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Transportation in Welfare Reform

State	Transportation Resources	Action Taken to Assess existing Transportation services	Partnerships or Task Forces Established	Vehicle Asset Limit	Special Initiatives
Alabama State Contact: David McCarley 334-242-1748	Generally, reimbursement for expenses for transportation up to \$32 per month. DHR has a contract with public transportation systems in the urban areas; bus passes are distributed to participants. DHR has a contract with Rural Public Transit Association in 10 rural areas. Other counties have innovative ways to solve own problems without contracts.	DHR formerly had problem with Transportation in rural areas; costs were based on per mile per hour and were exorbitant. Corrective action plan was devised and contract now pays \$333 per month for eight seats and the cost is prorated among the number of actual participants. This is much more cost-efficient. DHR is working on a new initiative, starting in 2 pilot counties that provides low-interest loans and loan payments for clients to purchase low-cost vehicles. Basically, recipients are linked with vehicles.	DHR has a longstanding partnership with DOT. There is a Statewide Community Transportation Advisory Council with representatives from Human Services Agencies, Head Start, United Way, Kidney Foundation, and assorted other organizations. DHR developed the memorandum of understanding and all departments agreed to coordinate resources to help address transportation problems.	Excludes value of one car.	
Alaska				Excludes value of one car.	
Arizona State Contact: Juanita Garcia 602-542-	Total appropriation for funding transportation proposals in State for FY 1997 is \$2 million. In addition, the JOBS Administration will continue to pay participant transportation related expenses as a support service during work activities and	Dept. of Economic Security does not plan any independent assessment of local needs. There will be 3 regional meetings held to identify barriers and solutions at local level which relate directly to target population. In selection	No formal task force creation to date. In preparing for regional community meetings the Dept. is sharing information and resources with State DOT and is likely to continue this partnership. Invitees to meetings include Councils of Government, provider agencies,	Excludes value of one car.	

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0284 Geri Tebo 602-542-1783	initial phase of employment.	<p>of transportation proposals to be funded, JOBS will develop and update statewide mapping of the current TANF caseload and will require entities who compete for funding consider actual employers in their local area and, to extent possible, involve employers in their project design.</p> <p>It is already apparent there are transportation gaps in both rural and urban areas. Through the process described above, the existing capacity will be expanded and collaboration with existing providers will be emphasized.</p>	and chambers of commerce as well as other community representatives.		
Arkansas				Excludes value of one car.	Southeastern Arkansas Transportation system has used their senior center vans during their off-times to serve residents needing employment transportation. (JOBLINKS)
California State Contact: Ms. Pat	In 1994/95, \$15.9 million was spent on transportation costs for participants. With the re-design of welfare, transportation costs will increase as more recipients become involved in work activities. Estimates regarding	California did a survey of 29 counties in May of 1996 to identify transportation problems that will impact recipients under welfare reform. The survey included urban, suburban and rural populations	While counties are working with public transportation authorities to improve services to recipients, public transportation alone is not likely to meet the needs of recipients in all parts of the State. A combination of transportation	Excludes equity value for a vehicle up to \$4,650.	Ventura County, CA Car Donation: Bank will provide 2 used vehicles that can be leased by welfare recipients who want to work but lack reliable

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<p>Loader 916-654-1770 Contact:</p>	<p>the amount of the increase will have to take into account factors such as: number of recipients subject to each of the aid programs in which adults will be expected to participate in work and training activities, the possible deterrent effect of program changes, and differences in transportation problems that may be experienced by those who do not currently participate but will be required to participate under the redesign.</p>	<p>in counties located in all regions of the State. In summary, counties have found that public transportation in urban areas is usually adequate, while transportation gaps exist in the suburbs and are most severe in rural areas.</p> <p>Approach to transportation varies according to local need. While the provision of a bus pass may suffice in some cities, re-routing a bus line may be needed in a suburb, and contracts with public or private transportation agencies may benefit recipients in rural areas.</p>	<p>approaches will be needed including the use of client vehicles, contracts with public and private transportation entities, and county van services etc.</p> <p>Counties have developed working relationships with public and private transportation providers to meet the transportation needs of recipients.</p>		<p>transportation.</p> <p>The Bank of America in Ventura County has agreed to donate two cars to the county's welfare-to-work program, which is seeking to help welfare recipients obtain jobs. Cars are donated to a nonprofit group and leased through a county credit union to welfare recipients over long terms to help reduce monthly payments. Lease proceeds will accumulate in a special fund that could be used to buy more vehicles. and support other efforts to help welfare recipients overcome one of the county's largest obstacles to employment.</p> <p>Cars will be turned over to Visions for Recovery, a Thousand Oaks-based nonprofit organization,</p>
Colorado				Excludes the value of one car.	
Connecticut				Excludes value of one car.	<p>New Haven, CT</p> <p>State Legislature appropriated \$1.5 Million for Transportation. City of New</p>

