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Access

TO JOBS

PLANNING CASE STUDIES

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16. Abstract This document provides an overview of a series of recently implemented Job Access Planning Case Studies or Job Access Challenge Grants funded by the U.S. Department of Transportation (USDOT), Federal Transit Administration (FTA) Office of Metropolitan Planning. The case studies illustrate effective practices of job access transportation planning. The case studies profile how various agencies have addressed issues regarding the provision of transportation services as a component of welfare reform. The case studies discuss both analytical and procedural approaches relevant to diverse communities. This document has been prepared to assist individuals and organizations as they plan and develop effective transportation services for people who are moving from public assistance programs to new or improved job opportunities.			
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ACCESS TO JOBS: PLANNING CASE STUDIES

September 2001

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Alaska Department of Transportation

Athens Transit

Central Massachusetts Regional Planning Commission

Delaware Valley Regional Planning Commission

Flint Mass Transit Administration

Metropolitan Washington Council of Governments

Mid-Willamette Valley Council of Governments

North Central Florida Regional Planning Commission

North Jersey Transportation Planning Authority

San Luis Obispo Council of Governments

I. INTRODUCTION

This is an overview of a series of recently implemented Job Access Planning Case Studies or Job Access Challenge Grants funded by the U.S. Department of Transportation (USDOT), Federal Transit Administration (FTA) Office of Planning. The case studies illustrate effective practices of job access planning. The case studies profile how various agencies have addressed issues regarding the provision of transportation services as a component of welfare reform. The case studies discuss both analytical and procedural approaches relevant to diverse communities.

Background

Participants in the challenge grant program were drawn from metropolitan planning organizations (MPOs), transit agencies, and state departments of transportation who had been noted as being especially proactive in addressing employment transportation needs and who could use additional funding assistance. Several worthy candidates were identified based on criteria that included: leveraging of funding from other sources, collaboration with other job access stakeholders, geographic diversity, and the development of a strategy for “mainstreaming” the activities upon completion of the challenge grant. Recipients were asked to evaluate and document their job access planning processes for eventual dissemination to a broad national audience.

This report is an overview and synthesis of practice from challenge grant projects implemented by the following organizations:

- Alaska Department of Transportation (ADOT), Anchorage, Alaska
- Athens Transit, Athens, Georgia
- Central Massachusetts Regional Planning Commission (CMRPC), Worcester, Massachusetts
- Delaware Valley Regional Planning Commission (DVRPC), Philadelphia, Pennsylvania
- Flint Mass Transit Administration, Flint, Michigan
- Metropolitan Washington Council of Governments (MWCOG), Washington, D.C.
- Mid-Willamette Valley Council of Governments (MVCOG), Salem, Oregon
- North Central Florida Regional Planning Commission (NCFRPC), Gainesville, Florida
- North Jersey Transportation Planning Authority (NJTPA), Newark, New Jersey
- San Luis Obispo Council of Governments (SLOCOG), San Luis Obispo, California

II. PLANNING FOCUS AREAS AND METHODS

While there were several common themes among the case studies, each had unique methods to identify and plan for their specific job access issues. A brief review of the various approaches follows.

Surveys

Flint Mass Transit surveyed employers and participants in the Genesee and Shaiwassee County, Michigan area who participated in Michigan’s welfare to work program. The survey found generally favorable perceptions of public transportation services among employers and participants alike. This provided a good basis for promoting public transportation services as an alternative to private transportation.

The Alaska Department of Transportation (ADOT) also administered a survey to various human service and transit agencies to include operational data. ADOT found the survey helpful in gathering information on transportation services that operated beyond the traditional peak hour service and services to areas not served before.

Geographic Information System (GIS) Applications

The use of Geographic Information System (GIS) technology also aided job access planning efforts and was consistently used in the majority of the case studies. The North Central Florida Regional Planning Council used Arc View 3.1 to map the location of Florida's welfare to work program recipients, one-stop centers, major employers and day care facilities in Alachua County, Florida. The information gathered from the GIS system was used to determine the welfare to work program participant's overall access to transit service, the proximity of potential employers to transit and how existing transportation services connect participants to employers.

