Clipper BayPass
Phase 1 Evaluation Report

CLIPPER BayPass

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University of California, Berkeley

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EXECUTIVE SUMMARY


Santa Rosa Junior College
Number of Participants: 21,000
Total Number of Trips: 300,000
Napa
Sonoma
Solano
Number of Participants: 12,000
Total Number of Trips: 2.1 million
Marin
UC Berkeley
Contra Costa
Foon Lok West
San Francisco
San Francisco State
San Pedro Commons
Number of Participants: 9,000
Total Number of Trips: 840,000
Delaware Pacific
Station Center
Alameda
Peninsula Station
Mosaic Gardens
City Center Plaza
Runnymede Gardens
Santa Clara
MidPen Housing
Palo Alto Gardens
Riverwood Place
Posolmi Place
Number of Participants: 2,300
Total Number of Trips: 160,000
San Mateo
San José State
Number of Participants: 7,000
Total Number of Trips: 470,000

Background

The Clipper BayPass Phase 1 pilot evaluated the effects of a universal, unlimited transit pass *(Clipper BayPass)* between Fall 2022 and Summer 2024.

During this period, the Clipper BayPass was made available to approximately 50,000 individuals at four higher education institutions and twelve affordable housing properties in the San Francisco Bay Area.

Figure 1: BayPass Program Overview

Findings

In August 2022, the Clipper BayPass was randomly assigned to approximately one quarter of students at San Francisco State University, San José State University and the University of California at Berkeley.

The Phase 1 program evaluation found that, on average across these universities:

Students with access to Clipper BayPass:

- ***took 30% more transit trips***
- ***made 163% more inter-transit-agency transfers***
- ***were between 6%-15% less likely to leave their university between Fall 2022 and Fall 2023***

than their peer students who only had access to their universities' respective, preexisting institutional transit passes.

During Phase 1 of the Clipper BayPass pilot, students at participating universities as well as Santa Rosa Junior College and affordable housing residents at MidPen housing locations took millions of transit trips across the Bay Area. In survey responses collected during the pilot, individuals eligible for Clipper BayPass indicated that access to the Clipper BayPass made them more likely to take transit and visit new locations in the Bay Area.

In Fall 2024, San Francisco State University students began purchasing BayPass for all students via their student transportation fee. In Spring 2025, UC Berkeley students voted to increase existing student fees to purchase BayPass for all students beginning in Fall 2025. Discussions with San José State, Santa Rosa Junior College and MidPen affordable housing regarding the potential to continue as BayPass partner organizations beyond 2025 are ongoing.

Recommendations

Given these positive results, the program evaluation recommends:

- Expanding BayPass to additional universities and affordable housing locations in the 9-county Bay Area to increase transit ridership, build a culture of public transportation use, and improve student retention.
- Continue to grow the BayPass program beyond universities and affordable housing locations by continuing to enroll employers and other membership organizations. As of April 2025, there are eleven paying BayPass partner organizations that make BayPass available to their approximately 37,000 total employees, students and residents. These BayPass partner organizations are: San Francisco State University, University of California - San Francisco (UCSF), OpenAI, San Francisco Airport Commission, Alameda Transportation Management Association, City of Menlo Park, City of Palo Alto, Foon Lok East (MidPen housing), Kiku Crossing (MidPen housing), Piedmont Gardens and Robinhood. When UC Berkeley's approximately 45,000 students become eligible for BayPass in Fall 2025, the total number of individuals eligible for BayPass will increase to approximately 82,000.

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PURPOSE

This report summarizes the findings of the Clipper BayPass Phase 1 Pilot, which tested the effects of a universal transit pass program (Clipper BayPass) that was made available to approximately 50,000 individuals at four higher education institutions and twelve affordable housing properties in the San Francisco Bay Area.

The evaluation focuses on the period between August 15, 2022 and June 30, 2024.

The pilot included a randomized controlled trial that analyzed the impact of BayPass among students at three large universities with a combined student population of approximately 100,000. Data collected through this experiment demonstrates that access to Clipper BayPass had significant impacts on travel behavior:

students randomly assigned access to Clipper BayPass took significantly more transit trips and transferred far more frequently between transit operators than students randomly assigned access to preexisting (primarily) single-agency transit passes.

Enrollment data also suggests that access to a **Clipper BayPass may have reduced student attrition rates**.

Given these promising results, the project team recommends the Metropolitan Transportation Commission (MTC) and Bay Area transit operators continue to expand access to Clipper BayPass in the region.

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INTRODUCTION

BayPass Pilot Overview

The Clipper BayPass Pilot is the Bay Area's first regional unlimited-ride transit pass. BayPass users have unlimited access to all bus, rail, and ferry services in the nine-county Bay Area region that accept Clipper, at no cost at the point of use.

Clipper BayPass was created in 2022 under the direction of the Fare Integration Task Force, a special committee of the Clipper Executive Board consisting of several transit operators and MTC. The Task Force focused on cost-effectively improving coordination and integration of fares among transit agencies to improve customer experience and grow ridership.

Figure 2: Partner Transit Agencies across the Bay Area

A Transit Fare Coordination and Integration Study[1] , led by BART and MTC, explored various regional fare coordination and integration policies. One of the study's recommendations was to pilot an employer or institutional pass program, offering "all-you-can-ride" passes for employees / members.

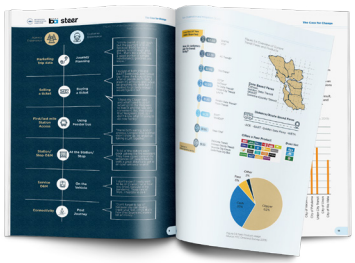
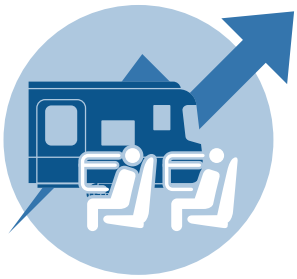


Figure 3: Fare Coordination and Integration Study Report

Several of the Bay Area's transit agencies offer their own institutional programs, such as the AC Transit EasyPass, the Caltrain Go Pass, the VTA SmartPass and the SamTrans Way2Go pass. However, prior to the BayPass's introduction, the Bay Area lacked an unlimited use, all-access pass for the region's twenty-two transit agencies that use the Clipper fare payment system.