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					<p>Haven Job Center working on program to provide workers to Foxwoods Casino, 48 miles outside New Haven. Foxwoods needed 1,500 workers overall for the opening of a hotel and conference center. Jobs were subsidized for initial transportation for New Haven workers. The project has three-step transportation policy: initial period of two to four weeks of total transportation dependency; and interim phase following first phase that consists of a modified transportation dependency; and final phase where employee is transportation self-sufficient.</p>
Delaware				Equity value of a primary automobile is excluded.	
Dist. of Col.				<p>As under former AFDC program.</p> <p>Proposed: Equity limit for vehicles set at \$4,550.</p>	
<p>Florida</p> <p>Contact:</p> <p>Ed Griffin</p> <p>904-414-9415</p>	<p>Transportation in welfare reform is a local WAGES Coalition issue. Each of local coalitions are to address transportation for recipients to and from work activities in their local plans.</p> <p>Dept. of Labor and Employment</p>			Vehicles may not exceed a combined value of \$8,500.	

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	Security (DLES) has a statewide contract for a voucher system for gas purchases. State also uses bus tokens, bus passes, and reimbursement for cost of gas, ride sharing efforts.				
Georgia State Contact: Sylvia Elam 404-657-3737	Transportation services always provided when clients are required to participate. Counties have many varied arrangements.	Yes. Surveys have been conducted by counties and arrangements made with public/private transportation providers to make special routes available for clients.	Counties are always forming partners in transportation, coordinating with existing agencies providing transportation to meet transportation needs/gaps. Many local coordinating councils have task forces to work on transportation needs.	Equity value of one vehicle that is used to look for work or used to travel to work or education and training will be excluded.	
Hawaii				Excludes the value of one car.	
				Fair market value of \$4,650.	
Illinois				Excludes the value of one car.	Chicago, IL Suburban Job-Link Corp. seeks to connect residents of inner city neighborhoods with good employment opportunities in Chicago's suburbs. It offers both employment and transportation services to include: Express Bus Transportation services and Shuttle Transportation

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					<p>Services. They are also developing a program with PACE Suburban Bus Co. for reverse commuting. It seeks innovative methods of bridging the gap between blue-collar jobs and inner-city workers.</p> <p>PACE Suburban Bus Co. strategy includes: service coordination, employer outreach, and partnerships.</p> <p>Accel Transportation in Chicago has developed a reverse commute demonstration project in southwest Chicago. Its primary function is to offer riders an employment and training program. Accel's function is to transport</p>
<p>Indiana</p> <p>State Contact:</p> <p>Ms. Van Scyoc 317-232-2004</p>	<p>Resources include: 820 public transit, specialized, taxi, school bus and intercity transportation providers operating 4,301 vehicles. A total of \$87.8 million was invested in public transportation to provide 27.7 million passenger trips in 1994.</p>		<p>State DOT and FSSA have created a transportation task force to improve coordination at the State and county levels. The task force includes 13 State agencies including public transit, mental health, family services, workforce development, health, rehabilitation services, aging, education and budget. Items discussed at Task Force meetings include: laws/regulations, inventory of vehicles, barriers, funding and a plan of action.</p>	<p>Equity value to \$4,500.</p>	

