

Clearing the Road to Opportunity: How Autonomous Vehicle Transportation Relieves Youth Transportation Barriers

A Legacy Institute Research Report — A Randomized Control Trial in Partnership with Boys & Girls Clubs of the Valley

Abstract. This report presents findings from a randomized control trial testing whether autonomous vehicle transportation affects youth stress and family transportation burden among teenagers enrolled in paid summer internships through Boys & Girls Clubs of the Valley (BGCAZ). At the time of the study, Phoenix was the only U.S. market where the AV provider offered teen accounts, which is why the pilot was sited there. We tested 38 outcome variables across six domains. The two strongest findings concern transportation directly. At the start of the summer, 86% of AV riders and 42% of youth arranging their own transportation said they felt stressed about getting to their internship. By the end, the AV riders' figure had fallen to 43%, a 43 point drop, while the comparison group did not move. Parents and caregivers without AV access were significantly more likely to report transportation as a growing household challenge by summer's end. Across 539 rides, there were zero safety incidents. The program cost approximately \$593.30 per rider for the 8-week internship.

1. The Transportation Problem in Youth Programming

For low-income youth, readily available, safe transportation is not a given. In Phoenix and across the country, transportation is one of the most common barriers to participation in enrichment programs. Not because young people lack motivation, but because the cost and logistics of getting around fall on the households least able to absorb them. The 2025 AP-NORC State of School Transportation report found widespread driver shortages, elevated stress among parents and caregivers, and high rates of missed activities tied specifically to transportation failures.

Patel et al. (2021) showed that providing free transportation to an afterschool program directly increased attendance and engagement among youth who otherwise faced transit barriers. Hopson et al. (2024) found that transportation access predicted academic outcomes, with attendance gaps among low income students traced specifically to transit problems. Buttazzoni et al. (2023) documented how structural transportation barriers disproportionately constrain mobility for youth in under resourced communities. And Valant and Arnold Lincove (2023) showed that transportation inequities determine which youth can actually reach programs available to them, even when participation is free.

Boys & Girls Clubs sits in a critical place in this landscape. The national organization delivers afterschool programming, workforce development, and paid internships that researchers link consistently to academic engagement, employment readiness, and economic mobility. But the youth most likely to benefit from these programs are also the ones for whom getting there is hardest. Transportation is not a footnote to program impact. For a lot of families, it is the deciding factor.

2. Study Design

Setting and partner selection. Legacy Institute selected metropolitan Phoenix for this pilot because at the time of the study, Waymo's autonomous vehicle (AV) service there was the only fully autonomous operation permitting unaccompanied teenage riders starting at age 14, and the only one publishing safety data at a level that allowed independent scrutiny. Waymo introduced teen accounts in Phoenix in July 2025 for riders aged 14 to 17. A parent or legal guardian creates one by inviting the teen from their own account, pairing the two. Every treatment participant rode on a teen account. That meant a receipt to the linked parent account after every completed trip, the option for a teen to share live trip status with their caregiver, and rider support agents trained for teen riders who could bring a parent into a call mid-ride. Legacy then sought a youth-serving partner with three characteristics: an existing program that already required teenagers to travel to a fixed destination on a fixed schedule, enough operational maturity to manage participant enrollment and consent alongside a research protocol, and the standing for findings to carry weight beyond a single city. Boys & Girls Clubs of the Valley (BGCAZ) met all three, operating 30 clubs across the Valley and serving more than 20,000 young people in grades K through 12; its paid summer internship program meant participants faced a real daily transportation demand.

Program context. The internship program ran June 1 through July 24, 2026, placing teenagers in paid work assignments across two cohorts: an Arena cohort working events at the Mortgage Matchup Center, and an Emerging Leaders cohort of younger interns placed at club and community sites. Interns followed standard shift scheduling set by their placement site rather than by the study. Treatment participants and their parents or caregivers attended an in-person orientation on May 16, 2026, where families were briefed on the study and were able to enter and sit inside a Waymo before committing to the program. Following orientation, participants could also request a practice ride before the program began, so that a first trip would not have to happen on a first day of work.

Participants and eligibility. Eligibility was defined by three criteria. A participant had to be an enrolled BGCAZ member placed in the summer internship program, aged 14 to 17 to meet the AV provider's minimum rider age, and living at an address that fell inside the AV provider's service area with an internship site inside it as well. Beyond those criteria, participation was open to any intern who consented and whose parent or caregiver consented. That last requirement is what set the size of the study: the AV provider's service map, the neighborhoods where BGCAZ interns live, and the locations of the internship placements overlap in a comparatively narrow band of the metropolitan area, and only interns falling inside all three could take part. Enrollment was capped by that overlap rather than by recruitment capacity or participant interest. Because eligibility turned on age, program enrollment, and geography, the sample reflects the internship program's actual population rather than a group selected specifically for transportation need or household income.

