



**Massachusetts Bay  
Transportation Authority**

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# **Youth Pass Pilot**

**Final Report**

**June 6, 2016**



## Background

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The Youth Pass Pilot came from a collaboration between the MBTA/MassDOT, transit and youth advocates, the cities of Boston, Malden, Somerville, and the Chelsea Collaborative.

One year old pilot (July 1, 2015- June 20, 2016)

The Youth Pass pilot sold a LinkPass (local bus and subway) for \$26 a month or \$7 for a 7-day pass

Two eligibility categories

- age 12-18 were automatically eligible
- ages 19-21 had to show enrollment in a GED / workforce training program, or in a means-tested program for low-income



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## Pilot Research Questions and Data Sources

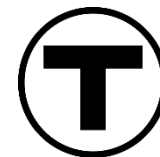
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Research questions on:

- Benefits to participants
- Administrative feasibility
- Impacts on the MBTA

Data Sources

- Application and enrollment surveys
- 30 days of usage before entering pilot
- Tracking of all usage on Youth Pass
- Monthly participant surveys
- Audits and interviews of municipal partners
- Census and other regional data sources



## Pilot Program Applicant Characteristics

- 4,531 youth applied as of May 1, 2016.
- Over 70% of applicants were eligible for a student pass

### Applicants by Age and School Enrollment

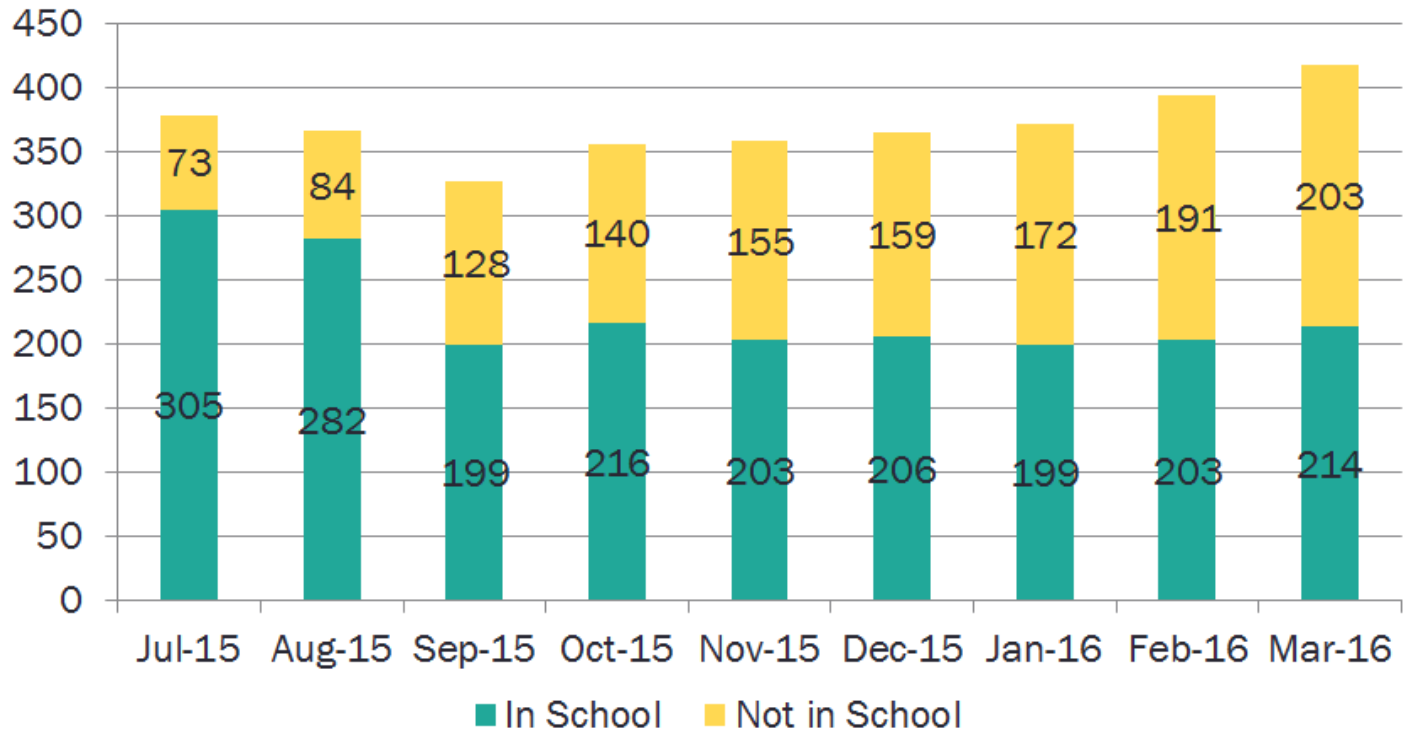
Age Of Applicant	Enrolled in School	Percent	Not Enrolled in School	Percent	Total
13-18 Years Old	3,000	67%	319	7%	3,319
19-21 Years Old	255	6%	914	20%	1,169
Total	3,255	73%	1,233	27%	4,488

