2060**
- Enables **funding eligibility** or many projects and informs **funding criteria**
- Creates **policy priorities, planning initiatives, and advocacy platform**



2026 CTP Timeline



CTP Engagement Background

Policy Blueprint Phase

2024

- **Preliminary discussions CBOs**
  - Listening sessions, focus groups, and interviews with 40 CBOs
- **Focused engagement with local jurisdictions and agencies**
  - 8 workshops and working group meetings
  - 300+ documented comments
- **Initial public engagement**
  - 6 community events
  - 100+ questionnaire responses

CTP Phase

2025-2026

- **Close collaboration with CBOs**
  - 4 CTP Working Group meetings
  - 7 partnered events
- **Extensive discussions with local jurisdictions and agencies**
  - 46 workshops and 1:1 discussions
  - 500+ projects submitted
- **Deep community engagement**
  - 21 community events with 4,000+ in-person conversations
  - 2,200 survey and Share My Story responses
  - SMS campaign and 50+ social media posts, newsletters, and online publications

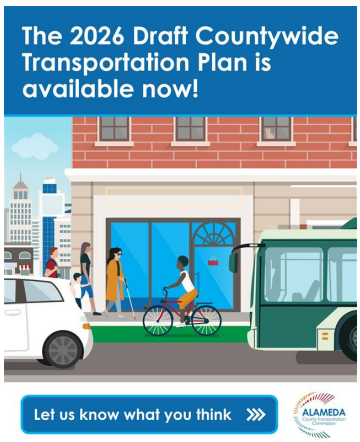
Draft Plan Engagement

- **Continued Stakeholder Engagement**
  - ACTAC and PPLC Meetings
  - Stakeholder meetings project list finalization, and alignment review

Spring 2026

- **Final Public Engagement**
  - 1,000+ in-person interactions at two partnered pop-ins and three outreach events
  - 70+ public comment form responses and email comments

Summer 2026



Draft Plan Public Review

- Responses mostly confirmed prior feedback with emphasis on:
  - **Safer streets** for everyone
  - Better **transit access** and rider experience
  - Improving **existing infrastructure**
  - **Community partnership** and coordination

Final CTP Changes

- Project and program list updates
- Updated Strategies and Actions

CTP Core Recommendations

Projects and Programs (Ch. 4)

- **400+** projects and programs in 12 Categories
- **$64** Billion Total Cost

Implementation Plan (Ch. 5)

- **36** Highly Aligned Projects
- **24** Strategies and **32** Actions

CTP Benefits

PROVIDES **SAFETY IMPROVEMENTS** ON...

137 miles
of the High-Injury Network

100 miles
of the Proactive Safety Network

INCLUDES **TRANSIT PRIORITY TREATMENTS** ON...

53 miles
of high frequency bus corridors

DELIVERS **MULTIMODAL ACCESS AND QUALITY OF LIFE** IMPROVEMENTS IN...

94%
of Priority Development Areas

98%
of Transit-Oriented Communities

INCLUDES **MULTIMODAL IMPROVEMENTS** WITHIN 1/4 MILE OF...

66%
of all land area in underserved communities

ADVANCES REGIONAL **VMT GOALS** THROUGH A...

4 million (7%)
decrease in daily vehicle miles traveled[1]

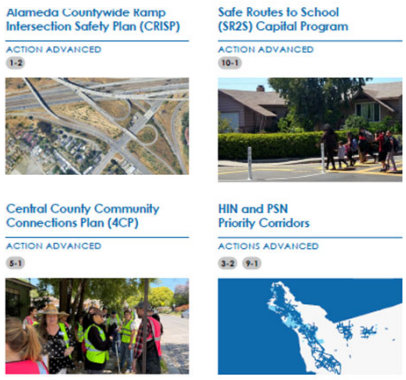
AND SERVICE IMPROVEMENTS ON **ALL FIVE RAIL AND FERRY** OPERATORS IN ALAMEDA COUNTY, SUPPORTING A...

70,000 (12%)
increase in daily transit ridership[1]

[1] *Modeled benefit (AlaCC Travel Demand Model, 2050 estimates).*

Implementation Plan

- **Highly Aligned Projects** most meaningfully advance Policy Blueprint objectives
- **Strategies and Actions** complete the vision from the Policy Blueprint, and includes early action initiatives already underway:
  - 4CP, CRISP, Safe Routes Capital Grant Program



Final Paratransit Needs Assessment

Existing Conditions

- Demographics
- Current transportation services
- Community engagement findings

Needs & Gaps

- Service levels and coverage
- Service access and information
- Safety and security

Strategies

- 20+ strategies organized into 6 categories
- 5 strategies identified as priorities

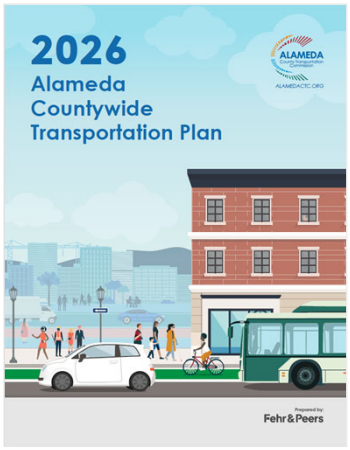
Next Steps: Implementation Workplans

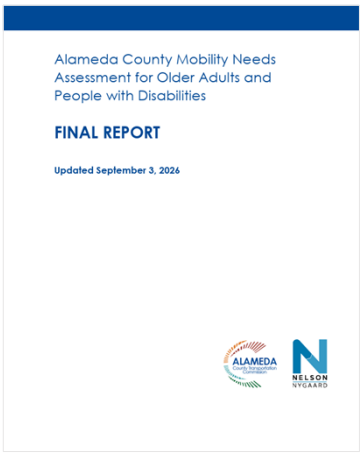
PNA Priority Strategies

- Define and operationalize a County-level mobility management function
- Identify and expand on-demand, accessible transportation options where there are gaps in service
- Develop and support a consistent program design across communities for Alameda CTC-funded services and programs
- Invest in and prioritize safety and physical access improvements for older adults and people with disabilities
- Explore opportunities for enhancing affordability across the program and potential new means-based initiatives

Today's Action

Recommend the Commission approve:





DATE:	September 28, 2026
TO:	Planning, Policy and Legislation Committee
FROM:	Michael Consunji, Associate Program Analyst Krystle Pasco, Senior Program Analyst
SUBJECT:	Student Transit Pass Program Update

Recommendation

This item will provide the Planning, Policy and Legislation Committee with an update on the Student Transit Pass Program (STPP). This item is for information only.

Summary

Initiated by the 2014 Measure BB Transportation Expenditure Plan, STPP provides unlimited free bus rides for qualifying middle and high school students in Alameda County. The pass also includes 50% off BART fares and youth discounts on other Bay Area transit systems.

The program serves 163 schools across 17 school districts countywide, with more than 32,000 students currently enrolled. This item provides a status update on the program, including activities required to streamline operations for the start of the 2026-27 school year and initial findings from the multi-year evaluation that will inform an upcoming strategic plan.

Program Background

STPP began in 2016 as a pilot program in five high schools and four middle schools, with the Commission approving a program expansion plan in December 2018. Expansion to all eligible schools was completed in the 2024-25 school year. STPP utilizes two eligibility models, Universal and Means Based, to determine which students at each school district qualify for the program. For Universal districts, all students in grades 6-12 are eligible, while in Means Based districts, students in grades 6-12 whose families meet the income eligibility guidelines for free or reduced-price meals qualify for the program. Attachment A lists the schools currently participating in the program. Of the 163 participating schools, 107 are under the Universal model and 56 are Means Based.

The program is operated in close partnership with transit operators, school site administrators, Alameda CTC staff, and consultants. The program's bus pass is on Youth Clipper cards so that rides can be tracked and reimbursed at the youth fare to Alameda CTC. Families apply to the program through the Alameda CTC agency website, school site administrators verify eligibility and distribute cards to students, and transit operators produce and send the Clipper cards to each school.