Website Development

The Central Massachusetts Regional Planning Commission (CMRPC) developed an Internet based trip planning application based on the Worcester Regional Transit Authority (WRTA) fixed route bus system. The "Trip Planner" engine allowed individuals to be routed from an origin to a destination on transit routes in a specified time period within the City of Worcester or the 13 surrounding towns that are served by the WRTA bus system.

Model Development

The Mid-Willamette Valley Council of Governments (MVCOG) in Salem, Oregon, created a model to examine existing transit service and determine the transit needs in their region. This was accomplished using Arc View GIS software. The product enabled the preparation of trip data showing service gaps in their area, as well as where the service has improved over time.

Focus Group Meetings

The San Luis Obispo Council of Governments (SLOCOG) used focus group meetings to develop a comprehensive Welfare Mobility Plan for San Luis Obispo County, California. The plan was designed to reinforce and complement efforts already underway to improve mobility in the county. Athens Transit also conducted focus group meetings and workshops to agree upon common goals and action plans for eliminating barriers to access-to-jobs.

III. PLANNING CONTEXTS AND APPROACHES

The Case Studies addressed a wide range of planning applications, which may be grouped by planning context and approaches:

- Sub-Area Markets
- Target populations served and lessons learned
- Barriers caused by existing transportation services
- Coordination with other stakeholders
- Multi-modal implications

Sub-Area Markets

Most case studies addressed spatial-mismatch of the locations of jobs and needed services to the location of low-income and welfare transient individuals. For example, the Delaware Valley Regional Planning Commission (DVRPC) determined that their welfare to work problem is a result of job decentralization and suburban sprawl. Between 1970 and 1990, job growth in the core regional cities of Philadelphia, Trenton and Camden declined by 13.2 percent. In 1970, these cities housed half of the region's employment. Creating a regional job access plan with an emphasis on strengthening inner city connections to regional employment centers is imperative for individuals without automobile access.

In Worcester, Massachusetts, CMPRC found that 64 percent of the total regional welfare recipient population (4,033) individuals lived in the City of Worcester. Of those, 99.5 percent were located within a quarter-mile (4 blocks) of an existing bus route. Additionally, 99 percent of child-care providers and 95 percent of Worcester manufacturers and service employers were located within the same quarter-mile.

A similar finding occurred in Gainesville, Florida. The North Central Florida Regional Planning Council revealed that the workforce centers, childcare centers and employers, in fact, were located where high concentrations of Temporary Assistance to Needy Families (TANF) recipients lived.

Target Population

Flint Mass Transit Authority (MTA) in Michigan found that the majority of their target populations, Work First participants, were female (85.3%) and African American (48.4%). However, it was found that more than half of the target population (56%) had regular use of a car to meet their transportation needs. While in New Jersey, the North Jersey Transportation Planning Authority (NJTPA) found that 90 percent of adult TANF recipients were single, female heads of households without access to an automobile and dependent upon public transportation.

Other special target populations presented their own unique challenges. DVRPC indicated that in Philadelphia, jobs were most plentiful in the suburbs, some of the welfare to work clients did not want to work outside of their communities. Individuals who lived all of their lives in the same neighborhood were often reluctant to work in cities or suburban centers in the region even though reasonable access was available to them. These psychological barriers could have a profound impact on welfare-to-work transportation planning.

Service Providers

The case studies documented a variety of existing transportation services, including demand responsive transit and fixed-route bus service, and found there were major transportation service barriers to job access. These barriers included:

- gaps in transit service;
- lack of knowledge by TANF recipients of where transit services are provided; and,
- transportation costs resulting from multiple transfers, long distances and trip chaining

In Flint, Michigan, the transit operator provided extensive fixed-route service to and from the transportation center in the downtown area. It was, however, noted that these could change as firms moved or relocated in areas not served by transit. It was recommended that market studies be conducted in areas adjacent to the county, in particular, areas not served by public transportation, to identify transportation gaps that affect the mobility of the welfare-to-work population.

The Special Transportation Advisory Committee of the Salem Area Mass Transit District in Salem, Oregon, identified 62 service providers in the region. However, due to service provider specialization and lack of coordination among various agencies, a larger majority of the target population was not served and/or poorly served.