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			Other related activities include: the State's Transit authority is networking with adjoining States on transportation issues and needs.		
Iowa				\$3,889 for each adult and employed child.	
Kansas State Contact: Connie Ulmer 816-426-6127	Transportation costs are an allowed support service. Monthly amount is based on participant need.	Currently in process of developing a Transportation Study in collaboration with Kansas Dept. of Transportation.	Plans for coordination will be made after results of the study are reported.	As under former AFDC program.	
Kentucky State Contact: Cathy Mobley 502-564-3703	The Cabinet for Families and Children will contribute to the capitated payment rate to regional providers. The coordination of transportation services with other Cabinets will assure the most cost effective means of providing services. The Cabinet also contracts with Area Development Districts to provide employment training. These programs furnish transportation to and from training sites. The Cabinet has also implemented a nonrecurring supportive service car repair payment to help families repair, license or insure their vehicle. The Payment is	New service delivery system will assure transportation is available in all areas of the State, including those previously underserved. Regional providers will be able to subcontract with local public and private providers to meet this requirement.	See previous answer.	Excludes value of one car.	Big Sandy Area Development District is working with State Agencies and charities to secure auctioned or donated cars for job ready welfare recipients, who then can pool with others in similar straits. In Louisville, there's a collaborative effort between Kentuckiana Regional Planning and Development Agency and the Transit Authority of River City. Together they designed a new bus route and developed a coalition of

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	limited to \$300 per year.				community-based organizations serving Louisville that provided clients for the new route. (JOBLINKS)
Louisiana				As under former AFDC program.	
Maine				Excludes the value of one car.	
Maryland				Excludes the value of one car.	Baltimore is one of five cities involved in an employment transportation initiative known as Bridges to Work. The program identifies job ready individuals and helps them prepare for and obtain employment and provides them with rides to work. The historic East Baltimore Community Action Coalition provides door to door van rides from E. Baltimore to job sites at the BWI Airport district.
Massachusetts				Fair market value up to \$5,000.	
Michigan State Contact:	FIA had \$11 million support services in FY 1996 for support services -- of this amount, \$2.8 million was spent for	This is ongoing activity by local offices since lack of transportation can be good cause for nonparticipation in	See responses 1) and 3).	Excludes the value of one car.	Michigan's Suburban Mobility Authority for Regional Transportation (SMART) gives riders a ride

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<p>Alan Durkee Director Fin. Asst. Prog 517-373-2535</p>	<p>transportation and \$1.7 million for car repairs. Unknown how much was spent in FY 1997. Michigan JOBS Commission also has support services dollars for these purposes. State has requested \$20 million for support services in FY 98 to raise reimbursement rate to .15 per mile and increase car repairs to \$650 (from current \$500). For transition to work, State provides transportation support until the 30th day or first paycheck. If clients remain on TANF, State provides one-time services such as car repairs to maintain employment. In addition State has same support services available under Food Stamp Employment and Training program if the client closes TANF but remains on Food Stamps (generally the case) and State continues to provide one-time service options.</p>	<p>work activities. To meet transportation needs local offices have been very creative- using school buses, community action agency buses and local public transportation systems. Vans are also leased from Dept. of Transportation. State has been meeting with Dept. of Transportation coordinator and county directors since last fall.</p>			<p>from the bus stop to their place of employment as well as provides those new to the work force <u>one-month of free service.</u> The Urban and Public Transportation program has provided vehicles to counties to help provide flexibility to clients traveling to work, child care and off-and extended hour jobs.</p> <p>Detroit's Operation Able has an on-site computer terminal connection to SMART's scheduling dispatch system. This allows agency officials to act as travel agents by booking clients on paratransit buses and securing schedule and route information for existing main bus routes. (JOBLINKS)</p> <p>Contact: Dan Dirks 313-223-2309</p>
<p>Minnesota State Contact: Steve Geis 612-297-1427</p>	<p>Limited transportation expenses related to clients' approved employment & training plans have been covered including bus passes, mileage, car insurance and repair, and in some cases, taxi fare. 1997 State legislature appropriated \$2 million to Twin Cities urban areas's Metropolitan</p>	<p>The Metro Council worked with State, County & local jobs & training officials to develop recommendations for creative transportation solutions to serve metro area locations and/or times where transportation is lacking. Counties are using these ideas</p>	<p>A Transportation/Human Services coordinating group is working with MNDOT using a grant from NGA to develop a coordination plan and funding distribution process.</p>	<p>Equity value of one motor vehicle up to \$7,500.</p>	