Design and assignment. Youth were randomly assigned to a treatment group (n=15) that received AV rides to and from their placements, or a control group (n=15) that arranged its own transportation, as is standard practice for BGCAZ internship participants. Parents and caregivers were enrolled as a parallel study arm so that the caregiver experience could be captured alongside youth outcomes. BGCAZ held Waymo's business account for the study, which let the organization fund rides through scholarship credits applied to each participant's account and gave the program a single administrative point of control with dashboard visibility into usage. Rides were requested and taken on participants' own parent-linked teen accounts, so families kept the oversight described above while BGCAZ carried the cost.

Sample. Thirty youth ages 14 to 17 and their parents and caregivers. Predominantly Hispanic and Latino (43%), with Black and African American (17%), White (23%), and multiracial or other backgrounds (17%). Mean age 15.7 years. Groups were comparable on all youth demographic characteristics at baseline. They were not balanced on baseline transportation measures. Treatment youth reported higher transportation stress at baseline (2.86 versus 2.17), and treatment caregivers reported higher transportation burden on every item in that domain (Appendix B, Tables B1 and B2). With thirty participants, random assignment does not guarantee balance on every measure, and it did not here. The ANCOVA results in Section 3 address how this affects interpretation.

Data collection. We administered surveys at two points: a baseline in May before internships began, and an endline in July and August at the close of the program. Both youth and their parents or caregivers completed instruments at each point, and responses were matched to individuals across time points so that change could be measured within person rather than across separate samples. Control group families received gift cards for completing surveys, an incentive intended to sustain response rates in a group receiving no other direct benefit from participation. Response was not complete in either arm: matched analysis includes 14 treatment youth, 13 control youth, 14 treatment parents and caregivers, and 13 control parents and caregivers with data at both time points; exact matched counts are reported with each table.

Outcome domains. 38 Likert scale items across six domains: transportation stress, transportation access and reliability, professional confidence and workforce skills, wellbeing, AV-specific perceptions (treatment only), and parent and caregiver reported teen development. Significance tested using paired t-tests with BH-FDR correction, and McNemar's exact test for binary analysis (Agree or above vs. Disagree or below).

Site supervisor survey. Alongside the youth and caregiver instruments, we surveyed the adult supervisors who managed interns at their placement sites. Fourteen supervisors were invited and nine completed the survey, a 64% response rate, all of them from club-based sites rather than the Arena cohort. Supervisors reported 100% reliable attendance and 89% on-time arrival among the interns they oversaw. Because responses came only from club sites, and club-based interns rode substantially more often than Arena-based interns, the supervisors who responded were systematically those overseeing the heaviest users of the service; supervisors were also not asked to identify which study group an intern belonged to. These figures describe the internship program as a whole and are reported as program context rather than as a study outcome or a treatment-control comparison.

Ride data. The AV provider, Waymo, provided trip-level data for all 539 rides. Wait times greater than 25 minutes were classified as pre-scheduled and excluded from wait time analysis per the AV provider's guidance (73 rides reclassified). Corrected mean wait time: 9.6 minutes overall. Ride timing is broadly consistent with work schedules across both cohorts: weekday club-based rides cluster tightly around morning drop-off and midday windows, while Arena cohort rides follow an evening and weekend pattern consistent with that program's event schedule.

Total ride cost across the treatment group came to \$8,899.51, or approximately \$593.30 per participant across the 15 treatment participants and \$16.51 per ride for the full summer. We did not track ride purpose beyond pickup and dropoff logs, so we cannot independently confirm that every ride was used for internship travel. Usage was consistent with shift schedules, with a single day where one rider used a high-volume of rides.

Funding and independence. Legacy Institute originated and designed the Phoenix AV Youth Mobility Pilot and commissioned the independent evaluation. The Phoenix AV Youth Mobility Pilot was funded by Legacy Institute and Donnell-Kay Foundation. The evaluation was designed and conducted by Radiant Global Insights under contract with the Legacy Institute. Waymo provided trip-level data, operational support, answered technical questions about how its data should be read, and provided ride vouchers for practice rides. Waymo was paid for all rides during the internship period and provided no financial support to Legacy Institute, BGCAZ, Radiant Global Insights, or this evaluation, did not review the analysis, and had no role in the findings or conclusions reported here.