2026-2027 School Year Fall Rush Update

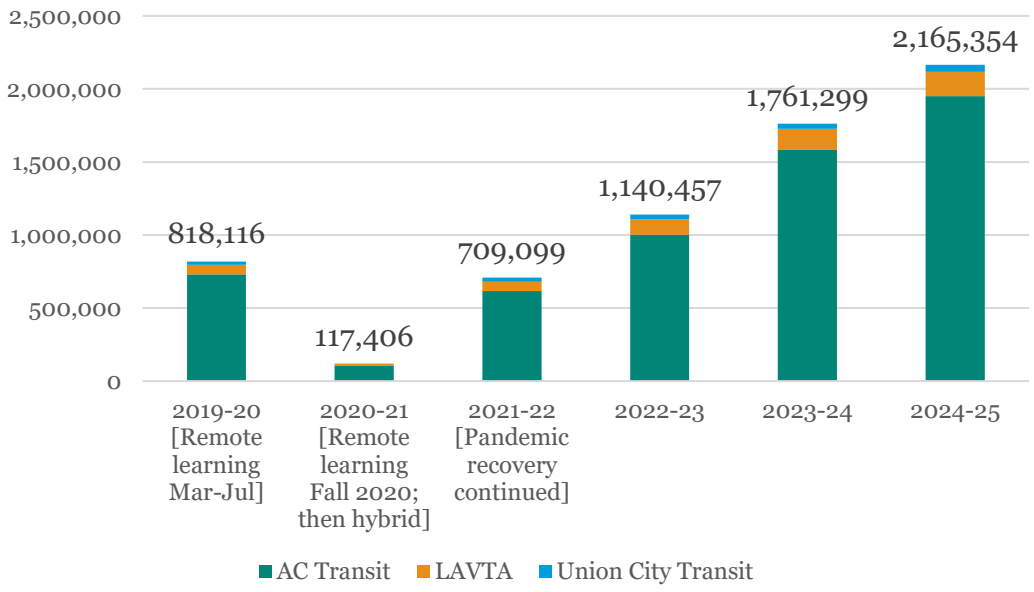
Since most students apply during the August-October back to school period, card production during "fall rush" has historically been a bottleneck, particularly for schools served by AC Transit. Alameda CTC and AC Transit staff worked closely together to address this key issue. Last year, turnaround from application to card delivery took 6-8 weeks for AC Transit-served districts. This year, Alameda CTC staff are supporting AC Transit with physical card production. The program has also distributed new temporary Clipper cards to all AC Transit and Union City Transit-served schools so that students can start using the program while they wait for the official pass. Additionally, New Haven Unified School District was transitioned to the Universal eligibility model this fall and extensive back-to-school outreach has been effective in reaching families. As of September 18th, nearly 6,000 students countywide have requested a pass (including new and replacements), and more than 5,000 temporary passes have been distributed to students while they wait for their pass to arrive.

In response to Commission feedback, the program team held discussions with transit operators regarding free transit for all youth. Transit operators were concerned about the financial and operational impacts of this approach, particularly given the current financial challenges facing transit agencies and uncertainty over future service levels. The team will continue to explore options for program expansion as part of the upcoming strategic plan.

Six-Year (2019-2025) Evaluation

STPP grew dramatically from 2019 to 2025, as shown in Figure 1. Eligible students have nearly doubled, participants more than doubled, and annual rides tripled to more than 2.1 million a year by school year 2024-25. AC Transit absorbed most of this growth, adding 95 schools and more than 14,500 participating students. Students have become a larger share of total system riders than before the pandemic for LAVTA, making the program a structurally important part of its ridership base. Attachment C details the program's growth over the six-year period.

Figure 1. Program Boardings, School Year 2019-20 through 2024-25



A third of passholders use their pass at least once a month. A recent survey of students and caregivers shows that 85% of respondents rated the pass easy to use, but their use may be limited by not needing transit, family preference, safety concerns, and confusion navigating the transit system. Once students start using their pass, usage is consistent, with about 75% riding at least a few times a week.

Annual program costs, which include both the youth fare costs for each trip taken by students and program administration, increased with growing program participation, from approximately $1.35 million in 2019-20 to $3.47 million in 2024-25[1]. Administrative costs have consistently exceeded the Commission's adopted 5-8% target range, running as high as 30%, due to the high level of effort currently required to produce and ship Clipper cards and individually coordinate with each of the 160 schools that help administer the program. Streamlining program administration and pass production and distribution processes will be a key focus area for the strategic plan.

Peer Youth Fare Programs Review Key Takeaways

As the program is maturing, the team is looking at other agency's youth fare products for any applicable lessons for Alameda CTC's program.[2] Peer youth fare programs generally prioritize low-barrier access for students over strict verification and serve youth of all ages and income levels. Peer programs are typically embedded within transit agencies with minimal outside staffing, and simple, consistent messaging supports program success. Peer agencies that discussed operational impacts raised concerns about overcrowding on heavily used school routes, coordination with districts on field trip capacity, and challenges with service area or eligibility boundaries. Attachment D provides a comparison of the peer youth fare programs discussed. Findings from these interviews will inform the strategic plan.

Next Steps

Staff will initiate the program's strategic plan to guide future program changes and longer-term needs, working in close collaboration with our transit agency partners, and return to the Commission next year with recommendations from the strategic plan.

Fiscal Impact

There is no fiscal impact. This item is for information only.

Attachments:

A. School Year 2026-27 Participating Schools
B. Commission Adopted STPP Goals from 2016
C. STPP Growth 2019-2025
D. Peer Agency Youth Program Comparison

[1] Program costs include agency, transit, and consultant staff time, boardings, and other applicable direct costs.

[2] The team has interviewed five transit agencies (King County Metro, Spokane Transit Authority, San Francisco Municipal Transportation Agency, Los Angeles Metropolitan Transportation Authority Metro, and Sacramento Regional Transit District) as well as programs offered by San Diego Association of Governments and Washington State Department of Transportation.

Attachment A: STPP Participating Schools – 2026-27 School Year (as of July 2026)

No.	School District	Eligibility Model	Transit Operator(s)	Participating School
1	ACOE	Free/Universal	AC Transit	Alameda County Community
2	ACOE	Free/Universal	AC Transit	Alternatives in Action High
3	ACOE	Free/Universal	AC Transit	Burke Academy
4	ACOE	Free/Universal	AC Transit	Community School for Creative Education
5	ACOE	Free/Universal	AC Transit	Connecting Waters Charter
6	ACOE	Free/Universal	AC Transit	Envision Academy
7	ACOE	Free/Universal	AC Transit	Hobbs Academy
8	ACOE	Free/Universal	AC Transit	Lazear Charter Academy
9	ACOE	Free/Universal	AC Transit	Oakland Unity Middle
10	ACOE	Free/Universal	AC Transit	Opportunity Academy
11	ACOE	Free/Universal	AC Transit	Quest Academy
12	ACOE	Free/Universal	AC Transit	Yu Ming Charter
13	Alameda USD	Means-Based/Free	AC Transit	ACLC
14	Alameda USD	Means-Based/Free	AC Transit	Alameda High
15	Alameda USD	Means-Based/Free	AC Transit	Alameda Science and Tech
16	Alameda USD	Means-Based/Free	AC Transit	Encinal Junior Senior
17	Alameda USD	Means-Based/Free	AC Transit	Island High
18	Alameda USD	Means-Based/Free	AC Transit	Lincoln Middle
19	Alameda USD	Means-Based/Free	AC Transit	Nea Community Learning Center
20	Alameda USD	Means-Based/Free	AC Transit	The Academy of Alameda
21	Alameda USD	Means-Based/Free	AC Transit	Will C. Wood Middle