The Alaska Department of Transportation found a network of existing transportation services and potential resources within the targeted communities. This suggested that areas developing employment transportation services should first identify and evaluate existing services before proceeding to establish separate programs dedicated to employment transportation alone. With this coordination, pre-existing transportation programs were found to accommodate new demands, at lower cost than developing new stand-alone services.

A major challenge identified in all case studies was the coordination of employer's schedules (work shifts) with the availability of public transportation service. Certain types of jobs, because of their lack of a fixed schedule and high turnover rates, proved difficult to accommodate-- primarily jobs located in the suburbs. For example, Athens Transit identified transportation service for non-traditional work hours as a major barrier. The transit agency identified gaps in fixed route coverage, with a major manufacturing area non-served by the transit system and another industrial park not served at all. Also noted was a need for general public transportation for people living outside of the transit service area to travel to jobs in the urbanized area.

The case studies identified other barriers which included: rider difficulty understanding bus schedules, learning how to transfer between modes, and understanding how to use heavy rail systems. Inadequate information on transportation system providers were found as a significant barrier to using transit for low-income individuals in the Washington, DC metropolitan area. The region lacked a comprehensive, centralized database of transportation services, schedules, and fare structures for more than 10 public transportation providers serving the metropolitan region.

In Worcester, Massachusetts, job placement counselors were generally found unaware of the transit service area. As a result, they could not promote transit use to their clients.

Trip chaining was found time-consuming and costly for welfare-to-work participants using transit, and was identified as transportation service barriers by Philadelphia and Northern New Jersey regions. For example, in the Philadelphia region, many workers crossing the Pennsylvania and New Jersey borders traveled two of the region's three transit systems. Although numerous connections between New Jersey Transit, Southeast Pennsylvania Transit Authority (SEPTA) and Pennsylvania Area Transit Company (PATCO) existed, the lack of a common fare instrument was found to add to the cost and complexity of transferring between different systems.

Coordination and Cooperation of Stakeholders

One common theme consistent with all case studies was coordination. Virtually all stressed that in order to have comprehensive welfare-to-work transportation plans, improved coordination among transportation providers, employers, human resource agencies, and social service agencies in the region were much needed. In San Luis Obispo, California, unusual multi-agency and multi-disciplinary partnerships developed as key stakeholders coordinated welfare reform efforts. The key stakeholders in this effort included the Department of Social Services, human resource agencies, childcare providers, training institutions, employers, transit and ridesharing service providers, job developers and TANF participants. Social service and human resource agencies did not coordinate with transportation agencies prior to this even though they had common “customers.” By forming multi-disciplinary partnerships, transportation issues were integrated with employment efforts. Transit agencies gained valuable insight by working directly with social service agencies. Also, social service representatives gained greater awareness of transportation services in the county.

Involving Stakeholders and the Community

The Transportation Planning Board (TPB) of the Washington, DC region utilized their extensive public involvement and outreach program in developing their Job Access Transportation Plan. Public involvement was secured in two ways. First, broad, community-based coalitions and welfare to work clients participated in the overall planning process. One example was the Regional Welfare Reform Collaborative, a grass-roots community organization representing the interests of the Welfare-to-Work constituency. Other grassroots, community-based agencies also worked directly with the welfare to work client population such as the community action and anti-poverty agency, the United Planning Organization, which became a funding partner in the Job Access activities that resulted. Second, TPB established an expanded organizational structure to provide ongoing support for job access planning and coordination. The new organizational design included a welfare community advisory committee, using partner social service agencies to help identify appropriate contacts to serve on this group. The reorganized Job Access Advisory Committee met to establish a work program and schedule to support the annual update of the initial Job Access Transportation Plan.

Employer Cooperation

Employer cooperation was a factor that varied from project to project depending upon the particular context of the region. While some projects managed to secure contributions of time and resources from major employers, others encountered resistance to assisting former welfare recipients in obtaining needed transportation.

Typically, employers who were resistant to cooperating with Job Access Planning efforts were unwilling to make the necessary financial contributions as in the case of Flint Mass Transit and Athens-Clarke County studies.