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Karen Lyons 612-602-1703	Council for counties, and \$925,000 to greater MN through MN/DOT. Funds are meant to expand transportation supply where not presently available. Metro Council also is making 25-30 small, well-maintained vehicles available for welfare to work from a fleet of retired vehicles that are being replaced.	and others generated by community agencies, employers, clients, foundations and others to formulate plans for use of transportation grants. Some new solutions are likely to be implemented beginning Jan. 1998, including employer shuttles from transit hubs, training welfare recipients as drivers of new services, providing employers up to \$300 to offset the cost of employer-provided transportation for new hires, and providing agency subsidies for a variety of unique transportation solutions for clients.			
Mississippi State Contact: Sherry Jackson 601-359-4688	During FY 1996 State spent \$3.5 million for transportation of clients while participating in JOBS. State prepared to spend \$7 million in TANF for transportation to help eliminate barriers and aid clients in achieving self-sufficiency. DHS has created separate division called Resource Development within Economic Assistance Division dedicated solely for locating resources to assist individuals transitioning from welfare- to job opportunities.	State has met with public transportation providers and they feel they can adequately provide transportation services needed to connect welfare recipients to entry level jobs. State has in place contracted public transportation providers who are doing excellent job in getting clients to interviews and work. The 2 staff persons in Transportation Unit have been visiting all existing Public Rural Transit and Specialized Transportation organizations to assess services being provided. Assessments and discussions are being conducted with	State has formed Task Force composed of rural/specialized Public Transit Providers established with Public Transit Division Manager and DOT staff. Task Force has identified and discussed TANF transportation problems. TANF Transportation program success can be accomplished through coordination, communication, collaboration, unit planning and building infrastructure. Plan to have contractual arrangements in place for remote areas of the State to eliminate transportation gaps. DHS has met with State Task Force and is planning future	As under former AFDC program.	

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		Executive Director of these organizations concerning future expansion of their programs to include transportation for TANF clients.	meeting to help solve the transportation problems of TANF participants.		
Missouri				Excludes one vehicle and \$1,500 for second.	
Montana Contact: Jon Meredith 406-444-5685	Transportation services can be provided for by using supportive services. Particular services can be provided to meet transportation problems on a case by case basis.	Each community does its own assessment and determines what partnerships are necessary to accomplish its own transportation needs.	Gaps haven't yet been discussed at State level.	Excludes the value of one car.	
Nebraska				Value of one vehicle is excluded.	
Nevada State Contact: John Alexander 702-687-4143	New Employees of Nevada (NEON) program historically expends 14% of the client services budget on fulfilling the transportation needs of program participants. Expenditures include the purchase of bus passes and tokens and reimbursement payments to participants with their own transportation.	Although no formal assessment of adequacy of existing public transportation systems is planned, access to and proximity of public transportation is routinely considered when determining location of CWEP sites, vocational training and basic education class sites. The existence of rural Nevada communities containing few employment opportunities for TANF participants necessitates lengthy commutes to more populated areas where there are employment opportunities has been identified as an issue.	Dialogue has occurred on this topic with Welfare Division. No formal plans or task force has been established at this time to address transportation issues. It is anticipated a statewide steering committee dealing with welfare reform will be initiated after July 1997. Transportation issues/potential alternatives will be discussed at that time.	Excludes value of one car.	