The BayPass pilot was designed to evaluate the impact that an unlimited institutional regional transit pass may have on:



Increasing transit ridership

Generating new transit revenues

Improving customer experience and attitudes towards transit

BayPass Pilot Design

The BayPass Pilot is split into two program phases

Phase 1, which began in August 2022, was designed to evaluate the BayPass's impact on students and affordable housing residents. More than 50,000 students and residents were eligible for the pass in this phase, which ends in Fall 2025. Phase 1 is fully funded by transit operators and MTC (i.e., the BayPass was provided at no additional cost to students and affordable housing residents). This evaluation report focuses on Phase 1 for the period from August 15, 2022 through June 30, 2024, which was the originally planned duration of Phase 1 of the Clipper BayPass Pilot. In Spring 2024, Phase 1 of the pilot was extended through Fall 2025.

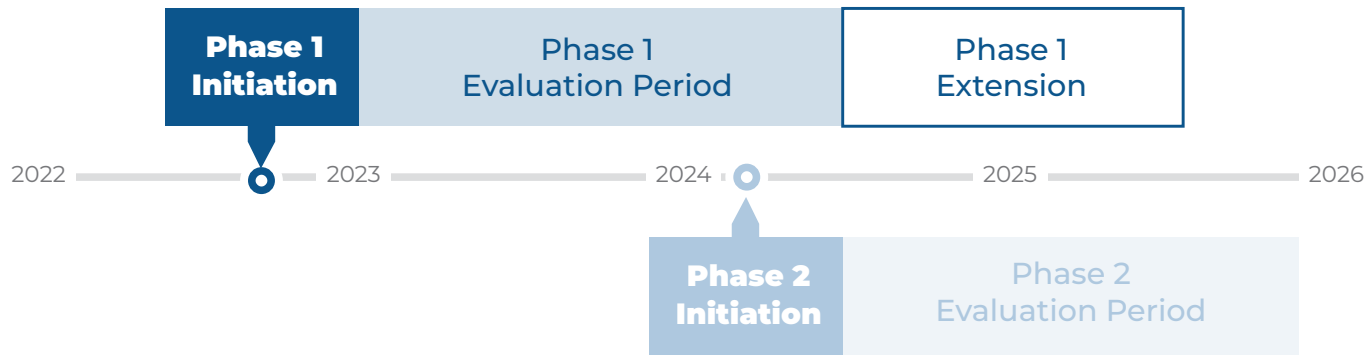


Figure 4: BayPass Pilot Design Schedule

Phase 2 of the pilot began in January 2024 and offers employers/organizations the opportunity to purchase the BayPass on behalf of their employees, residents and/or students. Phase 2 is funded by sales of the BayPass to partner organizations (i.e., BayPass sales are used to reimburse transit operators for trips taken by BayPass participants). The Phase 2 pilot and evaluation are ongoing. A Phase 2 evaluation report will be released in the future.

BayPass Pilot Design

The first phase included a total of 51,300 individuals eligible for the BayPass at San Francisco State University (SFSU), San José State University (SJSU), University of California – Berkeley (UCB), Santa Rosa Junior College (SRJC), and 12 MidPen affordable housing properties (MidPen).

Institutions were selected for participation based on their diverse locations across the Bay Area as well as having preexisting passes on 1 to 3 transit agencies on Clipper, which provided an administrative structure that supported rapid implementation.

At the universities, passes were randomly assigned to a subset of the student population to enable the program evaluation team to accurately measure the impact of an all-system transit pass. At MidPen affordable housing properties and at SRJC, all residents and students, respectively, were eligible for the BayPass.

BayPass Pilot Design

Participant Agency	Participant Information
San Francisco State University	· Approximately 22,000 students[2] · 9,000 BayPass participants randomly selected · Campus is served by 1 Muni rail line, 5 Muni bus routes, and 2 SamTrans bus routes · Prior to the introduction of the BayPass, all SFSU students had unlimited SFMTA and SamTrans access, plus a 50% discount on BART to and from the Daly City station · 87% of students live off campus[3] , 55% commute by transit[4]
SJSU San José State University	· Approximately 36,000 students[5] · 7,000 BayPass participants randomly selected · Campus is served by 2 VTA light rail lines and 8 VTA bus routes · Prior to the introduction of the BayPass, all SJSU students had unlimited VTA local bus and light rail access, plus a 50% discount on VTA express buses · 87% of students live off campus, 38% commute by transit[6]
Berkeley University of California	· Approximately 46,000 students[7] · 12,000 BayPass participants randomly selected · Campus is served by BART and 6 AC Transit bus lines · Prior to the introduction of the BayPass, all UCB students had unlimited AC Transit access · 73% of students live off campus[8] , 34% commute by transit[9]
Santa Rosa Junior College	· Approximately 21,000 students[10] · All students were offered the BayPass · Campus is served by 4 Sonoma County Transit buses and 5 Santa Rosa CityBus routes · Prior to the introduction of the BayPass, all SRJC students had unlimited access to Sonoma County Transit, Santa Rosa CityBus, and Petaluma Transit · 98% of students live off campus[11] , 6% commute by transit[12]
MidPen Housing Building Communities. Changing Lives.	· Approximately 2,300 residents at 12 selected properties · All residents from 12 selected properties were offered the BayPass · Properties are located in San Mateo, Santa Clara and Alameda Counties and are served by varying levels of transit from operators that include BART, Caltrain, SamTrans, VTA and AC Transit · Prior to the introduction of the BayPass, residents at three properties had unlimited access to SamTrans buses and residents at two properties had unlimited VTA local bus and light rail access, plus a 50% discount on VTA express buses

Table 1: BayPass Partner Agency Participant Information

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EVALUATION METHODS AND DATA SOURCES

Clipper Trip Data

The BayPass evaluation team primarily utilized Clipper trip data and a randomized controlled trial covering approximately 100,000 students at three large universities to determine the pilot's impact on public transit use at SFSU, SJSU, and UCB. This data was also cross referenced by survey respondents' self-identified income to understand potential impacts by student income level.

The BayPass was not randomly assigned at SRJC or MidPen, which constrained the BayPass project team's ability to make conclusive assertions related to the BayPass's effect on public transportation use and rates of student attrition at those institutions.