No.	School District	Eligibility Model	Transit Operator(s)	Participating School
22	Albany USD	Means-Based/Free	AC Transit	Albany Adult Transition
23	Albany USD	Means-Based/Free	AC Transit	Albany High
24	Albany USD	Means-Based/Free	AC Transit	MacGregor High
25	Berkeley USD	Means-Based/Free	AC Transit	Berkeley High
26	Berkeley USD	Means-Based/Free	AC Transit	Berkeley Technology Academy
27	Berkeley USD	Means-Based/Free	AC Transit	Longfellow Middle
28	Berkeley USD	Means-Based/Free	AC Transit	Martin Luther King Middle
29	Berkeley USD	Means-Based/Free	AC Transit	Willard Middle
30	Castro Valley USD	Means-Based/Free	AC Transit	Canyon Middle
31	Castro Valley USD	Means-Based/Free	AC Transit	Castro Valley High
32	Castro Valley USD	Means-Based/Free	AC Transit	Creekside Middle
33	Castro Valley USD	Means-Based/Free	AC Transit	Redwood High
34	Dublin USD	Means-Based/Free	LAVTA	Cottonwood Creek
35	Dublin USD	Means-Based/Free	LAVTA	Dublin High
36	Dublin USD	Means-Based/Free	LAVTA	Dublin Unified Transition Program
37	Dublin USD	Means-Based/Free	LAVTA	Eleanor Murray Fallon
38	Dublin USD	Means-Based/Free	LAVTA	Emerald High School
39	Dublin USD	Means-Based/Free	LAVTA	Valley High
40	Dublin USD	Means-Based/Free	LAVTA	Wells Middle
41	Dublin USD	Means-Based/Free	LAVTA	York Alternative Learning Center
42	Emery USD	Free/Universal	AC Transit	Anna Yates TK-8

No.	School District	Eligibility Model	Transit Operator(s)	Participating School
43	Emery USD	Free/Universal	AC Transit	Emery High
44	Fremont USD	Means-Based/Free	AC Transit	American High
45	Fremont USD	Means-Based/Free	AC Transit	Centerville Junior High
46	Fremont USD	Means-Based/Free	AC Transit	COIL
47	Fremont USD	Means-Based/Free	AC Transit	G. M. Walters Middle
48	Fremont USD	Means-Based/Free	AC Transit	Irvington High
49	Fremont USD	Means-Based/Free	AC Transit	John F. Kennedy High
50	Fremont USD	Means-Based/Free	AC Transit	John M. Horner Middle
51	Fremont USD	Means-Based/Free	AC Transit	Mission San Jose High
52	Fremont USD	Means-Based/Free	AC Transit	Robertson High
53	Fremont USD	Means-Based/Free	AC Transit	Thornton Junior High
54	Fremont USD	Means-Based/Free	AC Transit	Vista Alternative
55	Fremont USD	Means-Based/Free	AC Transit	Washington High
56	Fremont USD	Means-Based/Free	AC Transit	William Hopkins Junior High
57	Fremont USD	Means-Based/Free	AC Transit	Young Adult Program FUSD
58	Hayward USD	Free/Universal	AC Transit	Anthony W. Ochoa Middle
59	Hayward USD	Free/Universal	AC Transit	Brenkwitz High
60	Hayward USD	Free/Universal	AC Transit	Bret Harte Middle HUSD
61	Hayward USD	Free/Universal	AC Transit	Cesar Chavez Middle HUSD
62	Hayward USD	Free/Universal	AC Transit	Hayward High
63	Hayward USD	Free/Universal	AC Transit	Hayward Twin Oaks Montessori
64	Hayward USD	Free/Universal	AC Transit	Impact Academy of Arts & Technology
65	Hayward USD	Free/Universal	AC Transit	KEY Academy

No.	School District	Eligibility Model	Transit Operator(s)	Participating School
66	Hayward USD	Free/Universal	AC Transit	LPS Hayward
67	Hayward USD	Free/Universal	AC Transit	Martin Luther King Jr. Middle
68	Hayward USD	Free/Universal	AC Transit	Mt. Eden High
69	Hayward USD	Free/Universal	AC Transit	Tennyson High
70	Hayward USD	Free/Universal	AC Transit	Winton Middle
71	Livermore Valley Joint USD	Free/Universal	LAVTA	Andrew N. Christensen Middle
72	Livermore Valley Joint USD	Free/Universal	LAVTA	Del Valle Continuation High
73	Livermore Valley Joint USD	Free/Universal	LAVTA	East Avenue Middle
74	Livermore Valley Joint USD	Free/Universal	LAVTA	Granada High
75	Livermore Valley Joint USD	Free/Universal	LAVTA	Joe Michell
76	Livermore Valley Joint USD	Free/Universal	LAVTA	Junction K-8
77	Livermore Valley Joint USD	Free/Universal	LAVTA	Livermore High
78	Livermore Valley Joint USD	Free/Universal	LAVTA	Vineyard Alternative
79	Livermore Valley Joint USD	Free/Universal	LAVTA	William Mendenhall Middle
80	New Haven USD	Free/Universal	AC Transit Union City Transit	Cesar Chavez Middle NHUSD
81	New Haven USD	Free/Universal	AC Transit Union City Transit	Conley-Caraballo High
82	New Haven USD	Free/Universal	AC Transit Union City Transit	Itliong-Vera Cruz

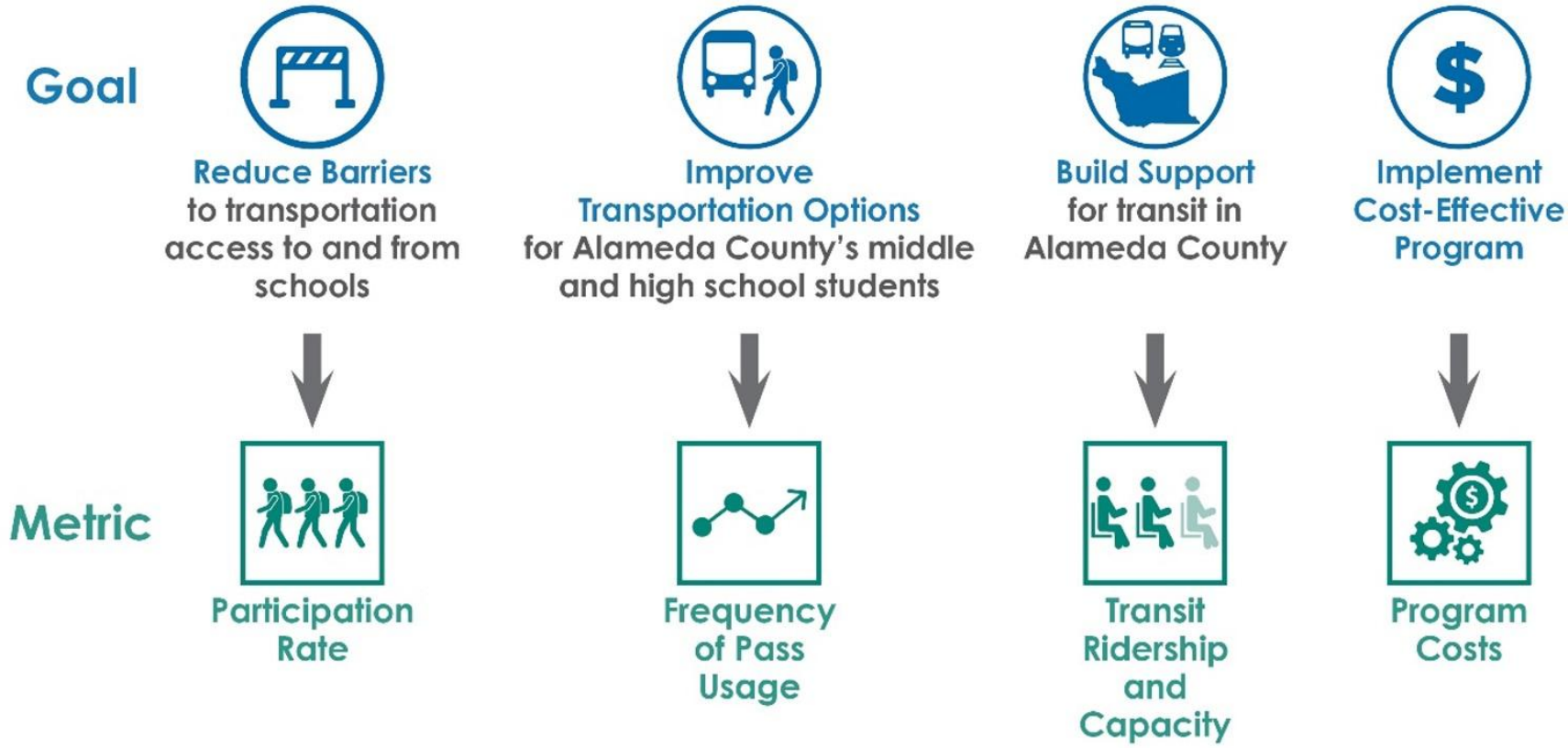
No.	School District	Eligibility Model	Transit Operator(s)	Participating School
83	New Haven USD	Free/Universal	AC Transit Union City Transit	James Logan High
84	New Haven USD	Free/Universal	AC Transit Union City Transit	New Haven Academy
85	Newark USD	Means-Based/Free	AC Transit	Bridgepoint High
86	Newark USD	Means-Based/Free	AC Transit	Crossroads High
87	Newark USD	Means-Based/Free	AC Transit	Newark Junior High
88	Newark USD	Means-Based/Free	AC Transit	Newark Memorial High
89	Oakland USD	Free/Universal	AC Transit	AIMS College Prep High
90	Oakland USD	Free/Universal	AC Transit	AIMS College Prep Middle
91	Oakland USD	Free/Universal	AC Transit	ARISE High
92	Oakland USD	Free/Universal	AC Transit	ASCEND
93	Oakland USD	Free/Universal	AC Transit	Aspire Berkley Maynard Academy
94	Oakland USD	Free/Universal	AC Transit	Aspire Golden State
95	Oakland USD	Free/Universal	AC Transit	Aspire Lionel Wilson
96	Oakland USD	Free/Universal	AC Transit	Bay Area Technology
97	Oakland USD	Free/Universal	AC Transit	Bret Harte Middle OUSD
98	Oakland USD	Free/Universal	AC Transit	Castlemont High
99	Oakland USD	Free/Universal	AC Transit	Claremont Middle
100	Oakland USD	Free/Universal	AC Transit	Coliseum College Prep
101	Oakland USD	Free/Universal	AC Transit	Dewey Academy
102	Oakland USD	Free/Universal	AC Transit	Downtown Charter Academy
103	Oakland USD	Free/Universal	AC Transit	East Bay Innovation Academy
104	Oakland USD	Free/Universal	AC Transit	Edna Brewer Middle