Source: MBTA Youth Pass Pilot Program Application Data

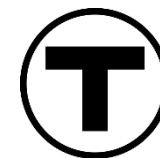


## Pilot Participants

- Approximately 770 individuals used the Youth Pass
- Pass sales increased throughout the program
- Highest student usage during summer months



Source: MBTA Youth Pass AFC Data, July 1, 2015 through March 31, 2016. All municipalities are included.



## Changes in Trip Usage

- Greatest benefit to students without a student pass
- Greatest usage by youth not enrolled in school

### Trips Made in School Months

Participant Category	Pre-Pilot Unlinked Trips per Month	Youth Pass Unlinked Trips per Month	Change (Total)	Change (%)
Enrolled in School (all)	48.2	54.1	+5.9	+12%
Enrolled in School (no student pass)	27.2	54.1	+26.9	+99%
Not Enrolled in School	37.3	62.2	+24.9	+67%
Average	44.5	57.6	+13.1	+30%

### Trips Made in Summer Months

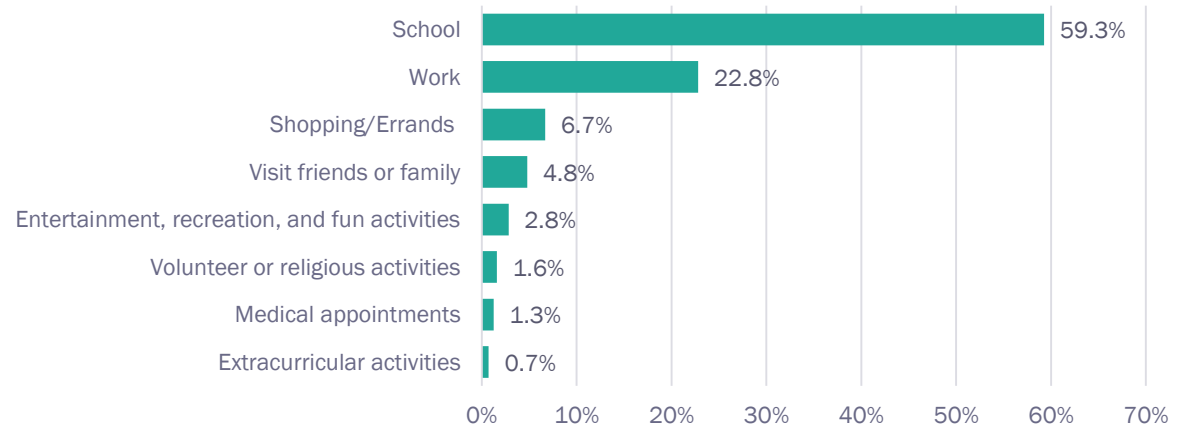
Participant Category	Pre-Pilot Unlinked Trips per Month	Youth Pass Unlinked Trips per Month	Change (Total)	Change (%)
Enrolled in School	32.1	57.5	+25.4	+79.1%
Not Enrolled in School	43.1	63.7	+20.6	+47.8%
Average	36.9	58.7	+21.8	+59.1%