Multi-modal Implications

A multi-modal approach was common through these case studies. In Flint, Michigan, participants of the Michigan Work First (Michigan’s welfare-to-work program) were asked on a survey what transportation mode they preferred to use to and from work. That effort revealed that 66.2 percent preferred a personal car or van; 11.4 percent preferred a public transportation option that allowed them to drop off and pick up their children at day care centers before and after work; 11.1 percent preferred a public transportation option that transports them to a central location

from where they could be taken to a work site; 10.2 percent preferred a carpool. In San Luis Obispo, while public transit was deemed critical to welfare-to-work transition, it was determined that transit alone, would not be able to provide the mobility for all California welfare-to-work program participants. The recommended programs included a mix of buses, shuttles, carpools, vanpools, bicycles and private automobiles.

In San Luis Obispo, although the target populations for the Welfare Mobility Study were TANF recipients, many of the recommended programs were cited for their potential to improve mobility for the larger population of commuters. It was noted that when serving larger populations, such as TANF recipients would not be isolated or dependent on special services that are generally transitional in nature.

IV. OUTCOMES

All case studies are aimed at helping people obtain transportation to jobs. However, additional objectives include increasing awareness of available transit resources and cooperation among stakeholders. A key objective common to all case studies was to “mainstream” job access planning in order to become a permanent feature of planning processes.

Across the board case studies, show three concepts of effective planning for job access were apparent:

1. A collaborative setting for transportation providers, human service agencies, and employers;
2. A planning process that was able to assume an operational-level perspective in designing services in response to user’s needs;
3. Strong technical capabilities and information resources for use in analyzing the locations of target populations relative to employment, childcare, and transportation service attributes for job access planning.

The case studies demonstrated that there was no single solution to solving the job access transportation problem. Conventional fixed route and demand responsive services have been documented as viable options in most areas. Innovative strategies, such as training employers on local transportation services and the development of One-Stop Centers, were cited as additional approaches to job access transportation planning. These not only facilitated recipients from leaving welfare, but the region overall by improving transit networks and developing innovative transit solutions for a changing work world.

APPENDIX

Access To Jobs Case Study Summaries

AN ASSESSMENT OF WORKFARE TRANSPORTATION
PLANNING ACTIVITIES IN ALASKAN COMMUNITIES

ALASKA DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

Description

The State of Alaska Department of Transportation and Public Facilities were awarded an FTA Job Access Challenge Grant to assess workfare transportation programs in three Alaska communities with high numbers of individuals on public assistance. There, three communities selected by the Alaska Department of Transportation and Public Facilities in cooperation with the Alaska Department of Health and Social Services' Division of Public Assistance were chosen to represent classes of Alaskan communities: village, borough, and unified Municipality.

The three communities selected, Kodiak, Matanuska-Susitna Borough, and Kenai Peninsula, exhibited not only widely different sizes and government structures, but had transportation programs that were, at the time, in varying stages of establishment and evolution.

There was one major lesson learned from this study. Areas developing employment transportation services should first identify and evaluate existing transportation services before proceeding to establish separate programs dedicated to employment transportation. Pre-existing transportation programs may accommodate employment trips at lower costs.

The final report is available upon request:

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STUDY ON BARRIERS TO JOB ACCESS FOR
ATHENS CLARKE COUNTY

ATHENS/CLARKE COUNTY TRANSIT
ATHENS, GEORGIA

Description

Athens-Clarke County Transit was awarded an FTA Job Access Challenge Grant to evaluate the barriers faced by the economically disadvantaged of the Athens-Clarke County area in obtaining employment, and developing transportation strategies for addressing those barriers.

Stakeholder interviews were conducted, focus groups met and workshops were held to agree upon common goals, and action plans for eliminating barriers to accessing employment. In addition, with the assistance of Geographic Information System (GIS) mapping, locations of public assistance recipients, suitable training sites, employment opportunities, daycare centers, and available public transportation were recorded. Lastly, "Best Practice" case studies were reviewed to examine various job access planning strategies across the country.

As a result of this planning process, Athens-Clarke County Transit identified options for reducing barriers to job access, as well as recommended an action plan that included applying for the FTA Access-to-Jobs Competitive Grant program.

Monitoring and administering those implemented strategies and recommendations will be on-going. Evaluative feedback will be used to make necessary changes to the overall job access planning effort.