Student Attrition Information

The BayPass evaluation team worked with SFSU, SJSU, and UCB to attain anonymized enrollment data at each university. This data was analyzed together with anonymized information provided by universities regarding student status over time to estimate BayPass's potential impact on student attrition rates.

Online Participant Surveys

The evaluation included a series of online surveys conducted from Fall 2022 through Spring 2024. These surveys were intended to build a better understanding of the impact of the BayPass on attitudes toward public transit, demand for parking, and housing choice (i.e., on-campus versus off-campus). The surveys also asked a series of demographic questions to identify a respondent's income and other population characteristics. Because the population of survey respondents may not be representative of the entire student population (for example, survey respondents at the universities took 2.3 times more trips on transit than the overall student population at those universities), surveys do not provide a basis for causal assertions. However, the surveys do provide helpful anecdotal context.

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SUMMARY OF KEY IMPACTS THE BAYPASS EFFECT

In its first year, BayPass increased transit ridership at the universities with preexisting institutional pass programs by 30% on average and increased transfers between transit agencies by 163% on average.

Among a subset of students who responded to the survey, the BayPass effect on transit trips taken was nearly twice as large among low-income survey respondents as it was for middle-and-high income survey respondents.

Additionally, approximately 90% of university survey respondents indicated that the "BayPass helped them get to and from new locations in the Bay Area" and that "since receiving the Clipper BayPass they were more likely to use public transportation options in the Bay Area".

Between Fall 2022 and Fall 2023, students with access to BayPass at SFSU were 11% less likely to leave the university than their peers that only had access to the university's preexisting institutional transit pass.

Similarly, students with BayPass access at SJSU were 6% less likely to leave the university and students with BayPass access at UCB were 15% less likely to leave the university.

Attrition rates are determined by whether the student's anonymized identifier appeared in the list of active students in both Fall 2022 and Fall 2023. If the student's anonymized identifier appeared in Fall 2022 but did not appear in Fall 2023, then the analysis assumes that the student attritted (i.e., was no longer an active student at the university).

The following sections of this report detail these results and analyses of trip data, institutional enrollment and attrition, and participant perception of the program information received from online surveys.

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DETAILED ANALYSES

Randomized Controlled Trial: SFSU, SJSU, and UCB[13]

The BayPass team used Clipper trip data to determine BayPass's impact on public transit usage during the Phase 1 pilot period. Since BayPass was randomly assigned at SFSU, SJSU and UCB, the pilot's impact on public transit usage can be determined with a high degree of statistical confidence. This is because the student populations who were randomly selected to be eligible to receive the BayPass and those students who were not randomly selected are essentially identical.

The only difference between the groups is whether they were eligible for the BayPass, so the evaluation can be confident in asserting that statistically significant differences observed in the Clipper trip data measured at the university level are due to the BayPass. Random assignment ensures that any external factors (e.g., economic conditions, public health guidelines, relative price of transportation options, etc.) would impact both the BayPass eligible and non-BayPass eligible groups equally.

Appendix A contains additional detail on the impact of BayPass on transit trips taken and inter-operator transfers made by operator and institution.

The effect of BayPass on the ***average total number of trips taken*** *per* ***eligible student***

(Through Year 1)[14]

Figure 5 shows the total average number of trips taken in the first year of the BayPass pilot (i.e., August 15, 2022 – June 30, 2023) at each university, comparing the group of students eligible for the BayPass to their peers who were not.

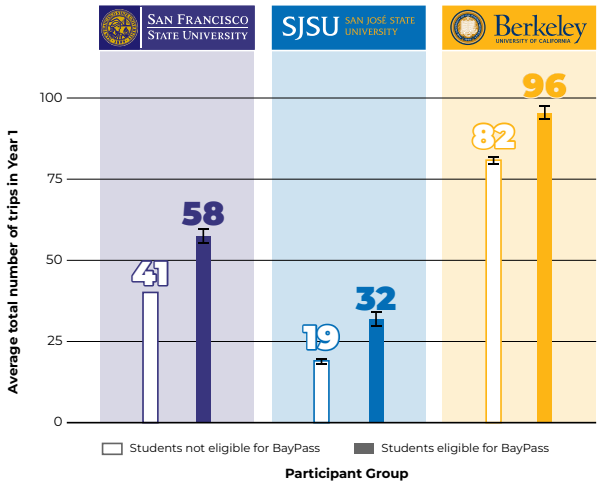


Figure 5 - Average total number of trips by Participant Group

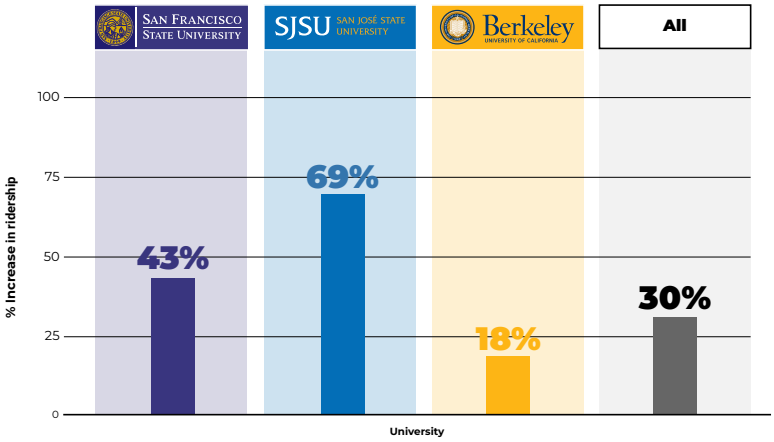


Figure 6 - Percentage increase in number of trips by University

Figure 6 shows the percentage increase in trips shown in Figure 5.