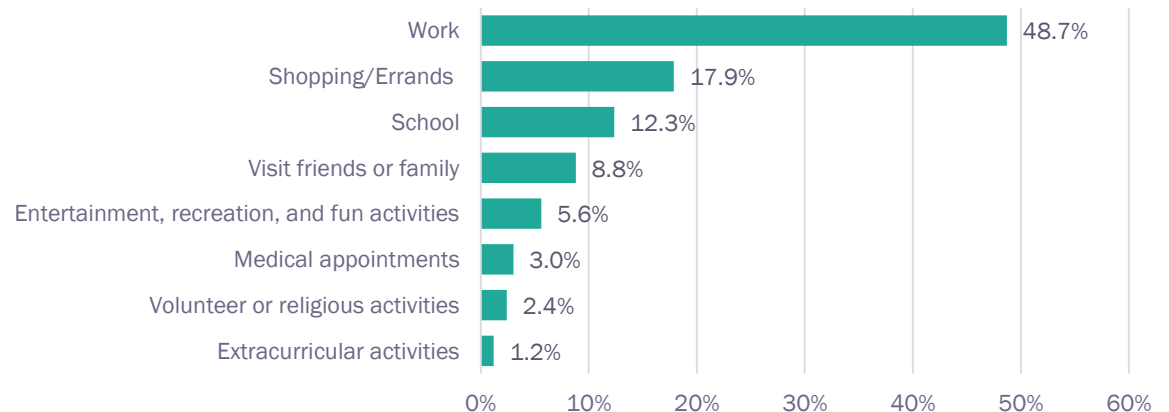
## Purpose of trips made with a Youth Pass

- Summer months: 1,158 trips surveyed
- School months: 4,629 trips surveyed
- School the main purpose of trips during school months
- Works and shopping/errands the main purpose during summer months

Trip Purpose (School Months)



Trip Purpose (Summer Months)