3. Key Findings

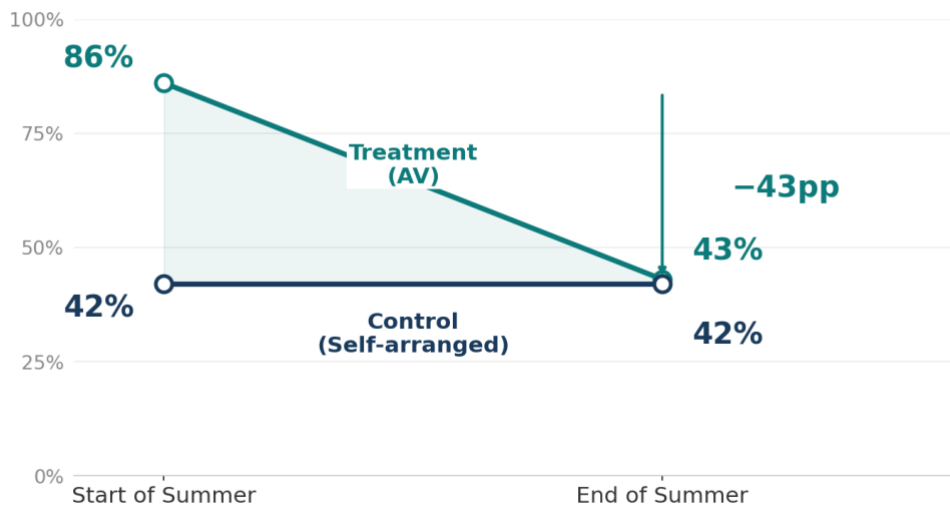
Key Finding 1: Autonomous Vehicle Transportation Significantly Reduced Youth Stress About Getting to Their Internship

This was the strongest result in the youth dataset. At baseline, 86% of treatment youth agreed they felt stressed about getting to their internship. By endline, that number had fallen to 43% — a reduction of 43 percentage points. Among control youth, the proportion stayed flat at 42%. The group difference was statistically significant under both continuous and binary analysis. The two groups did not start from the same place. Treatment youth were substantially more stressed at baseline (86% versus 42%), and by endline both groups sat at about the same level (43% and 42%). The result reported here is the within-person change among AV riders measured against their own baseline, not a gap between groups at the end of the summer.

KEY STAT 1 86% of youth who received AV transportation said they felt stressed about getting to their internship at the start of the summer. By the end, that number had dropped to 43%.

Youth Reporting Transportation Stress

"I feel stressed about getting where I need to be"



Broad binary: Agree or Strongly Agree = 1. Treatment n=14, Control n=13. McNemar p=.031.

Figure 1. Youth reporting transportation stress at start and end of summer, by group. Treatment n=14, Control n=13.

Treatment youth: 0.43 point reduction (p=0.008, d=0.83) · 86%→43% reporting stress (p=.031)

Control youth: No change on either measure

Group difference: 0.43 points (p=.031) · 43 percentage point gap in binary change

The effect size of 0.43 points on a 4-point scale is large by conventional standards. To test the robustness of this result, we re-ran the analysis excluding five youth whose endline surveys showed straight-lined responses, identical ratings on every item, a pattern consistent with rushing. Excluding them made the stress reduction among AV youth stronger, suggesting the headline numbers may understate the true effect; a larger sample is needed to validate this.

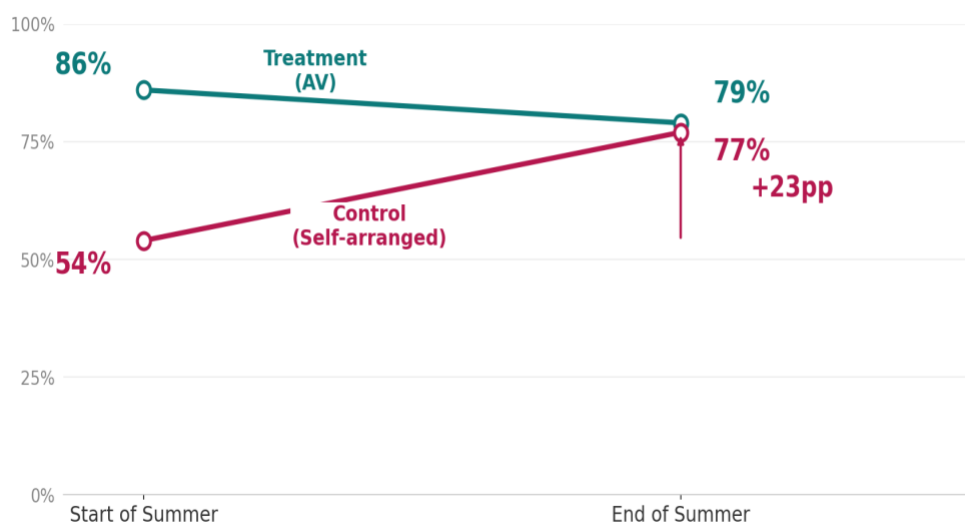
Key Finding 2: Transportation Burden Increased for Control Group Families — But Not Treatment Families

Among families without AV access, 54% said getting their teenager to work was a challenge at baseline. By endline, that figure had risen to 77%. Among AV families, the proportion stayed essentially flat. The group difference survived BH-FDR multiple comparison correction and held in a sensitivity analysis excluding families who did not need transportation support.