No.	School District	Eligibility Model	Transit Operator(s)	Participating School
105	Oakland USD	Free/Universal	AC Transit	Elmhurst United Middle
106	Oakland USD	Free/Universal	AC Transit	Francophone Charter
107	Oakland USD	Free/Universal	AC Transit	Fremont High
108	Oakland USD	Free/Universal	AC Transit	Frick Middle
109	Oakland USD	Free/Universal	AC Transit	Gateway to College High
110	Oakland USD	Free/Universal	AC Transit	Greenleaf TK-8
111	Oakland USD	Free/Universal	AC Transit	Hillcrest K-8
112	Oakland USD	Free/Universal	AC Transit	KIPP Bridge Academy
113	Oakland USD	Free/Universal	AC Transit	Latitude High 37.8
114	Oakland USD	Free/Universal	AC Transit	LIFE Academy
115	Oakland USD	Free/Universal	AC Transit	Lighthouse Community High
116	Oakland USD	Free/Universal	AC Transit	Lighthouse Community Middle
117	Oakland USD	Free/Universal	AC Transit	Lodestar
118	Oakland USD	Free/Universal	AC Transit	LPS Oakland R & D
119	Oakland USD	Free/Universal	AC Transit	Madison Park Academy
120	Oakland USD	Free/Universal	AC Transit	McClymonds High
121	Oakland USD	Free/Universal	AC Transit	Melrose Leadership Academy
122	Oakland USD	Free/Universal	AC Transit	MetWest High
123	Oakland USD	Free/Universal	AC Transit	Montera Middle
124	Oakland USD	Free/Universal	AC Transit	Oakland Charter Academy
125	Oakland USD	Free/Universal	AC Transit	Oakland High
126	Oakland USD	Free/Universal	AC Transit	Oakland International High
127	Oakland USD	Free/Universal	AC Transit	Oakland Military Institute

No.	School District	Eligibility Model	Transit Operator(s)	Participating School
128	Oakland USD	Free/Universal	AC Transit	Oakland School For the Arts
129	Oakland USD	Free/Universal	AC Transit	Oakland Technical High
130	Oakland USD	Free/Universal	AC Transit	Oakland Unity High
131	Oakland USD	Free/Universal	AC Transit	Ralph J. Bunche High
132	Oakland USD	Free/Universal	AC Transit	Roosevelt Middle
133	Oakland USD	Free/Universal	AC Transit	Rudsdale Continuation
134	Oakland USD	Free/Universal	AC Transit	Skyline High
135	Oakland USD	Free/Universal	AC Transit	Sojourner Truth
136	Oakland USD	Free/Universal	AC Transit	Street Academy
137	Oakland USD	Free/Universal	AC Transit	United for Success Academy
138	Oakland USD	Free/Universal	AC Transit	Urban Promise Academy
139	Oakland USD	Free/Universal	AC Transit	West Oakland Middle
140	Oakland USD	Free/Universal	AC Transit	Westlake Middle
141	Oakland USD	Free/Universal	AC Transit	Young Adult Program OUSD
142	Piedmont USD	Means-Based/Free	AC Transit	Millennium High Alternative
143	Piedmont USD	Means-Based/Free	AC Transit	Piedmont High
144	Piedmont USD	Means-Based/Free	AC Transit	Piedmont Middle
145	Pleasanton USD	Means-Based/Free	LAVTA	Amador Valley High
146	Pleasanton USD	Means-Based/Free	LAVTA	Foothill High
147	Pleasanton USD	Means-Based/Free	LAVTA	Harvest Park Middle
148	Pleasanton USD	Means-Based/Free	LAVTA	Pleasanton Middle
149	Pleasanton USD	Means-Based/Free	LAVTA	Thomas S. Hart Middle
150	Pleasanton USD	Means-Based/Free	LAVTA	Village High

No.	School District	Eligibility Model	Transit Operator(s)	Participating School
151	San Leandro USD	Free/Universal	AC Transit	Bancroft Middle
152	San Leandro USD	Free/Universal	AC Transit	John Muir Middle
153	San Leandro USD	Free/Universal	AC Transit	Lincoln High
154	San Leandro USD	Free/Universal	AC Transit	San Leandro High
155	San Lorenzo USD	Free/Universal	AC Transit	Arroyo High
156	San Lorenzo USD	Free/Universal	AC Transit	Bohannon Middle
157	San Lorenzo USD	Free/Universal	AC Transit	East Bay Arts High
158	San Lorenzo USD	Free/Universal	AC Transit	Edendale Middle
159	San Lorenzo USD	Free/Universal	AC Transit	KIPP King Collegiate
160	San Lorenzo USD	Free/Universal	AC Transit	KIPP Summit Academy
161	San Lorenzo USD	Free/Universal	AC Transit	Royal Sunset High
162	San Lorenzo USD	Free/Universal	AC Transit	San Lorenzo High
163	San Lorenzo USD	Free/Universal	AC Transit	Washington Manor Middle