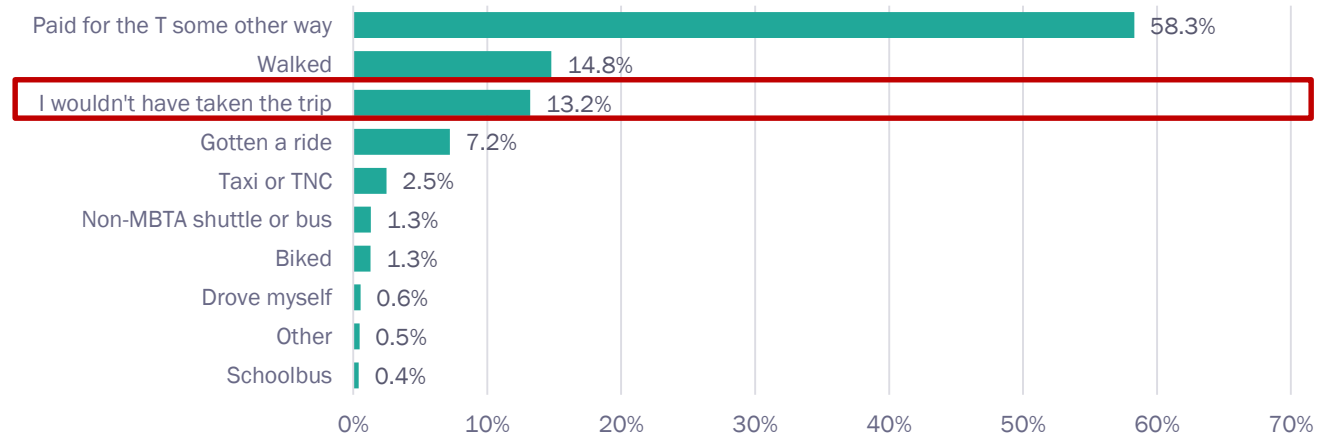




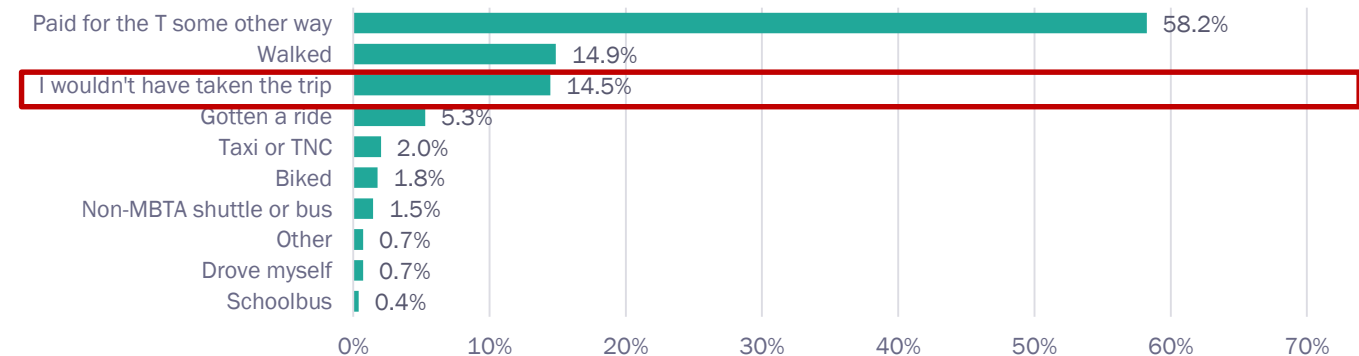
## Alternative Travel Methods with Youth Pass

- Majority of trips would still have been made on the MBTA
- 13-14% of trips would not have been taken without a Youth Pass
- Of the trips that wouldn't have been taken 24% were for school and 17% were for work

Alternate Travel Method (School Months)



Alternate Travel Method (Summer Months)







## Benefits to Participants

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There was significant benefit to participants of the pilot

The majority of the participants will now received this benefit with the Student Pass on the Fare Vending Machines and available during summer months

The remaining participants will lose access if the Youth Pass pilot ends and is not extended to a full program

- 12-18 year olds not in middle/high school

- 19-21 year olds not in middle/high school and means-tested



## Administrative Feasibility

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MBTA staff conducted site visits of partners and analyzed Youth Pass usage from the AFC system

All partners were found to be following agreed administrative procedures

No evidence of fraudulent usage was found

Partners expressed concern with lack of staff resources given design of pilot, but these would be alleviated if participants could reload cards at Fare Vending Machines

In a full program partners would continue to verify eligibility and produce photo ID cards once a year for each participant



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**Possible Actions for the FMCB:**

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Without any action the Youth Pass Pilot ends June 30, 2016

Changes to the existing Student Pass will give Youth enrolled in middle/high school full access starting September 1, 2016

Only gap is summer of 2016, MBTA will continue offering summer student passes to schools

FMCB could extend the Youth Pass pilot for existing participants only to fill the gap



## Possible actions for FMCB:

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### **Addressing Youth Not Eligible for Expanded Student Pass Program**

FMCB could create a Youth Pass administered by municipalities open to:

1. Youth 12-18 not enrolled in middle/high school
2. Youth 19-21 fitting the existing eligibility criteria
  - enrollment in a GED/job training program
  - fitting low-income screen by enrollment in MassHealth, SNAP, public housing, etc
3. Additional eligibility or age criteria



**To create cost estimates we assume:**

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Youth Pass applies to:

- 12-18 year olds not in high school/middle school
- low-income 19-21 year olds (using income as proxy for eligibility screens)