KEY STAT 2 AMONG parents and caregivers who arranged their own transportation, the share who said getting their teenager to work was a challenge rose from 54% at the start of the summer to 77% by the end. Among AV families, that number stayed flat.

Parents and Caregivers Reporting Transportation as a Challenge

"Getting my teen to and from activities or work is a challenge for our family"



Broad binary: Agree or Strongly Agree = 1. Treatment n=14, Control n=13. Group difference p=.039.

Figure 2. Parents and caregivers reporting transportation as a family challenge, by group. Treatment n=14, Control n=13.

Control group parents and caregivers: +0.38 points (p=.018, d=0.88) · 54%→77% reporting challenge

Treatment group parents and caregivers: 0.21 point decrease · Proportion stable

Group difference: 0.60 points (p=.018) — survives FDR correction

A parallel finding on parental worry about teen safety emerged in the binary analysis. Among control parents and caregivers, the proportion reporting worry rose from 69% to 92% over the summer. Among AV families, the proportion fell. The group difference was significant at p=.023.

KEY STAT 3 AMONG parents without AV access, the share who said they worried about their teenager traveling independently rose from 69% at the start of the summer to 92% by the end. Among AV families, that number fell.

At the composite level, the parent Transportation Burden scale (Cronbach's alpha=.814) confirmed the same pattern: control group caregivers reported a significant increase in overall transportation burden (+0.233, p=.007) while treatment group caregivers did not. The group difference in composite change was significant ($\Delta\Delta=0.375$, p=.032).

Key Finding 3: Waymo Delivered 539 Rides With Zero Safety Incidents

Across 539 rides over the eight-week program, there were no safety incidents of any kind: none recorded in the trip-level data, and none reported by youth, caregivers, or program staff.

The zero-incident record covers genuinely varied use, not a narrow commute pattern, across roughly 2,700 rider-miles. Club-based interns rode on weekday morning and midday schedules; Arena interns rode to evening and weekend events.

Youth perception matched the record. Treatment youth rated feeling safe in a self-driving car at the ceiling of the scale at both baseline and endline, and in open-ended responses described riding alone as calming rather than frightening, with several naming the absence of a distractible driver as the reason. Caregivers began the study with high comfort in the service (3.79 of 4.00) and remained high at endline (3.50 of 4.00), although the within-group decline was statistically significant ($p=.040$; Table B2).

KEY STAT 4 The program cost roughly \$593.30 per rider for the entire summer — less than many families spend on gas in a month or two getting teenagers where they need to go.