As Figure 6 indicates, across all participating universities, **students eligible for the BayPass took 30% more trips on average than their peers who were only eligible for the preexisting institutional pass programs that predated BayPass at each institution** (i.e., unlimited access to SF Muni and SamTrans and discounted BART from Daly City at SFSU, unlimited access to VTA buses and light rail and discounted VTA express buses at SJSU and unlimited access to AC Transit local and transbay buses at UCB). **This relative increase attributable to BayPass was 43% at SFSU, 69% at SJSU and 18% at UCB.**

The effect of BayPass on the ***average total number of trips taken*** *per* ***eligible student***

(Through Year 2)

Figure 7 shows the total average number of trips taken from the outset of the BayPass pilot at each university to the end of the second year of the pilot (i.e., August 15, 2022 - June 30, 2024), comparing the group of students eligible for the BayPass to their peers who were not.[15]

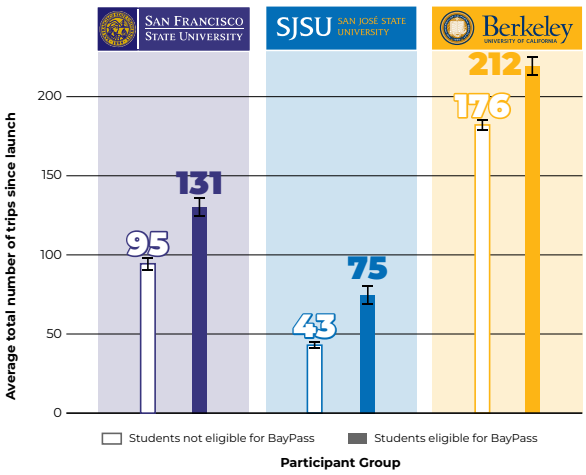


Figure 7 - Average total number of trips by Participant Group

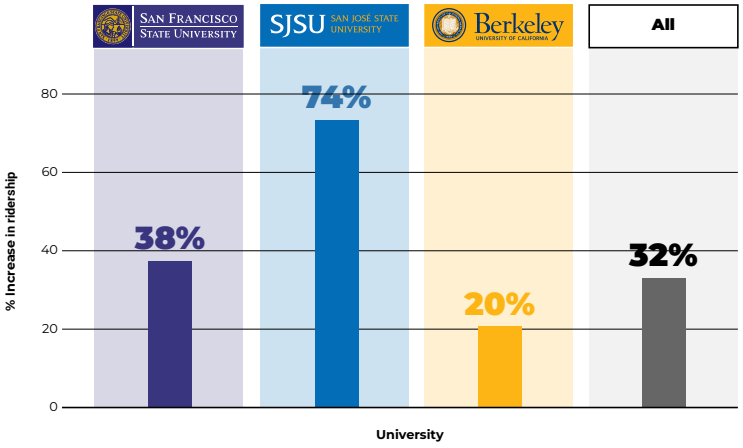


Figure 8 - Percentage increase in number of trips by University

Figure 8 shows the percentage increase in trips shown in Figure 7.

As Figure 8 indicates, through the second year of the BayPass pilot across all participating universities, students eligible for the BayPass took 32% more trips on average than their peers who were only eligible for the preexisting institutional pass programs that predated BayPass at each institution. **This relative increase attributable to BayPass was 38% at SFSU, 74% at SJSU and 20% at UCB.**

The effect of BayPass on the ***average number of between-transit-operator transfers taken*** *per* ***eligible student***

(Through Year 1)

Figure 9 shows the total average number of between-transit-operator transfers (e.g., AC Transit to SF Muni, BART to Caltrain, etc.) made in the first year of the BayPass pilot (i.e., August 15, 2022 – June 30, 2023) at each university, comparing the group of students eligible for the BayPass to their peers who were not.

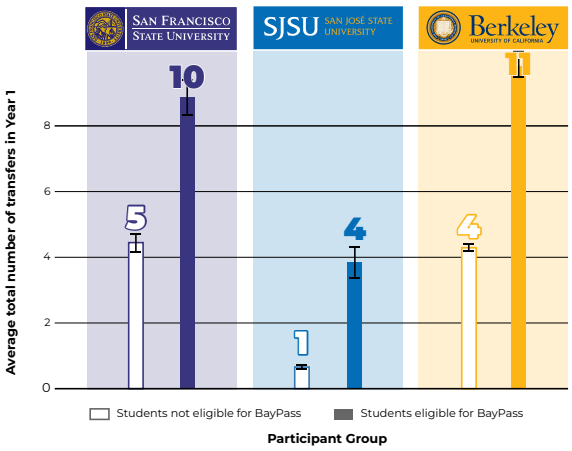


Figure 9 - Average total number of between-operator-transfers by Participant Group

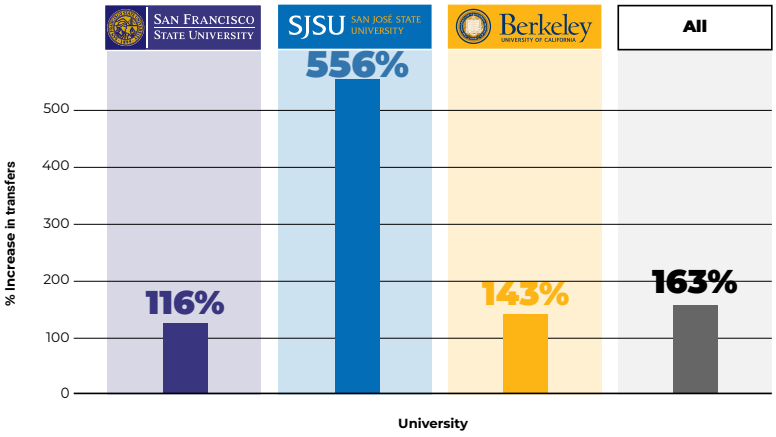


Figure 10 - Percentage increase in between-operator-transfers by University

Figure 10 shows the percentage increase in between-operator-transfers shown in Figure 9.

As Figure 10 indicates, through the first year of the BayPass pilot across all participating universities, students eligible for the BayPass transferred between transit operators 163% more on average than their peers who were only eligible for the preexisting institutional pass programs that predated BayPass at each institution. **This relative increase attributable to BayPass was 116% at SFSU, 556% at SJSU and 143% at UCB.**

The effect of BayPass on the ***average number of between-transit-operator transfers taken*** *per* ***eligible student***

(Through Year 2)

Figure 11 shows the total average number of between-transit-operator transfers (e.g., AC Transit to SF Muni, BART to Caltrain, etc.) made from the outset of the BayPass pilot at each university to the end of the second year of the pilot (i.e., August 15, 2022 - June 30, 2024), comparing the group of students eligible for the BayPass to their peers who were not.