Monthly LinkPass valid on subway and local bus only costs \$30 and is available 12 months a year

Monthly Pass is available on the Fare Vending Machine for people with a valid Youth Pass CharlieCard

Municipal partners can opt-in and only youth in those cities can participate



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## Methodology for Estimating Lost Revenue

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Determine universe of eligible and possible users of the Youth Pass

12-18 not in middle/high school, live near transit, report using transit  
19-21 not in middle/high school, in low-income households, live near transit, report using transit

Determine estimate of lost revenue for each month of participation using spending patterns collected during the Youth Pass pilot

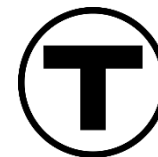
Number of municipal participants

Lower bound (existing partners only)

Upper bound (17 core MBTA service area municipalities)

Sensitivity analysis for participation rates by youth

What percent of eligible youth spend more than \$30 a month and will take the steps necessary to enroll



## Estimated Lost Revenue: Covering Out of School 12-18 year olds

### Sensitivity Analysis based on participation rates and partner cities

Participation Rate	Existing Partners	All core cities
15%	\$73,000	\$127,000
20%	\$97,000	\$169,000
30%	\$147,000	\$253,000
50%	\$244,000	\$422,000
100%	\$487,000	\$846,000

#### Existing Partners

Boston, Chelsea, Malden, Somerville

#### 17 core cities

Arlington, Belmont, Boston, Brookline, Cambridge, Chelsea, Everett, Lynn, Malden, Medford, Melrose, Milton, Newton, Quincy, Revere, Somerville, Watertown

Additional MBTA administrative costs: would require an additional staff person to manage Youth Pass and changes to Student Pass program



## Estimated Lost Revenue: Covering Low-Income 19-21 year olds

### Sensitivity Analysis based on participation rates and partner cities

Participation Rate	Existing Partners	All core cities
15%	\$333,000	\$466,000
20%	\$444,000	\$622,000
30%	\$666,000	\$933,000
50%	\$1,110,000	\$1,554,000
100%	\$2,221,000	\$3,109,000

Additional MBTA administrative costs: would require an additional staff person to manage Youth Pass and changes to Student Pass program





## Estimated Lost Revenue: Both age groups

### Sensitivity Analysis based on participation rates and partner cities

Participation Rate	Existing Partners	All core cities
15%	\$406,000	\$593,000
20%	\$542,000	\$791,000
30%	\$812,000	\$1,186,000
50%	\$1,354,000	\$1,977,000
100%	\$2,708,000	\$3,955,000

Additional MBTA administrative costs: would require an additional staff person to manage Youth Pass and changes to Student Pass program



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## Recommendations by Youth Pass Pilot Partners

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Turn pilot into full program starting Sept 1, 2016 with pass sales on FVMs

Continue pilot for current participants for July and August 2016 at \$30 rate using existing sales model

Cities would opt-in and manage eligibility and card distribution

### Eligibility

- 12-18, not enrolled in middle/high school
- 19-21 means-tested

### Proposed new eligibility

- 19-21 in community college (no lost revenue estimate available)
- Possible expansion to age 25 (no lost revenue estimate available)



## Possible actions for the FMCB to take

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No action, pilot ends June 30, 2016

Extend existing participants in the pilot to September 1, 2016

Create a Youth Pass fare product

- Open to 12-18 year olds not in middle/high school

- Open to 19-21 year olds meeting eligibility criteria



## Update on Student Pass on Fare Vending Machine Implementation

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All schools in the Student Pass Program have been informed of the program changes and the need to assign all cards to specific students to reduce risk for fraud

Our IT team is working to make necessary changes to the Pass Portal website schools use to track cards

Our AFC vendor is working to implement the necessary technical changes for the Fare Vending Machines

MBTA police and staff members are working to identify how to reduce possible fraud and track it

The new cards with the 1 year validity have been ordered