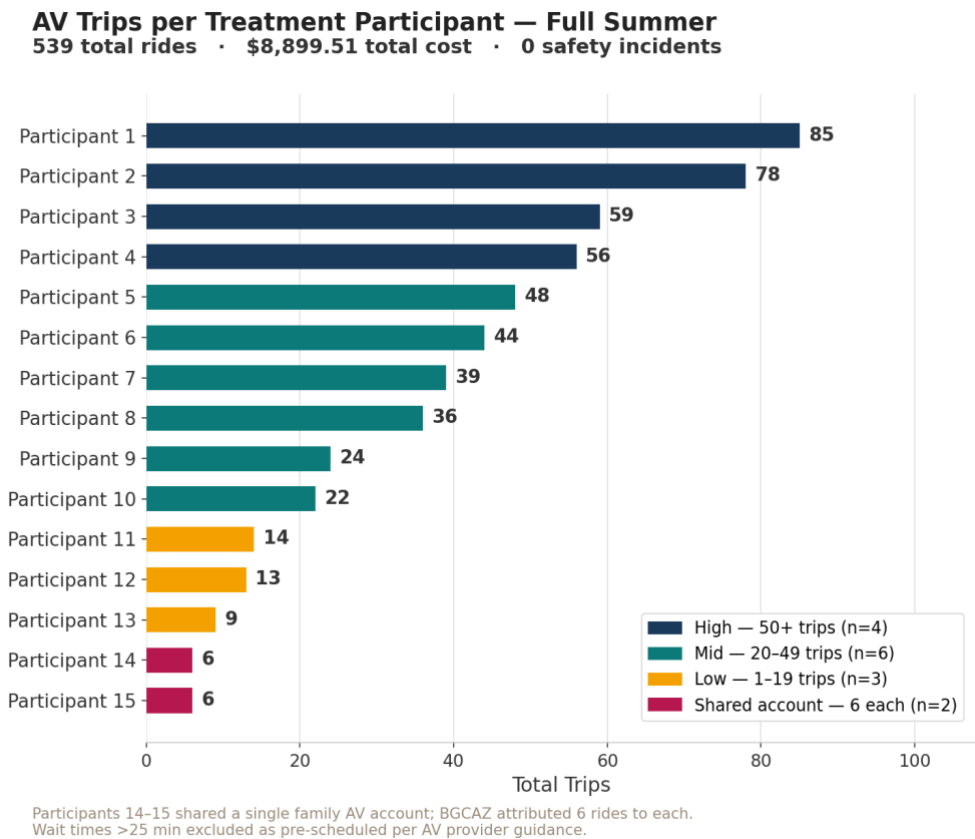


Figure 3. Total AV trips per treatment participant. Participants 14–15 shared a single family AV account; six rides are attributed to each.

Youth in the treatment group described the experience in consistently positive terms — safety, privacy, and the absence of pressure that comes with relying on a driver.

"It wasn't much different than in a normal car — knowing that it wouldn't get distracted with loud music or anything made it feel more safe."

"I felt at ease. I was more just scared of other drivers."

Key Quote: "One youth put it simply: 'Yes, the Waymo got me to my internship on time every day. If I didn't have Waymo, I probably couldn't work.'"

4. Skills Development Among Both Groups Was High

Across professional confidence and parent and caregiver reported teen development domains, there were no statistically significant differences between treatment and control. Both groups showed similar gains on workforce skill items. The internship drove youth development outcomes regardless of how students got there. Transportation made participation possible. The internship built the skills.

These items also had little room to move. On four of the eight professional confidence items, every respondent in both groups selected the same value at baseline (3.00 of 4.00, SD 0.00), and treatment responses showed zero variance on seven of the eight (Table B1). The absence of a measured difference reflects the ceiling of the instrument at this sample size rather than evidence that the internship did not build skills. Among caregiver reported development items, both groups ended high; treatment caregivers began higher and their ratings declined from that starting point, significantly so on two items (Table B2).

KEY STAT 5 By the end of the summer, more than 9 in 10 parents and caregivers — in both groups, AV and non-AV alike — reported their teenager demonstrates responsibility and maturity and is prepared for a work environment. The internship built the skills. The transportation made sure they showed up.

Transportation Access and Reliability

Items measuring general transportation access and reliability showed no significant change in either group. Directionally consistent with the broader pattern — control families showed slight decreases on reliable access items as their burden scores were rising.

Wellbeing

Five wellbeing items showed no significant change in either group. Three were at ceiling at baseline (mean 3.00/4.00, near-zero variance), leaving no statistical room for improvement. An eight week program is unlikely to move the needle on overall life wellbeing regardless of transportation mode.

ANCOVA Results

The primary transportation stress finding is robust under paired t-test ($p=.008$) and binary analysis ($p=.031$). Under ANCOVA — which adjusts for baseline score differences — the finding approaches but does not reach conventional significance ($p\sim.067$). Three parent items showed significant baseline differences, with treatment parents reporting higher transportation burden at baseline. Assignment was random and participation was not selected on transportation need, so this is a chance imbalance of the kind expected at this sample size. The paired t-test and binary results are the primary reported findings; ANCOVA is noted as a conservative check.

5. Policy Implications

These findings have direct implications for organizations, funders, and policymakers working to expand opportunity for low income youth.

- **Transportation is a precondition, not a logistics question.** The program only works if youth show up, and youth only show up if they can get there. This trial shows transportation stress is real, specific, and measurable — and that removing it produces a large, significant change.
- **Caregiver burden is a hidden cost.** As workforce oriented programs increasingly require daily commutes to off-site locations, the logistics fall on working families. The control group data in this study documents exactly what that cost looks like over a summer: rising challenge, rising worry, lost income, and out-of-pocket expenses.
- **Autonomous vehicles are ready for this work.** Zero incidents over 539 rides. Caregiver trust in the service started high and stayed high. Caregivers describing the AV service as reducing their own stress and freeing their schedule by endline. This is not a futuristic intervention. It is operational now.
- **The cost is modest relative to the problem.** At approximately \$593.30 per rider for a full summer, AV transportation compares favorably to the alternative: families paying out of pocket for gas — averaging \$4.26 per gallon in the Phoenix metro area in June 2026, per Federal Reserve Bank of St. Louis data — Ubers, or sacrificed work shifts, are costs this study documented directly from control group families.
- **This study begins to add causal evidence to a literature that has needed it.** Transportation equity interventions for youth are understudied in community program settings. This RCT contributes direct causal evidence. Replication with larger samples, using a formally registered trial protocol for that future study, would establish how durable these effects are.