Attachment B: Commission Adopted Goals from 2016



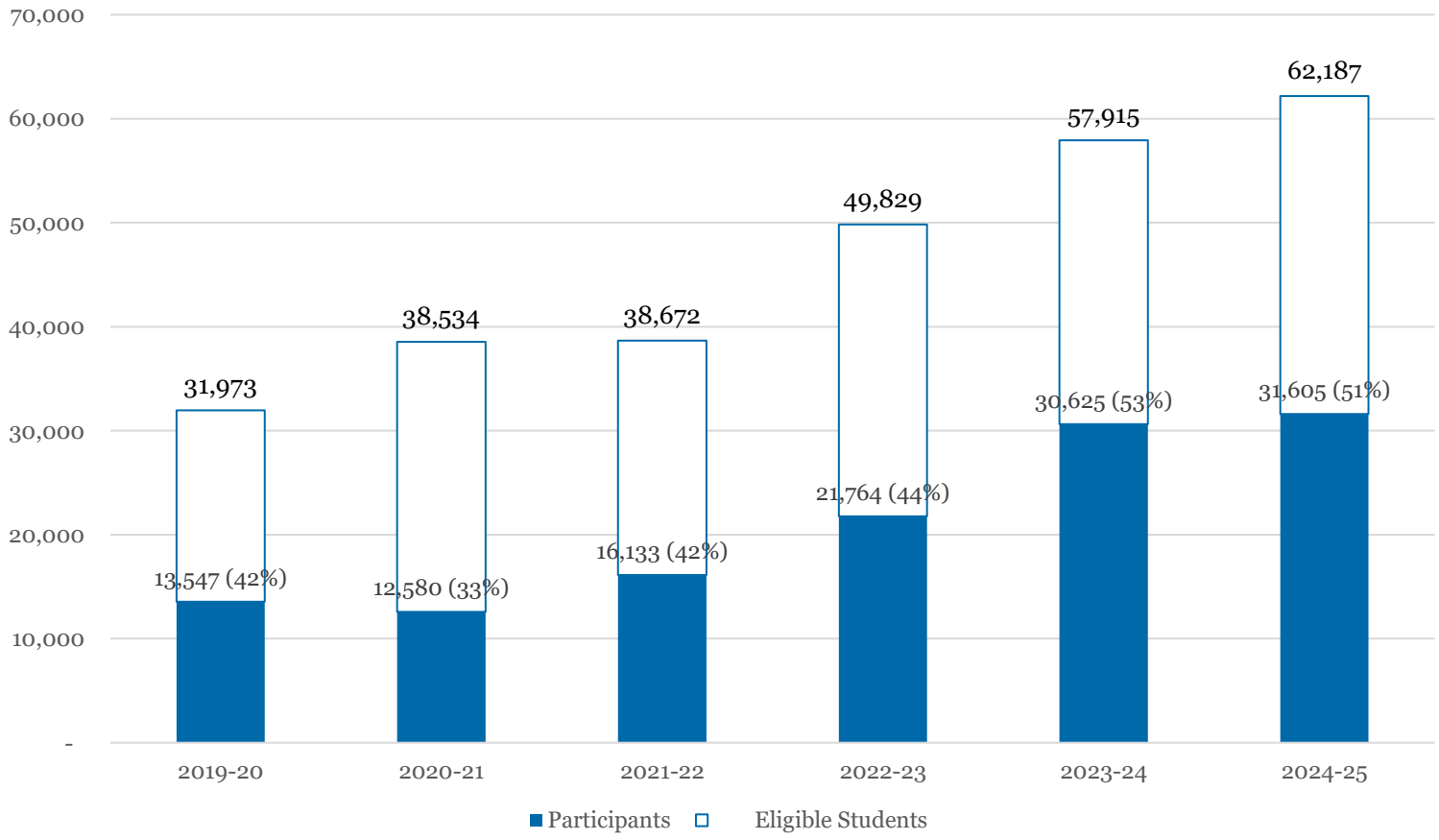
Attachment C: Six-Year Program Growth (2019-2025)

Summary

Since 2019, the Student Transit Pass Program has grown substantially in both reach and use. The number of participating districts grew from 11 to 17, and the number of participating schools nearly tripled, from 58 to 161, reflecting the program's expansion across Alameda County. That growth in participation was matched by a similar increase in ridership, with student boardings rising from about 818,000 in the 2019-20 school year to 2.17 million in 2024-25. The sections below detail this district and school growth, along with trends in boardings, over the program's first six years.

Participation

One of the goals of the Student Transit Pass Program is to reduce barriers to transportation access to and from schools. One way we measure progress toward that goal is by looking at the overall participation rate, which is the share of eligible students in each district who sign up for a pass. Any student who signs up to receive a transit pass is considered a “participant” regardless of how often they use the pass. The figure below illustrates total participation by school year and includes the total number of eligible students.



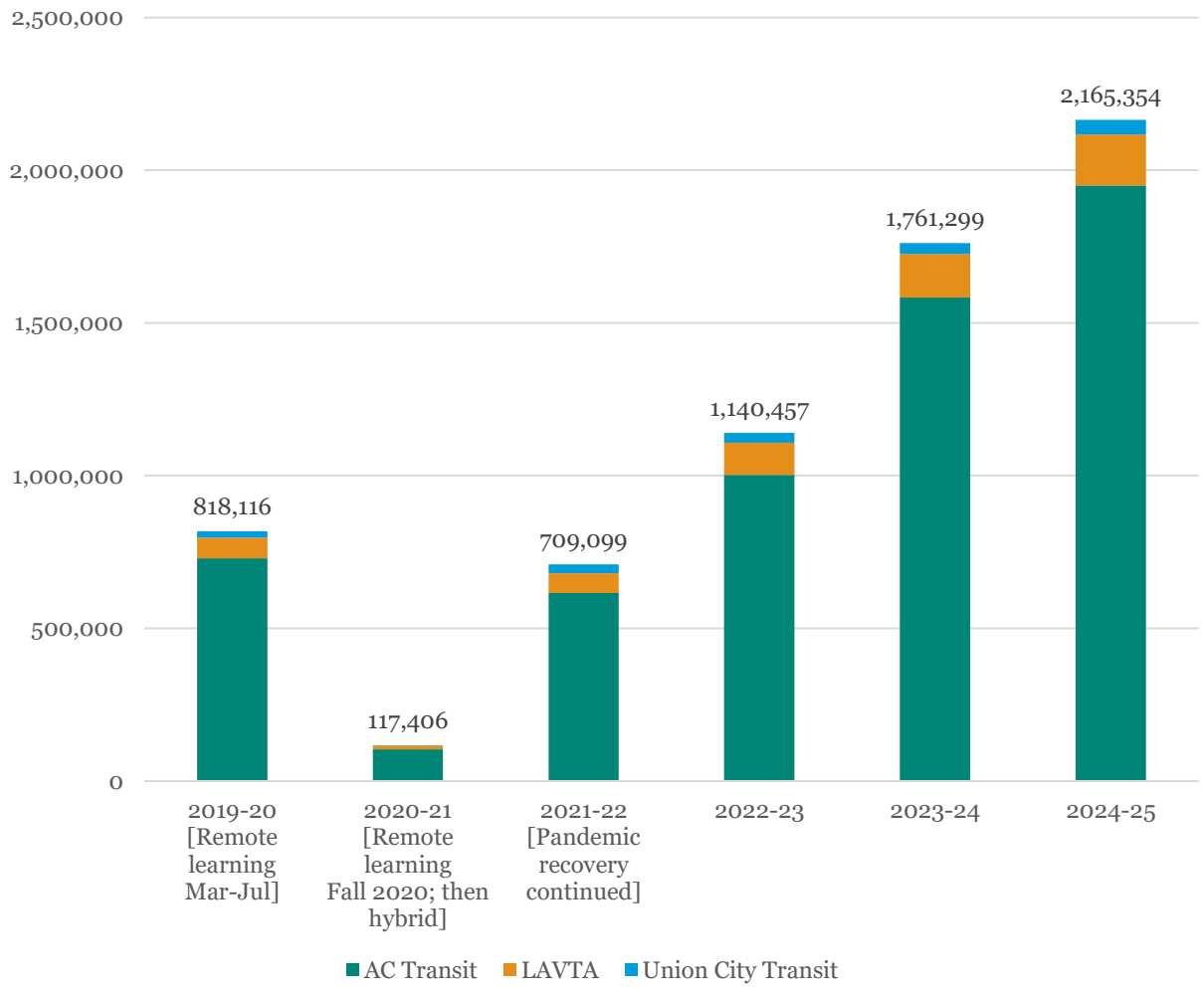
District and School Growth

In 2019, 11 school districts were included in the Student Transit Pass program: four new and seven returning. When the program reached scale by the end of 2025, 17 Alameda County school districts participated while the total number of participating schools rose from 58 to 161. The chart below shows the count of Participating schools by school district and year joined.