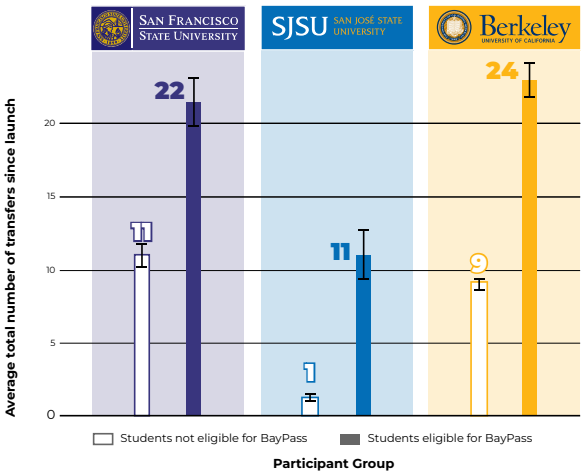


Figure 11 - Average total number of between-operator-transfers by Participant Group

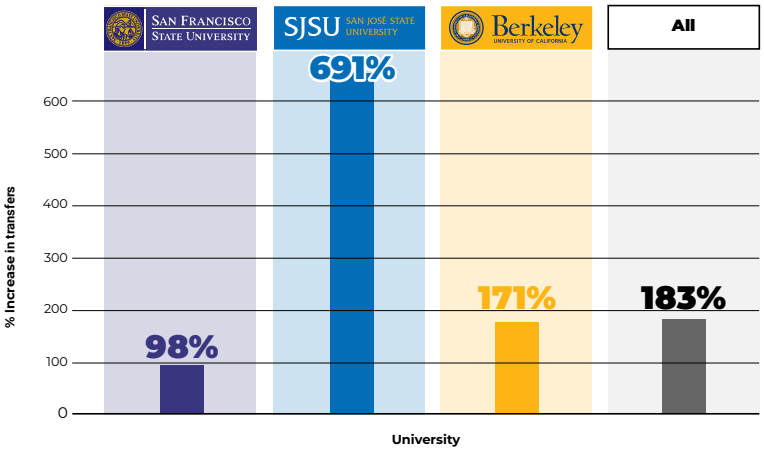


Figure 12 - Percentage increase in between-operator-transfers by University

Figure 12 shows the percentage increase in between-operator-transfers shown in Figure 11.

As Figure 12 indicates, through the second year of the BayPass pilot across all participating universities, students eligible for the BayPass transferred between transit operators 183% more on average than their peers who were only eligible for the preexisting institutional pass programs that predated BayPass at each institution. **This relative increase attributable to BayPass was 98% at SFSU, 691% at SJSU and 171% at UCB.**

Differential Impact by Student Income Level

Because the BayPass project team was not able to attain data on income level for all students at SFSU, SJSU and UCB, this analysis relies only on survey respondents' self-identified income level. While the difference between the survey respondent population and the overall student population does not invalidate this comparative analysis, it is crucial to note that transit use among the group of individuals studied in this analysis is significantly different than the entire student population; survey respondents took 2.3 times more trips on transit than the overall student population during the two-year pilot period.

As shown in Figure 13, among those survey respondents who identified as low-income (i.e.,household incomes lower than 200% of 2024 poverty level threshold, adjusted for household size), the BayPass increased transit use by 27.4% over the course of the study period.

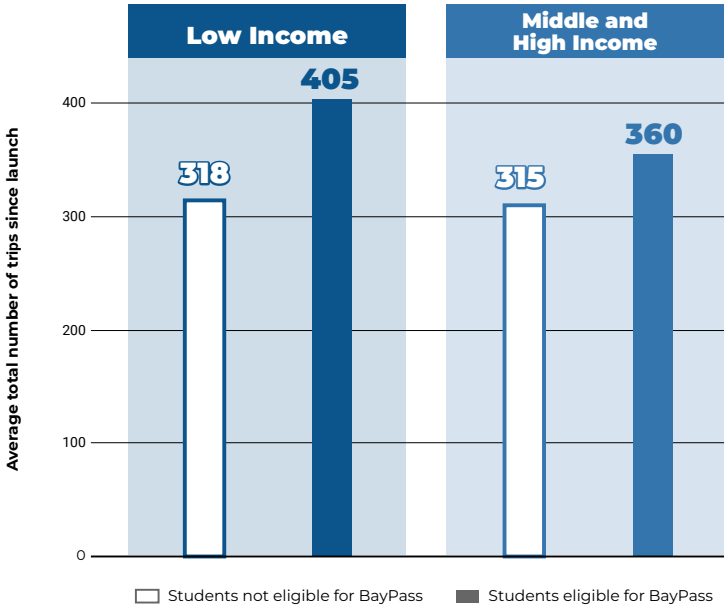


Figure 13: Average number of Trips by Income since launch

Among those survey respondents who identified as middle-and high income (i.e., household incomes higher than 200% of 2024 poverty level threshold, adjusted for household size) the BayPass increased transit use by 13.9%.

In other words, the BayPass's effect on transit trips taken was nearly twice as large among low-income students as it was for middle-and-high income students.

Institution Enrollment and Attrition: SFSU, SJSU, and UCB

The BayPass evaluation team worked with university partners to understand whether the BayPass influenced the rate of attrition at each university. Attrition rates are determined by whether the student's anonymized identifier appeared in the list of active students in both Fall 2022 and Fall 2023 student enrollment snapshots provided by the universities. If the student's anonymized identifier appeared in Fall 2022 but did not appear in Fall 2023, then the analysis assumes that the student attritted (i.e., was no longer an active student at the university). Factors that drive attrition include graduating and leaving the university before obtaining a certificate or diploma[16].

As the first row of Table 1 shows, the BayPass reduced the rate of attrition between Fall 2022 and Fall 2023 by 11% at SFSU, 6% at SJSU and 15% at UCB.