6. Conclusion

The Phoenix AV Youth Mobility Pilot tested one specific question: can providing AV transportation reduce a well-documented barrier to youth opportunity? The answer from this trial is yes. Youth who received AV rides reported significantly less stress about getting to their internship. The parents and caregivers of youth without AV access faced a measurably harder summer — transportation burden and safety worry both increased significantly while treatment families stayed stable.

These findings sit at the center of how transportation shapes everything else in a program like this: whether a teen arrives or stays home, whether a caregiver keeps or loses a shift, whether the promise of a Boys & Girls Club internship becomes a real experience or gets deferred by something as solvable as not having a ride.

"I didn't have to worry about how he got there." -- Parent/Caregiver, Treatment Group, Endline Survey

"Not having reliable transportation kept me very stressed, but I got through it. I got a bus card, but it was expensive." -- Youth, Control Group, Endline Survey

Acknowledgments. This study exists because Boys & Girls Clubs of the Valley is the kind of partner every ambitious idea needs. When Legacy Institute arrived with an untested proposal about teenagers and autonomous vehicles, BGCAZ saw what it could mean for their young people, said yes, and brought creativity and care to every challenge a first-of-its-kind pilot could invent. Their staff managed enrollment and consent, hosted the family orientation, administered the ride scholarship program, and kept surveys moving through a busy summer. Legacy Institute is especially grateful to Marcia Mintz, Josh Stine, Cassidy Campana, Kevin Chavez, and Samantha Hansen

at BGCAZ. We also thank the site supervisors who took time to tell us about the interns they managed, the Donnell-Kay Foundation for its generous support and valued partnership, Radiant Global Insights for the independent design and conduct of the evaluation, and the Waymo team for data access and operational support throughout. Most of all, we thank the thirty young people and their parents and caregivers who took a chance on something new and told us honestly how it went.

Contact. Legacy Institute's hope is that safe and dependable transportation to education, out-of-school programs, and workforce opportunities becomes something every young person can access. If you are a funder, a youth-serving organization, transportation provider, or a city working on youth transportation, we would welcome the conversation. Write to Jordan Bridwell, Director of Strategic Initiatives, at jordan@springslegacy.org or visit springslegacy.org.

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APPENDIX A

Program Logic Model

Short and medium term outcomes were measured in this study. Long term outcomes are grounded in peer reviewed literature and are not directly measured.

Inputs	Activities	Short-Term Outcomes (Measured)	Medium-Term Outcomes (Measured)	Long-Term Outcomes (Not Measured)
• AV ride scholarship cards • BGCAZ internship infrastructure • Case manager staff time • Survey instruments • Smartphone and data access • AV business dashboard	• AV orientation day • Preloaded ride scholarship cards • Youth placed in paid internships • Twice-daily AV rides • Case manager check-ins • Baseline and endline surveys • Employer satisfaction survey	• Reduced transportation stress • Reduced transportation burden • Improved attendance and punctuality • Parent and caregiver safety confidence • Youth sense of safety and dignity • Improved sleep and restfulness • Youth excitement and self-efficacy	• Internship program completion • Workforce skills development • Expanded social capital • Positive self-esteem • Reduced caregiver logistical burden • Evidence base for AV youth mobility policy	• Higher future employment rates • Increased educational attainment • Economic mobility • AV-friendly youth mobility policy • Replicable model for national scale-up • Reduced transportation inequity
Long-term outcomes not measured in this evaluation. Grounded in peer reviewed literature. Follow-on study with larger sample required to test these pathways.				

Key Assumptions

Key Assumption	Basis in Literature
Transportation is the primary barrier preventing target youth from accessing internship opportunities	<i>Patel et al. (2021); Hopson et al. (2024)</i>
An 8-week exposure is sufficient to detect transportation stress effects	<i>Patel et al. (2021) showed attendance effects within one semester</i>
Youth who attend internship consistently will develop measurable workforce skills	<i>Edwards (2024); Hopson et al. (2024)</i>
Autonomous vehicles are safe and reliable enough for unsupervised youth use	<i>AV provider safety data; caregiver comfort with AV ridership at baseline (Table B2)</i>

APPENDIX B

Pre-Post Changes on All Outcome Measures by Group

Table B1. Youth Survey Outcomes (Treatment n=14, Control n=12-13). Scale: 1 (Strongly Disagree) to 4 (Strongly Agree)