Year Joined	School District	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25
2016-17	Livermore Valley JUSD	9	9	9	9	9	9
2016-17	New Haven USD	5	5	5	5	5	5
2016-17	Oakland USD	14	17	17	42	48	52
2016-17	San Leandro USD	4	4	4	4	4	4
2017-18	Hayward USD	9	9	9	9	10	13
2018-19	Fremont USD	2	5	5	14	14	14
2018-19	Newark USD	4	4	4	4	4	4
2019-20	Alameda County Office of Education	2	2	2	4	8	11
2019-20	Alameda USD	1	3	3	7	7	10
2019-20	Emery USD	2	2	2	2	2	2
2019-20	Pleasanton USD	6	6	6	6	6	6
2020-21	Berkeley USD	0	3	3	5	5	5
2020-21	Castro Valley USD	0	4	4	4	4	4
2020-21	San Lorenzo USD	0	7	7	7	7	9
2021-22	Dublin USD	0	0	6	6	7	8
2023-24	Albany USD	0	0	0	0	1	2
2023-24	Piedmont USD	0	0	0	0	3	3
	TOTAL SCHOOLS	**58**	**80**	**86**	**128**	**144**	**161**

Boardings

Student Transit Pass participants represent a portion of each transit agency's total ridership, and the goal of the program is to both build ongoing, long-term support for public transit while at the same time ensuring that operational capacity is not overwhelmed. As highlighted in the figure below, during the 2019–20 school year, students took around 818,000 rides; in the 2024–25 school year, that number nearly tripled to 2.17 million. Even considering that transit agencies stopped collecting fares in March 2020, that represents a massive increase, most likely due to the increase in participants in the program as well as general pandemic recovery.



Attachment D: Peer Agency Youth Programs Comparison

Program	Eligibility	Access Media	Access Process	Participant Estimates	Funding	Year Started
Youth Ride Free (King County Metro)	All youth 18 and under; older students can receive cards through their schools	No pass	Youth ORCA card encouraged but not required; all youth ride free	329,000 K–12 students	Annual Transit Support Grants from Washington State; funded via Climate Commitment Act and Move Ahead Washington	2022
Youth Ride Free (Spokane Transit Authority)	All youth 18 and under	No pass	Rider's License (youth card) encouraged but not required; all youth ride free	65,000 TK–12 students	Annual Transit Support Grants from Washington State; funded via Climate Commitment Act and Move Ahead Washington	2022
Free Muni for Youth (SFMTA)	All youth 18 and under	No pass	No pass required; all youth ride free	50,000 TK–12 students	SFMTA operating budget supported by voter-approved revenue measures	2013 (pilot); 2021 (application requirement removed)
GoPass (LA Metro)	Students at over 1,600 area K-12 schools and community colleges	Pass on annual transit card	LA Metro sends blank TAP cards and activation codes to schools. Schools are responsible for distribution. Students activate GoPass by filling out an online form with personal info and their code. Passes expire annually.	500,000 registered students	Schools and districts opt in and pay per student (using state education funding), plus Metro operating funds	2021
RydeFreeRT Pass (SacRT)	Students in grades TK-12 who live or work in the Sacramento area	Flash pass	SacRT sends flash passes with annual expiration dates to schools, libraries, and the customer service center. Students show pass to ride.	320,000 students	Cost-sharing model with SacRT covering the majority (~85%) and city/county/school districts splitting the rest	2019
Youth Opportunity Pass (SANDAG)	All youth 18 and under in the San Diego region	Youth transit card	Youth obtain a PRONTO card on their own, then make an online account and upload proof of age. MTS reviews applications with an automated script (typically ~24 hours).	113,000 Youth PRONTO cards	Funded by SANDAG (via CMAQ Program) and the County of San Diego (via American Rescue Plan Act)	2022 (pilot; scheduled to end June 2027)

ALAMEDA COUNTY TRANSPORTATION COMMISSION

Student Transit Pass Program



A presentation to the Planning, Policy and Legislation Committee

October 5, 2026

Agenda

- Program Overview and Administration
- Recent Program Highlights
- Six-Year Evaluation Preliminary Key Findings
- Peer Program Key Takeaways
- Next Steps
- Questions

Overview

- Program developed as part of Measure BB Transportation Expenditure Plan.
- Provides unlimited free rides on AC Transit, Union City Transit, and Wheels, 50% off BART fares, and discounts on other Bay Area transit systems.
- Program coordinates implementation with three transit agency partners and site administrators at schools and districts.
- Two models for school districts– Free/Universal (107 schools) and Means-Based/Free (56 schools).
- Four Commission adopted goals and evaluation metrics guide the program.

Program Administration

- Majority of applications received and STPP cards produced occur during the fall.
- Consultants provide trainings to all site administrators during the beginning of the school year.
- Program team attends fall back-to-school night and school orientation events to enroll students and increase participation.
- Throughout the year, schools help promote the program, verify student applications and enrollment, and coordinate distribution of new cards to students.



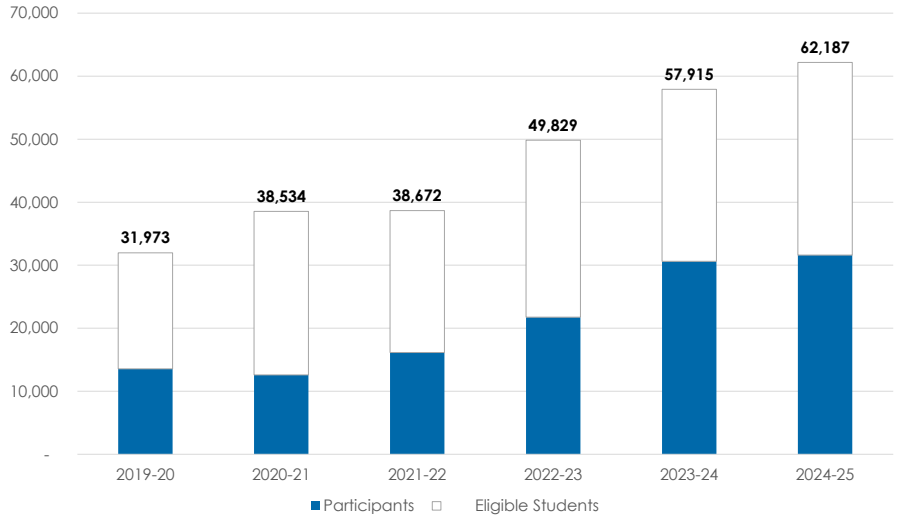
Recent Program Highlights

- 2026: transitioned 4 districts to Free/Universal
  - Hayward USD
  - San Leandro USD
  - San Lorenzo USD
  - New Haven USD
- Fall 2026-27 Rush Process Improvements
  - **Provided additional card production support** to AC Transit via Alameda CTC program consultant and staff
  - **Implemented temporary passes** pilot Spring 2026; **established for all** AC Transit-served schools Fall 2026
  - **Proposed Free Transit for Youth** and **transitioning remaining districts to Free/Universal**, however, transit operators expressed initial concern; the program team will be revisiting those proposals with them during the strategic planning process

Six-Year Evaluation Preliminary Key Findings

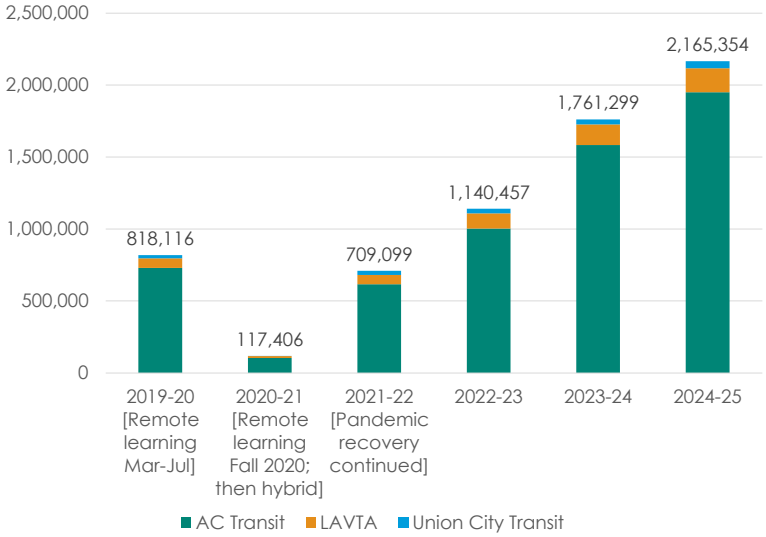
- **The program grew dramatically** across every measure of participation from 2019 to 2025, despite the pandemic. Eligible students nearly doubled, participants more than doubled, and annual rides tripled to 2.17 million by 2024-25.
- **AC Transit absorbed most of the impact** of that growth, adding 95 schools and over 14,500 participating students, without a matching increase in administrative staff.
- **Only a third of passholders use their pass at least once a month**. The 2026 survey suggests this isn't about pass usability (85%+ rated it easy to use) but about not needing the bus, safety concerns, and confusion navigating transit.
- **Once students start riding, usage is consistent**: about three-quarters ride at least a few times a week.
- **Program costs rose mainly due to pass costs tracking ridership growth** ($1.35 million in 2019-20 to $3.47 million in 2024-25), and labor costs have consistently exceeded the Commission's 5-8% target, running as high as 30%.