	San Francisco State University	SJSU San José State University	Berkeley University of California
Calculated Impact of BayPass on Rate of Attrition by University	**Reduced attrition rate by 11%**	**Reduced attrition rate by 6%**	**Reduced attrition rate by 15%**

Table 2: Analysis of Anonymized Student Identifier Data Provided by Universities

The calculated attrition rates for BayPass eligible and non-BayPass eligible students are based solely on groups of students at each institution who were eligible for institutional transit passes in Fall 2022 and Fall 2023. Student transit pass eligibility may differ by university and may extend beyond undergraduate and graduate students to include certificate, continuing education or other student types. A future analysis, with access to more granular student type data, might consider evaluating the impact of increased access to transit on attrition by student type. A detailed version of Table 2 appears in Appendix B, Section 1.4 on page 19.

Descriptive Summaries of Transit Use by SFSU, SJSU, UCB, MidPen Affordable Housing Residents and SRJC Students

To provide additional context regarding patterns in transit use by partner institution, the below tree maps show the share of total trips taken at each institution by transit operator at MidPen, SFSU, SJSU, SRJC and UCB for the period from August 15, 2022 through June 30, 2024.

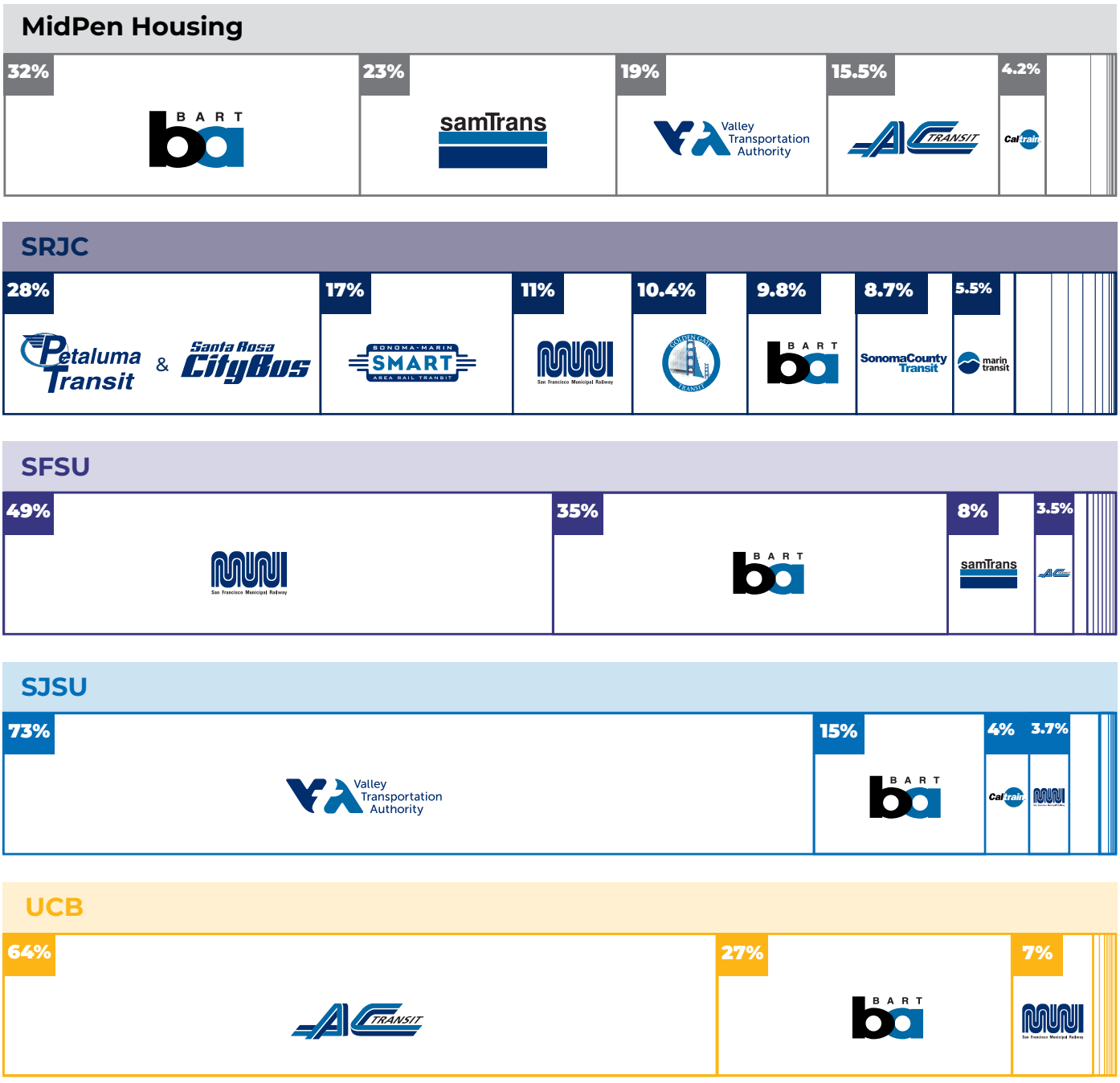
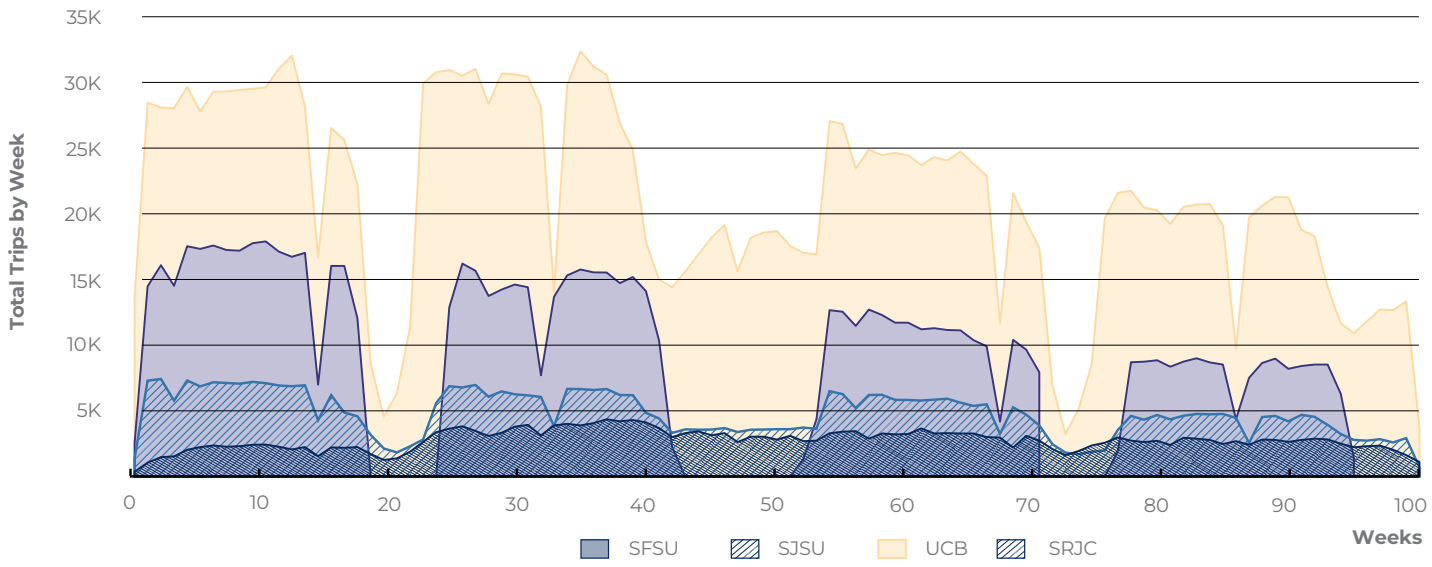