Outcome	Treatment Group					Control Group					Group Diff.	
	BL M (SD)	EL M (SD)	Δ	p	d	BL M (SD)	EL M (SD)	Δ	p	d	ΔΔ	p
Transportation Stress												
Stressed about getting where I need to be	2.86 (0.36)	2.43 (0.51)	-0.43	.008**	-0.83	2.17 (0.58)	2.17 (0.72)	+0.00	1.000	0.00	-0.43	.031*
Transportation is stressful for me	2.43 (0.76)	2.50 (0.52)	+0.07	.752	0.09	2.00 (0.65)	2.23 (0.73)	+0.23	.082	0.44	-0.16	.543
Transportation Access & Reliability												
Have reliable way to get places	2.86 (0.36)	2.57 (0.65)	-0.29	.165	-0.39	2.85 (0.38)	2.62 (0.51)	-0.23	.131	-0.51	-0.06	.766
Missed something for lack of a ride	2.79 (0.43)	2.79 (0.43)	+0.00	1.000	0.00	2.15 (0.69)	2.31 (0.75)	+0.15	.481	0.21	-0.15	.524
Feel safe traveling independently	2.86 (0.36)	2.71 (0.47)	-0.14	.165	-0.39	3.00 (0.00)	2.92 (0.28)	-0.08	.336	-0.31	-0.06	.630
Have caregiver who can drive me	2.57 (0.65)	2.50 (0.52)	-0.07	.671	-0.12	2.77 (0.44)	2.69 (0.48)	-0.08	.583	-0.19	+0.01	.969
Confident using public transportation	2.36 (0.74)	2.29 (0.73)	-0.07	.671	-0.12	2.46 (0.66)	2.54 (0.78)	+0.08	.700	0.11	-0.15	.592
Feel safe in self-driving car	3.00 (0.00)	3.00 (0.00)	+0.00	—	—	2.92 (0.28)	2.85 (0.38)	-0.08	.336	-0.24	+0.08	.420
Professional Confidence & Workforce Skills												
Confident I can succeed in internship	3.00 (0.00)	3.00 (0.00)	+0.00	—	—	3.00 (0.00)	3.00 (0.00)	+0.00	—	—	+0.00	—
Know how to behave professionally	3.00 (0.00)	3.00 (0.00)	+0.00	—	—	3.00 (0.00)	3.00 (0.00)	+0.00	—	—	+0.00	—
Manage time and responsibilities well	3.00 (0.00)	3.00 (0.00)	+0.00	—	—	3.00 (0.00)	3.00 (0.00)	+0.00	—	—	+0.00	—
Comfortable talking to adults professionally	3.00 (0.00)	3.00 (0.00)	+0.00	—	—	2.92 (0.28)	3.00 (0.00)	+0.08	.337	0.28	-0.08	.309
Solve problems when plans change	2.93 (0.27)	3.00 (0.00)	+0.07	.336	0.27	3.00 (0.00)	3.00 (0.00)	+0.00	—	—	+0.07	.345
Have skills employers would value	3.00 (0.00)	3.00 (0.00)	+0.00	—	—	3.00 (0.00)	3.00 (0.00)	+0.00	—	—	+0.00	—
Internship expanded my opportunities	3.00 (0.00)	3.00 (0.00)	+0.00	—	—	2.92 (0.28)	3.00 (0.00)	+0.08	.337	0.28	-0.08	.309
Learned things for future jobs	3.00 (0.00)	3.00 (0.00)	+0.00	—	—	2.92 (0.28)	3.00 (0.00)	+0.08	.337	0.28	-0.08	.309
Wellbeing												
Feel safe in daily life	3.00 (0.00)	3.00 (0.00)	+0.00	—	—	3.00 (0.00)	3.00 (0.00)	+0.00	—	—	+0.00	—
Get enough sleep most nights	2.93 (0.27)	2.93 (0.27)	+0.00	1.000	0.00	2.85 (0.38)	2.85 (0.38)	+0.00	1.000	0.00	+0.00	1.000
Rested and ready most mornings	2.93 (0.27)	3.00 (0.00)	+0.07	.336	0.27	2.85 (0.38)	2.85 (0.38)	+0.00	1.000	0.00	+0.07	.593
Excited about things in my life	3.00 (0.00)	3.00 (0.00)	+0.00	—	—	2.92 (0.28)	2.85 (0.38)	-0.08	.584	-0.17	+0.08	.564
Satisfied with my life overall	3.00 (0.00)	3.00 (0.00)	+0.00	—	—	3.00 (0.00)	2.85 (0.55)	-0.15	.337	-0.28	+0.15	.309

Note. BL = baseline; EL = endline; Δ = mean within-group change (EL minus BL); d = Cohen's d; ΔΔ = between-group difference in change scores. n=30 enrolled (Treatment n=14-15, Control n=12-13 matched). Scale: 1 (Strongly Disagree) to 4 (Strongly Agree). Paired t-tests, two-tailed. BH-FDR correction applied across all 63 tests. Significance codes appended to p-values: * p < .05; ** p < .01. Green shading = significant improvement. Pink shading = significant group difference. "—" = zero baseline variance.