Participation by SY, 2019–2025



Note: Any student who signs up to receive a transit pass is considered a "participant" regardless of how often they use the pass. Boxed total above each column are the number of participating schools for each given school year.

Boardings by SY, 2019–2025



Peer Youth Fare Programs Review Key Takeaways

- Interviewed peer agencies such as King County Metro, Spokane Transit Authority, SFMTA, LA Metro, SANDAG, Sacramento RTD, and the Washington State DOT
- Key themes:
  - No comparable program requires individual card registration through schools
  - Several leading programs require no pass at all
  - Programs embedded within transit agencies operate with far less coordination
  - Pass-free programs reduce labor substantially but require alternative data strategies for funding reimbursement

Next Steps

- Continued focus on pass production and distribution, and program outreach
- Initiate Strategic Plan
- Coordination with transit agency partners and school districts on a phased implementation/strategic plan
- Update Commission in Spring 2027 on initial recommendations





Thank You

For more information, visit
https://www.alamedactc.org/programs-projects/studentpass

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DATE:	September 28, 2026
TO:	Planning, Policy and Legislation Committee
FROM:	Remy Goldsmith, Assistant Director of Policy and Government Affairs
SUBJECT:	Federal, State, Regional and Local Legislative Activities Update

Recommendation

This item will provide the Planning, Policy and Legislation Committee with an update on federal, state, regional and local legislative activities.

Summary

This item provides an update on federal, state, regional and local legislative activities.

Background

Each month, staff brings items to the Commission guided by the priorities identified in Alameda CTC's 2026 Legislative Program, approved by the Commission in December 2025 and included as Attachment A. The Legislative Program informs Alameda CTC's legislative activities, including recommended positions on pending legislation and updates on relevant legislative and policy developments. A summary of recommended and current positions taken by the Commission is included in Table 1.

Federal Update

Congress is expected to recess in early October until after the mid-term elections. They may take up appropriations and reauthorization of the five-year surface transportation bill when they return following mid-term elections in November.

State Update

The Legislative session has ended, and the Governor has until September 30th to sign or veto legislation. Staff will provide updates on key bills as available.

On September 14, the governor signed AB 2788, the Transportation Omnibus bill, into law. The legislation includes enabling the California Transportation Commission (CTC) to

approve an amendment to the State Route 238 Local Alternative Transportation Improvement Program (SR 238 LATIP), including the priority project list. Alameda CTC will lead the process with the local jurisdictions, including the cities of Hayward and San Leandro and Alameda County, to develop the SR 238 LATIP amendment, which will go before each local jurisdiction's governing body as well as the Commission for approval before submittal to the CTC.

Table 1. Summary of Current Bill Positions September 18, 2026

Bill	Summary	Analysis	Commission Position & Bill Status
SB 1087 (Cabaldon) Streamlines state transportation planning law.	Existing law requires metropolitan planning organizations to adopt Regional Transportation Plans (RTPs) every four years. Existing state law requires a Sustainable Communities Strategy (SCS) to achieve regional targets for the reduction of greenhouse gas emissions be included in each RTP. This bill would require the SCS element be included every eight years.	SB 1087 seeks to streamline the development and implementation process of RTP/SCSs to allow for more focus on implementation and better balance statewide and regional objectives. These goals directly support the work of Alameda CTC by refocusing staff resources and funding at the regional level with an emphasis on implementing projects, programs and policies.	Support Passed Legislature and with Governor for signature or veto.
SB 830 (Arreguín and Wiener) Revises original legislation authorizing regional sales tax measure.	Existing law authorizes a sales tax applicable to Alameda, Contra Costa, San Mateo and Santa Clara counties and the City and County of San Francisco to support public transit to be placed on the November 2026 ballot. Existing law establishes specified	SB 830 updates specific election procedures should a measure be placed on the November 2026 ballot. The updates will improve the clarity and transparency for voters should a	Support Signed into law on July 16th. Chapter 101, Statutes of 2026

Bill	Summary	Analysis	Commission Position & Bill Status
	procedures for that election. This bill revises election procedures by, among other things, requiring the measure to be identified on the ballot by the designation "Regional Transit Measure" and requiring each county elections official in the district to select arguments in favor of, and against, the measure to be included in the county voter information guide of each county, as specified.	measure qualify for the ballot by allowing county-specific arguments to be included in voter information guides. Assemblymember Wicks is a principal co-author, and Assemblymembers Bonta and Ortega are co-authors.	
AB 2015 (Wicks) Department of Transportation: third-party navigation applications: study and report.	AB 2015 would require California Department of Transportation (Caltrans), in consultation with the California State Transportation Agency (CalSTA) and local authorities, to conduct a pilot study in a region or area of the state, as determined by the department, on the impact of third-party navigation applications on the state highway system and local street and road networks. The pilot study would analyze how third-party navigation applications affect congestion displacement, local infrastructure, safety	The study would analyze the impacts of third-party applications on the roadway network, including a focus on local congestion and neighborhood streets, safety, local infrastructure impact, and emergency response.	Support Signed into law on September 14th.

Bill	Summary	Analysis	Commission Position & Bill Status
	metrics, and emergency response. Caltrans must include policy recommendations for regulatory or legislative action to improve the alignment between third-party navigation applications and state and local traffic management goals. Caltrans must submit the study to the legislature on or before January 1, 2029.		
SB 1167 (Blakespear) Electric Bicycle Safety.	SB 1167 makes comprehensive revisions to definitions of e-bikes and electric cycle or e-motos or mopeds, including definitions of speeds and motor power, and updates labeling and disclosure requirements for manufacturers and sellers of these devices. It also expands prohibitions on false advertising related to e-bikes. The bill additionally establishes new operational and safety requirements, as specified, expands reckless driving provisions to include bicycles, and imposes additional reporting requirements on law enforcement.	SB 1167 takes a targeted approach to advancing safety by focusing on clarifying which electric devices qualify as e-bikes and establishing clearer rules for devices that are higher-speed or higher-powered, which are recognized as posing greater safety risks. This approach strengthens safety and oversight, without limiting access to the e-bikes that support sustainability, mobility, and accessibility goals.	Support Passed Legislature and with Governor for signature or veto.
AB 1837 (González, Mark)	Would extend until January 1, 2034 the expiration date of existing	Helps support transit operators' ability to operate on	Support

Bill	Summary	Analysis	Commission Position & Bill Status
Video imaging of parking violations.	authorization allowing public transit operators to enforce parking violations in transit-only traffic lanes and transit stops through the use of video imaging. The current authorization is set to expire January 1, 2027.	time schedules and encourage ridership while deterring traffic violations. AC Transit has taken a support position and is a co-sponsor of the bill. MTC has taken a support position on the bill.	Passed Legislature and with Governor for signature or veto.
AB 2788 (Assembly Transportation Committee) Transportation Omnibus bill.	Among its provisions, authorizes Alameda CTC to amend SR 238 Local Alternative Transportation Improvement Program to update with a new priority project list and funding allocations.	Allows participating local jurisdictions to update and approve the SR 238 LATIP for submission to the California Transportation Commission, allowing remaining SR 238 property-sale revenues to be directed to current transportation priorities.	Sponsor Signed into law on September 14th.