Table 3: BayPass Partner Tree Maps

Descriptive Summaries of Transit Use by SFSU, SJSU, UCB, MidPen Affordable Housing Residents and SRJC Students

The below time series charts show the total number of trips taken by BayPass users at MidPen, SFSU, SJSU, SRJC and UCB for the period from August 15, 2022 through June 30, 2024.

Total BayPass Trips by Week - **Universities/SRJC**



Total BayPass Trips by Week - **MidPen**

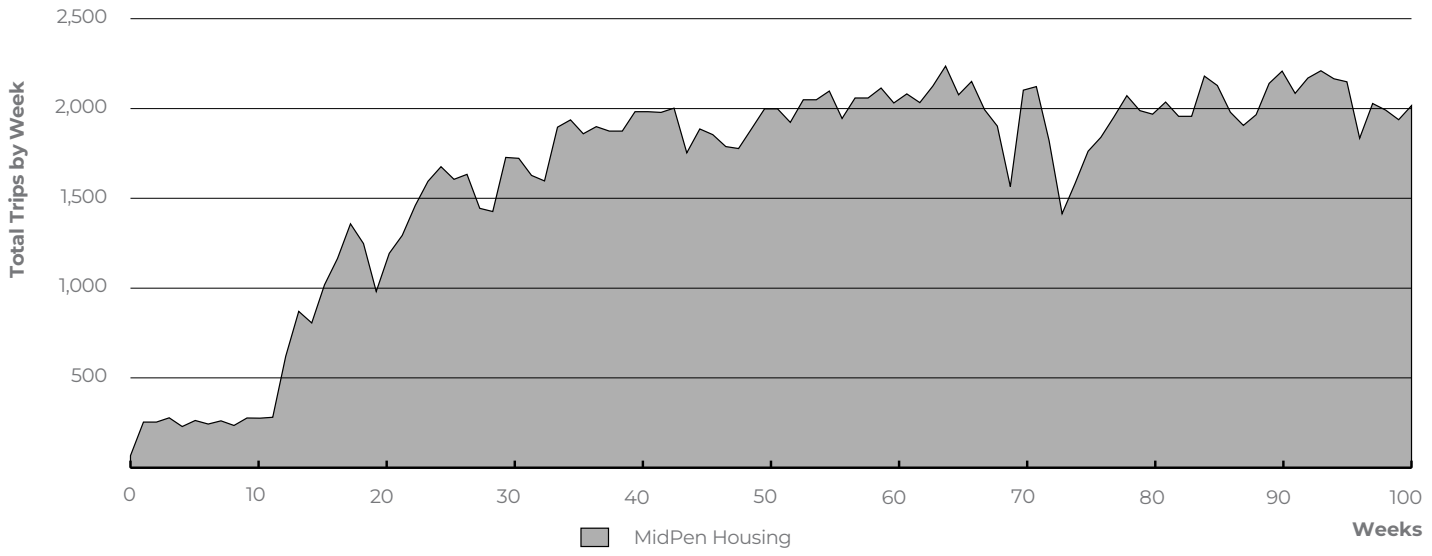


Figure 14: BayPass Partners Time Series

Survey

Comparative analyses of the survey results alone did not yield any consistent trends related to the BayPass's effect on attitudes toward transit, demand for parking, demand for single-occupancy vehicle trips or housing choice (on- or off-campus). This may be in part because the group of individuals who responded to the survey at SFSU, SJSU and UCB used 2.3 times more public transit than those who did not respond to the survey, which suggests that their views on transit or decision-making regarding transit, parking, driving, and housing location may not be representative of the entire student body.

However, survey responses offered some helpful anecdotal information and measured support for the pilot including:

- 88% of SFSU students, 85% of SJSU students and 97% of UCB students who were eligible for the BayPass indicated that the BayPass helped them get to and from new locations in the Bay Area.
- 88% of SFSU students, 84% of SJSU students and 96% of UCB students who were eligible for the BayPass indicated that since receiving the Clipper BayPass they are more likely to use public transportation options in the Bay Area.

Results of these survey analyses are available in Appendix B, Section 2 at page 20.

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NEXT STEPS AT BAYPASS PHASE 1 INSTITUTIONS

The BayPass project team is continuing to partner with SFSU, SJSU, UCB, MidPen and SRJC.

At present:

- SFSU students opted to expand BayPass to all approximately 24,000 undergraduate and graduate students in Fall semester 2024. Students pay for the BayPass via a student fee. The Academic Year 2024-2025 BayPass-specific fee at SFSU is $120 per student per semester. This fee covers all trips taken on public transit agencies that accept Clipper but does not cover transit trips taken during winter or summer breaks at SFSU.
- In April 2025, UCB students voted to add a BayPass student fee to their existing transit fee for academic years 2025-26 and 2026-27. Approximately 90% of UCB students who voted in the April 2025 ASUC election at UCB voted in favor of increasing their transit fee to purchase BayPass[17]. The BayPass student fee of $124 per semester provides the BayPass to the entire student body beginning in Fall 2025 and includes trips taken during winter and summer breaks at UCB. The proposed fee includes a $41 per semester return-to-aid fee as required by UCB policy. The return-to-aid fee is not associated with the cost of directly providing transit to UCB students. The BayPass fee does not cover trips taken on AC Transit, which are covered under a separate Class Pass agreement between UCB and AC Transit.
- BayPass will continue to be offered to individuals who were initially provided BayPass in Fall 2022 at SFSU, SJSU, UCB, SRJC and MidPen at no cost to the institutions through June 2025 (or October 2025 in MidPen's case). The BayPass project team is actively working with SJSU, SRJC and MidPen to explore pathways for expansion toward a paid program.
- In 2024, MidPen housing expanded a paid version of BayPass to two new locations: 124 units at Foon Lok East (in Oakland's Brooklyn Basin) and 225 units at Kiku Crossing (in San Mateo).