Table B2. Parent and Caregiver Survey Outcomes (Treatment n=14, Control n=13). Scale: 1 (Strongly Disagree) to 4 (Strongly Agree).

Outcome	Treatment Group					Control Group					Group Diff.	
	BL M (SD)	EL M (SD)	Δ	p	d	BL M (SD)	EL M (SD)	Δ	p	d	$\Delta\Delta$	p
Parent/Caregiver Transportation Burden												
Getting teen to activities is a challenge	3.21 (0.80)	3.00 (0.78)	-0.21	.272	-0.31	2.54 (0.88)	2.92 (0.86)	+0.38	.018*	0.88	-0.60	.018*
Transport stress affects work/daily life	3.07 (0.47)	2.93 (0.47)	-0.14	.375	-0.22	2.54 (0.88)	2.69 (0.85)	+0.15	.465	0.17	-0.29	.302
Teen missed opportunities (transport)	3.00 (0.68)	3.00 (0.55)	+0.00	1.000	0.00	2.31 (0.85)	2.46 (1.05)	+0.15	.556	0.17	-0.15	.657
Worry about teen traveling independently	3.29 (0.73)	3.00 (0.68)	-0.29	.302	-0.29	2.69 (0.63)	3.08 (0.76)	+0.38	.175	0.50	-0.67	.087
Confident teen can reach internship reliably	3.07 (0.83)	3.21 (0.58)	+0.14	.563	0.15	3.23 (0.60)	3.08 (0.76)	-0.15	.494	-0.23	+0.29	.359
Transportation is a household burden	2.86 (0.86)	2.86 (0.77)	+0.00	1.000	0.00	2.15 (0.69)	2.62 (0.77)	+0.46	.008**	0.77	-0.46	.112
Comfortable with teen riding in Waymo	3.79 (0.58)	3.50 (0.52)	-0.29	.040*	-0.61	3.15 (0.99)	3.46 (0.78)	+0.31	.219	0.35	-0.59	.033*
Parent/Caregiver Reported Teen Development												
Teen demonstrates responsibility and maturity	3.79 (0.43)	3.50 (0.52)	-0.29	.040*	-0.61	3.46 (0.52)	3.54 (0.52)	+0.08	.673	0.15	-0.36	.104
Teen prepared for work environment	3.79 (0.43)	3.50 (0.52)	-0.29	.040*	-0.61	3.54 (0.52)	3.62 (0.51)	+0.08	.721	0.15	-0.36	.145
Teen communicates effectively with adults	3.57 (0.51)	3.43 (0.65)	-0.14	.499	-0.18	3.46 (0.52)	3.46 (0.52)	+0.00	1.000	0.00	-0.14	.648
Confident about teen's future	3.64 (0.50)	3.43 (0.51)	-0.21	.272	-0.31	3.46 (0.52)	3.77 (0.44)	+0.31	.104	0.59	-0.52	.053
Teen expressed pride about internship	3.64 (0.50)	3.50 (0.52)	-0.14	.499	-0.18	3.46 (0.52)	3.62 (0.65)	+0.15	.436	0.22	-0.29	.340
Program expanded teen's opportunities	3.71 (0.47)	3.64 (0.50)	-0.07	.668	-0.11	3.54 (0.52)	3.54 (0.52)	+0.00	1.000	0.00	-0.07	.724
Teen has high self-esteem	3.57 (0.51)	3.29 (0.47)	-0.29	.104	-0.47	3.17 (0.72)	3.42 (0.51)	+0.25	.275	0.32	-0.54	.057
Program positively affected household	3.57 (0.65)	3.57 (0.65)	+0.00	1.000	0.00	3.15 (0.69)	3.31 (0.63)	+0.15	.502	0.22	-0.15	.594
At peace — child safe and engaged	3.79 (0.43)	3.57 (0.51)	-0.21	.272	-0.31	3.54 (0.52)	3.38 (0.51)	-0.15	.436	-0.22	-0.06	.775
Internship used teen's time meaningfully	3.79 (0.43)	3.43 (0.51)	-0.36	.055	-0.56	3.46 (0.52)	3.54 (0.52)	+0.08	.673	0.15	-0.43	.089

Note. BL = baseline; EL = endline; Δ = mean within-group change (EL minus BL); d = Cohen's d; $\Delta\Delta$ = between-group difference in change scores. n=30 enrolled (Treatment n=14-15, Control n=12-13 matched). Scale: 1 (Strongly Disagree) to 4 (Strongly Agree). Paired t-tests, two-tailed. BH-FDR correction applied across all 63 tests. Significance codes appended to p-values: * p < .05; ** p < .01. Green shading = significant improvement. Pink shading = significant group difference. "—" = zero baseline variance.