Fiscal Impact

There is no fiscal impact.

Attachment:

A. Alameda CTC 2026 Legislative Program

2026 Legislative Program

The Alameda County Transportation Commission (Alameda CTC) legislative program identifies core legislative priorities to support and advance the vision and goals adopted in the Policy Blueprint for the 2026 Countywide Transportation Plan. Alameda CTC will develop strategic partnerships and support efforts to increase transportation funding and support policies that advance this legislative program.

Core Legislative Priorities
Transportation Funding: Advocate for increased transportation funding and protection of existing funding to support projects, programs, and operations and seek to leverage local funds to the maximum extent possible to implement transportation improvements and services in Alameda County through grants and partnerships with regional, state and federal agencies. Advocate for sustainable funding to support transit agencies. Support efforts to advance full implementation of Cap-and-Invest Program to ensure revenues effectively benefit transit, sustainable transportation, and community investments.
Safety: Advocate for resources and legislation that enable Alameda CTC to deliver safe, multimodal infrastructure that prioritizes the safety of all users. Support opportunities for local jurisdictions to advance initiatives to increase safety in their communities.
Economic Vitality: Advocate for policies and investments that strengthen Alameda County's economy by supporting an efficient, reliable transportation system that provides access to opportunity and sustains prosperity across the Northern California megaregion. Support modernization of goods movement infrastructure, improvements to safety and reliability, and integration of transportation and land use to promote a cleaner, more resilient economy.
Healthy Communities: Support legislation, strategies and investments that reduce pollution to create sustainable and healthy communities and increase the resilience of our transportation system and communities, especially for low-income communities and those historically underserved by high-quality transportation. Promote initiatives that increase resiliency of the transportation system and support funding and investments to reduce pollution and improve air quality.
Equity: Advocate for resources, legislation, and initiatives that expand access to safe, affordable, and reliable transportation options throughout Alameda County, with focused support for low-income and underserved communities. Advance inclusion, economic opportunity, and healthy communities throughout the legislative program.
Effective Project Delivery and Operations: Support policies that facilitate efficient and expedited project development and delivery processes, effective and efficient transportation system operations, and innovative and timely project delivery.

In-depth Core Legislative Priorities

Transportation Funding: Advocate for increased transportation funding and protection of existing funding to support projects, programs, and operations and seek to leverage local funds to the maximum extent possible to implement transportation improvements and services in Alameda County through grants and partnerships with regional, state and federal agencies. Advocate for sustainable funding to support transit agencies. Support efforts to advance full implementation of Cap-and-Invest Program to ensure revenues effectively benefit transit, sustainable transportation, and community investments. Seek, acquire, accept and implement grants to advance project and program delivery.

- Support efforts to increase transportation funding and advance priority projects and programs in Alameda County, including regional transportation measures.
- Support transit agencies as they improve fiscal solvency and ridership, including regional efforts to secure sustainable multi-year funding and improve service for the public.
- Support efforts that protect against transportation funding diversions.
- Ensure fair share of sales tax allocations from new laws and regulations.
- Protect and enhance voter-approved funding. Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures including funding for delivery of programs and operations.
- Support rewarding Self-Help Counties and states that provide significant transportation funding.
- Support efforts to increase funding and advance policies that support transit, paratransit, and multimodal transportation incorporating multiple modes of transportation.
- Support efforts to increase funding to advance safety and active transportation.
- Support policies and funding that enhance Bay Area goods movement and passenger rail funding, delivery and advocacy that improve the economy, local communities, and the environment.
- Support policies and programs that improve transportation services and infrastructure and do not create unfunded mandates.

Safety: Advocate for resources and legislation that enable Alameda CTC to deliver safe, multimodal infrastructure that prioritizes the safety of all users. Support opportunities for local jurisdictions to advance initiatives to increase safety in their communities.

- Expand multimodal options, shared mobility and innovative technology.
- Support investments in active transportation, including for improved safety and advance Vision Zero strategies to reduce speeds and protect communities.
- Support allowing cities the discretion to use more effective methods of speed enforcement within their jurisdictions.
- Support policies that advance safety for all users of the transportation system, including roadways, sidewalks and transit infrastructure.

- Support advocacy of cooperation and partnership with railroads to advance projects, with a particular interest in rail safety projects.

Economic Vitality: Advocate for policies and investments that strengthen Alameda County's economy by supporting an efficient, reliable transportation system that provides access to opportunity and sustains prosperity across the Northern California megaregion. Support modernization of goods movement infrastructure, improvements to safety and reliability, and integration of transportation and land use to promote a cleaner, more resilient economy.

- Support investments that strengthen Alameda County's role as the Bay Area's primary intermodal hub, improving goods movement infrastructure and ensuring that economic benefits are shared across local communities.
- Advance policies and funding that connect transportation and land use to expand access to quality jobs, education, and services, particularly in areas where improved mobility can unlock new opportunities.
- Promote infrastructure and programs that enhance reliability, affordability, and sustainability, supporting a resilient economy that benefits residents and businesses countywide.

Healthy Communities: Support legislation, strategies and investments that reduce pollution to create sustainable and healthy communities and increase the resilience of our transportation system and communities, especially for low-income communities and those historically underserved by high-quality transportation. Promote initiatives that increase resiliency of the transportation system and support funding and investments to reduce pollution and improve air quality.

- Support funding for infrastructure, operations, and programs to relieve congestion, improve air quality, reduce emissions, expand resiliency and support economic development, including to support transitioning to a cleaner transportation system.
- Support emerging technologies such as alternative fuels and technology to reduce greenhouse gas (GHG) emissions and encourage continued access to the electric grid for charging to support reliable operations.
- Support legislation to modernize the Congestion Management Program, supporting the linkage between transportation, housing, and multimodal performance monitoring.
- Support efforts to increase transit throughout the transportation system, such as on freeway corridors and bridges.
- Support efforts to address climate adaptation and resiliency including planning, funding and implementation support.
- Support legislation and policies to facilitate deployment of connected and autonomous vehicles in Alameda County to enhance last mile connectivity to transit, including data sharing that will enable long-term planning and analysis of benefits and impacts.
- Continue to support legislation that furthers flexibility and reduces barriers for infrastructure improvements that support the linkage between transportation, housing and jobs and leverage opportunities for implementing transportation-oriented

development and Priority Development Areas (PDA), the latter which are places near public transit planned for new homes, jobs and community amenities. This includes transportation corridor investments that link PDAs.

Equity: Advocate for resources, legislation, and initiatives that expand access to safe, affordable, and reliable transportation options throughout Alameda County, with focused support for low-income and underserved communities. Advance inclusion, economic opportunity, and health communities throughout the legislative program.

- Support investments in transportation that enhance access to goods, services, jobs and education.
- Support means-based fare programs while being fiscally responsible.
- Support policies and funding to develop and implement equitable mobility improvements.
- Support projects and programs that reduce emissions with a particular emphasis on communities historically disproportionately burdened by pollution from the transportation sector.
- Support expanding economic opportunities for small and local businesses by leveraging our procurement, contracting and hiring processes and supporting businesses that are disadvantaged or underrepresented.

Effective Project Delivery and Operations: Support policies that facilitate efficient and expedited project development and delivery processes, effective and efficient operations of the transportation system, and support innovative and timely project delivery.

- Advance innovative and cost-effective project delivery.
- Advance efficient and effective operations and governance of the express lane and high-occupancy vehicle (HOV) systems.
- Support environmental streamlining, efforts that reduce project and program implementation costs, and expedited project delivery, including contracting flexibility and innovative project delivery methods.
- Support funding and policies to implement transportation projects that create jobs and economic growth, including apprenticeships and workforce training programs.
- Support HOV/managed lane policies and efforts that promote effective and efficient lane implementation and operations, protect toll operators' management of lane operations and performance, toll rate setting and toll revenue reinvestments, deployment of new technologies and improved enforcement.
- Oppose legislation that degrades HOV lanes that could increase congestion and decrease efficiency.