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		At recent Employment & Training Planning meeting, local communities will be getting together to discuss barriers to employment and options available. Meetings will take place over next several months.			
New Hampshire				One vehicle per adult will be excluded.	
New Jersey Contact: Duke Storen 609-984-8198	Individual subsidies provided up to \$6.00 per day by county staff. Amounts in excess must be approved by State Agency. Public transit fare may be provided. DHS will help local communities be in a better position to determine the most effective and efficient means of moving WFNJ recipients to work and work readiness activities through Geographic Information Systems (GIS) analysis. GIS analysis plots data (such as addresses of WFNJ recipients, child care providers, work activity sites, employers with job openings, public transit routes) on a map providing a visual display of accessibility in a given community. First round of GIS analysis revealed that 95% of WFNJ participants live within a half mile of fixed route public transit (bus or rail).	County or municipal agencies will partner with community transportation agencies to make all reasonable efforts to secure available transportation services through means other than listed above, such as but not limited to, transportation brokers, third party contracts to provide van pool service, feeder or other services. DHS and State DOT have convened an Interdepartmental Transportation Work Group to improve quality and efficiency of transportation services funded by state programs. Work Group is cataloging transportation resources (capital and operating) and analyzing current laws and regulations related to transportation in order to identify any barriers which impede the success of statewide coordination of	NJ Dept. of Human Services in partnership with NJ Transit and Dept. of Transportation (DOT) will pilot a transportation broker system in Essex and Hudson counties under the Medicaid and Work First NJ (WFNJ) Programs. Transportation broker will be responsible for managing the mobility needs of Work First NJ/Medicaid population in these counties (such as to a Dr. appointment, community service site, or a job) through central coordination of local transportation programs, funding streams and providers. Each county will be asked to formulate a transportation coordination plan that includes the provision of transportation for: senior populations, low-income job seekers and student populations. Submitting a coordination plan is a pre-condition for being eligible for	Exclude value of one vehicle up to \$15,000.	NJ Transit provides training to County Work First Agency staff on reading bus schedules, determining fares, transit availability for participants and ordering bus/rail passes. NJ Dept. of Human Services in partnership with NJ Transit and DOT will pilot a transportation broker system in Essex and Hudson counties under Medicaid and Workfirst Programs. Transportation broker will manage mobility needs of WorkFirst NJ Medicaid population in these counties (Dr. appts, community service site or job) through central coordination of local transportation programs, funding streams and providers.

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		services.	funds from the FTA for instituting innovative and coordinated community transportation, including "to work" projects.		
New Mexico				Same as under former AFDC.	
New York				Equity value of one vehicle up to \$4,650 excluded.	In Buffalo, there's a new service concept called "Hublink" that focuses on better coordination of all types of transportation services in order to increase personal mobility and maximize the use of transportation dollars. Led by Niagara Frontier Transit Authority (NFTA) the Hublink Initiative is a model for planning transportation systems to explicitly take into account employment transportation. The objective is to create a broad-based community consensus regarding the best approach to improving public transportation. Several service concepts have been developed including Late-Night Service and Reverse Commuting.
North Carolina				Fair market value of one vehicle up to \$5,000.	Studying how its systems can focus on community transportation for those working non-conventional

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					<p>hours. Looking at rural van pooling and employer incentives.</p> <p>Contact: Kathy McGee 919-733-2873</p>
North Dakota				As under former AFDC program.	
Ohio Contact: Kim Kehl 614-728-8482	<p>State DHS shall allocate up to \$5M in FY 1998 and \$5M in FY 1999 to County Depts. of Human Services for enhancing transportation services to participants of the Work Component of Ohio Works First Program.</p> <p>If the Director of Ohio DHS has attempted to dispose of any declared surplus or excess motor vehicle that does not exceed \$4,500 in value, the Director may donate the motor vehicle to a nonprofit organization exempt from Federal Income taxation for the purpose of meeting transportation needs of participants in the Ohio Works First Program and participants in the prevention, retention and contingency program.</p>	<p>Each Board of County Commissioners shall develop a written transportation plan with established policies regarding the transportation needs of low income residents of county seeking or striving to retain employment. In developing the transportation work plan, the Board shall consult with: county DHS; if a regional transit authority serves the county, the regional transit authority; if a community action agency serves the county, the community action agency; as designated by Board of County Commissioners; reps of private nonprofit and government entities that work with issues related to economic development, employment; and persons with physical disabilities; other individuals designated by Board of County Commissioners.</p>	<p>Counties to have their partnership agreement/implementation plan in place with the County Commissioners and Ohio DHS by January 1998. All of Ohio's 88 counties required to have their transportation plans complete at that time.</p>	No limit.	