08

CONCLUSION AND RECOMMENDATIONS

The Clipper BayPass has had significant impacts on travel behavior (more transit trips taken and inter-operator transfers made) and may have reduced student attrition rates at SFSU, SJSU and UCB. Students at SRJC and residents at MidPen have taken hundreds of thousands of trips on BayPass across the Bay Area's twenty-two transit agencies that use Clipper. Individuals eligible for BayPass felt that the BayPass helped them visit new locations in the Bay Area and made them more likely to use public transit.

Given these positive outcomes, the BayPass project evaluation team recommends:

- Expand BayPass to additional universities and affordable housing locations in the 9-county Bay Area to increase transit ridership, build a culture of public transportation use and improve student retention
- Continue to grow the BayPass program beyond universities and affordable housing locations by continuing to enroll additional employers and other membership organizations. As of April 2025, there are eleven paying BayPass partner organizations that make BayPass available to their approximately 37,000 total employees, students and residents. These BayPass partner organizations are: San Francisco State University, University of California - San Francisco (UCSF), OpenAI, San Francisco Airport Commission, Alameda Transportation Management Association, City of Menlo Park, City of Palo Alto, Foon Lok East (MidPen housing), Kiku Crossing (MidPen housing), Piedmont Gardens and Robinhood. When UC Berkeley's approximately 45,000 students become eligible for BayPass in Fall 2025, the total number of individuals eligible for BayPass will increase to approximately 82,000.

END NOTES

1	https://mtc.ca.gov/planning/transportation/regional-transportation-studies/transit-fare-coordination-integration-study
2	https://marcomm.sfsu.edu/sf-state-facts
3	https://www.calstate.edu/dev/campuses/san-francisco/Pages/student-life.aspx
4	https://sustain.sfsu.edu/sites/default/files/documents/2023TransportationSurveyResultsReport.pdf
5	https://www.sjsu.edu/facts-and-accomplishments/facts.php
6	https://www.sjsu.edu/as/departments/transportation-solutions/annual-commute-surveys/index.php
7	https://opa.berkeley.edu/campus-data/uc-berkeley-quick-facts
8	https://www.usnews.com/best-colleges/university-of-california-berkeley-1312/student-life#:~:text=University%20of%20California%2C%20Berkeley%20has,of%20students%20live%20off%20campus.
9	https://pt.berkeley.edu/sites/default/files/2023_commuter_report.pdf
10	Student Headcount Comparison - Current Semester | Fact Book
11	Santa Rosa Junior College Housing | Housing
12	Fall 2022 Student Survey Report page 13.
13	The BayPass was not randomly assigned at SRJC or MidPen, which constrained the BayPass project team's ability to make conclusive assertions related to the BayPass's effect on public transportation use and rates of student attrition. The BayPass was available to all SRJC students enrolled in Fall 2022 and Spring 2023 semesters as well as all MidPen Affordable Housing Residents for the period from November 2022 through July 2024. Therefore, the evaluation cannot make conclusive comparative assertions regarding the BayPass's impact on public transportation use or attrition / graduation rates.
14	This evaluation measures public transit ridership using Clipper tap data from university-issued Clipper cards (either Clipper BayPass or their institution's preexisting institutional transit pass). To further validate these findings, the BayPass project team conducted a sensitivity test that examined responses to a survey question that asked whether and how often students used fare media other than their university-issued Clipper card, the details of which appear in Appendix B "Sensitivity Analysis" on page 33. The conclusion of the sensitivity analysis is that use of other fare media is likely to be more prevalent among students who were not eligible for BayPass, however, when we adjust ridership to reflect this difference, the impact of BayPass eligibility on total transit ridership remains strongly positive and significant. After adjusting for possible use of other fare media, the project team estimated that the BayPass's effect on total transit trips taken per eligible student during year 1 of the pilot program (i.e., August 2022 – July 2023) may have been 33% at SFSU, 50% at SJSU and 13% at UCB. Regression tables in Appendix B "Sensitivity Analysis" on pages 35 to 38 contain additional detail by university and academic year.
15	Analyses of the BayPass's impact on transit trips taken over the entire two-year pilot period exclude those students who were originally eligible for transit passes in Fall 2022 (both BayPass and non-BayPass passes) but who did not remain in the student population in Fall 2023. This approach is more conservative when comparing the impact on transit trips taken (i.e., less likely to overstate the observed effect) than including students who were originally eligible for transit passes in Fall 2022 but who did not remain in the student population in Fall 2023.
16	It is possible that an individual might also have chosen to remain enrolled in an institution solely to maintain their access to the BayPass, which would also play a role in reducing rates of attrition. If this were the case, then one might rightly assert that eligibility for BayPass could encourage students to delay graduating or attaining a certificate versus a scenario in which they were only eligible for their respective, preexisting institutional transit passes. However, given the Bay Area's very high cost of living and the opportunity cost of remaining enrolled at university, the project evaluation team doubts that savings on transportation associated with access to the BayPass would have caused significant numbers of students to choose to delay graduation. Furthermore, most transit trips taken by BayPass-eligible and non-BayPass-eligible students at SFSU, SJSU and UCB were taken on transit operators to which all students already had unlimited access via their preexisting institutional transit passes (i.e., SF Muni at SFSU, VTA at SJSU and AC Transit at UCB). Future analyses of transit passes at educational institutions might consider further exploration of their effect on time-to-graduation/certification.
17	LIVE: 2025 ASUC election results | ASUC Elections 2025 | dailycal.org