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Oklahoma				As under former AFDC program.	
Oregon				Up to \$1,500 in a motor vehicle excluded.	<p>Oregon's "Gateway" provides a data bank and dispatch system that matches participants in need of temporary or emergency rides with volunteer drivers; volunteers are reimbursed on a per mile basis. It also provides a driver assistance and education program designed to help clients pay for fuel, license fees and training on a limited basis. (JOBLINKS)</p> <p>In Glendale/Azalea, they use school buses and volunteer carpools to overcome its transportation gap. Several volunteer drivers, including homemakers, retirees, and school bus drivers provide rides for education and employment opportunities. School buses are used to transport the general population. The community is one of the few that has succeeded in the required research and convincing the local school district to allow community members to ride along with students.</p>

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Pennsylvania				Excludes the value of one car.	
Rhode Island				Vehicle asset limit included to \$4,650. (No limit on equity value of a vehicle exempted when equipped to transport a disabled household member).	
South Carolina				One motor vehicle per assistance unit with a fair market value of \$10,000 or less is disregarded.	
South Dakota				One motor vehicle with a fair mriet value up to \$4,650 is disregarded.	
Tennessee Contact: Sherry Carroll 615-313-5758 Fagan Thomson 615-313-4871	For FY97, Governor Sundquist proposed and the Legislature appropriated \$10.5 million to provide transportation services to those in Families First. While only 10 months of services were provided this year, due to the Sept. 1 implementation date, that amount is still available for 1998.	Only 151 individuals have not been able to find transportation during the first five months of the program.	When transportation gaps are found, every effort is made to fill those. There has been cooperation between the Dept. of Human Services and Transportation to produce some long term coordination of transportation. In addition, State has applied for one of the National Governor's Association/FTA Transportation Coordination Demonstration Grants. If the proposal is accepted, State would have funds to further pursue an inter-departmental approach to addressing the transportation needs of the welfare population.		

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Texas					
Utah	<p>Work and Training supportive payments are made available to all participants to alleviate circumstances which impede the participant's ability to begin or continue employment, job search, training or education. Payments can also be accessed up to 24 months after financial assistance case closure.</p>	<p>Local offices are well aware of public transportation services in their areas. As is generally the case, public transportation is generally not available in more rural areas of the State.</p>	<p>A few local offices have been involved in partnership efforts with others in the community in providing transportation in these areas. Results have been mixed.</p>		
Vermont					<p>In Chittenden County, they have a "Good News Garage" where residents can make a tax deductible gift of a car to welfare recipients. The garage does whatever mechanical work is necessary to restore the vehicle to decent running condition. The car is either given free of charge to a welfare client who is working and needs transportation or sold below wholesale.</p> <p>The State also has a transportation program in each one of the 12 welfare districts where the Case Manager arranges for no cost transportation for any welfare client who needs a ride to any JOBS related</p>

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					activity such as training or a job interview.
Virginia					<p>Fairfax County received a State Grant for Transportation (November 1997) and is using it to buy new minibususes to provide week-day rides for working welfare recipients. County will also provide free taxicab rides for those who work at night or weekends.</p> <p>Fairfax County also uses a nonprofit agency that will help a number of recipients buy used cars. State money will be used for down payment and to have cars inspected and enrolled in a maintenance plan. Recipients will cover the other car costs.</p> <p>Statewide, the Dept. of Social Services is giving \$2.5 million in 17 communities to pay for special transportation efforts, such as extended bus lines that go into industrial parks in Danville, near the North Carolina border, and a car-pool system in other counties.</p> <p>Virginia also has a</p>

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					<p>transportation matching organization called Ridefinders which operates in the Greater Richmond area and offers a computerized demand mapping and analysis technique that maps home addresses, day care facilities, and employment locations to identify both</p>
Washington					
West Virginia					
Wisconsin					<p>Wisconsin Job-Ride Program in Milwaukee provides transportation for city residents to get to interviews and to jobs. This service provides transit for usually six months - until the rider can purchase a car or establish alternative car pooling arrangements.</p> <p>Wisconsin also has the Wisconsin Employment Transportation Initiative which integrates programming and planning at the state level between Dept. of Transportation and Dept. of Workforce Development to respond to</p>

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					transportation needs. (Bridges to Work) Contact: Toya Nelson 608-266-6881
Wyoming	State will pay for gas, taxi or bus fares but not to exceed \$75.00 per month for an individual involved in work activities. Can also pay for vehicle insurance, licensing and repair not to exceed \$500/year. Auto repair, etc. would be for the participant's own vehicle not for relatives or friends. Public transportation is limited or nonexistent in State. Larger communities like Cheyenne or Casper may have cab companies or limited bus service. Otherwise, participants must provide their own transportation.				