The final report is available upon request:

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INTERNET TRIP PLANNER

CENTRAL MASSACHUSETTS REGIONAL PLANNING COMMISSION WORCESTER, MASSACHUSETTS

Description

The Central Massachusetts Regional Planning Commission (CMRPC) was awarded an FTA Job Access Challenge Grant to develop an Internet-based trip planning application founded upon the Worcester Regional Transit Authority (WRTA) fixed-route bus system. The major goal of this pilot program was to develop a "how-to" manual to assist other transportation agencies in creating similar systems for welfare to work transportation services.

The trip planner is an internet-based job placement tool, intended to assist job placement workers and human resource personnel/trainers and employers route their clients and employees to work, training, childcare and other destinations using the bus.

The Planning Commission's Internet Trip planning development efforts included securing various funding mechanisms, deciding which agency would host the site, soliciting bids to design the site, web development and trip planner beta testing.

The Trip Planner is not yet operational. However, before the product is opened to the general public, beta testing will be completed to check for any problems with the system. The Regional Employment Board (REB), a job placement agency in the Worcester area, will be the first agency to test the site. Additional testing sites will be added. Once all of the problems have been resolved, the system will open to the public at the CMRPC Website.

This final report is available upon request:

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ACCESS-TO-JOBS: ADDRESSING BARRIERS TO BI-STATE COMMUTING
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
PHILADELPHIA, PENNSYLVANIA

Description

The Delaware Valley Regional Planning Commission (DVRPC) was awarded an FTA Job Access Challenge Grant to develop a strategy to address barriers to bi-state commuting in the Metropolitan Philadelphia area. The major goal of this pilot was to identify existing bi-state employment centers, which were accessible by the current transportation system and to provide solutions to conflicts or incompatibilities between multiple transit agency services.

By analyzing estimated travel times of the existing regional transit system, DVRPC identified a significant number of employment centers across the Delaware River that are reachable within a reasonable access time from the core cities of Camden, and, Trenton, New Jersey; and Philadelphia. It was determined that not all of these employment centers are both transit accessible or suitable for entry-level workers. However, there is substantial evidence that the existing transit network is capable of supporting a significant level of bi-state commuting.

In recognition of the existing transit network and support for bi-state commuting, the following barriers have been identified in this region:

- Information gaps and psychological barriers
- Complex and costly transfers between transit systems
- Single-state transit vouchers and fare instruments
- Administrative barriers

Recommendations to address each of these barriers are provided.

The final report is available upon request:

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TRANSPORTATION BARRIERS TO EMPLOYMENT FOR
GENESEE AND SHIAWASSEE COUNTY PARTICIPANTS IN
MICHIGAN'S WORK FIRST PROGRAM

FLINT, MICHIGAN

Description

The Mass Transportation Authority (MTA) of Flint, Michigan was awarded an FTA Job Access Challenge Grant to determine how the transit agency can better meet the needs of welfare-to-work clients and employers. The process has helped MTA to create a lasting partnership with the Michigan Work First Program (Michigan's Welfare-to Work Program) and The Family Independent Agency.

Participants of Michigan Work First Program and potential employers were surveyed to collect information on transportation barriers to employment and suggested public transportation options to overcome them. Generally favorable perceptions of public transportation services were reported by employers and participants alike, which provided a good basis for promoting public transportation services as an alternative to private transportation traveling to and from work. However, employers were not favorable to cost-sharing alternatives to improve or expand public transportation service for Work First Program participants. Participants found favorable cost-sharing among other alternatives.

The result of this study brought greater awareness from both employers and Work First Program participants to the barriers and solutions to welfare-to-work transportation. This greater awareness has generated partnership efforts to address transportation issues to employment.

The final report is available upon request:

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JOB ACCESS PLANNING: MARION AND POLK COUNTIES, OREGON

MID-WILLAMETTE VALLEY COUNCIL OF GOVERNMENTS
SALEM, OREGON

Description

The Mid-Willamette Valley Council of Governments (MWVCOG) was awarded an FTA Job Access Challenge Grant to complete a needs assessment of the metropolitan area as a basis for developing a regionally coordinated public transportation system. The goal is to provide a coordinated transportation system that is accessible to work, training, medical services, and social services for those without personal automobile access. The product of this effort is a model that can accept data, which display current levels of service changes as the changes occur. The model is being used during the development and implementation of a regional brokerage system.

Geographic Information System (GIS) technology has been utilized in the production and implementation of the model. The model can be used as a foundation for analysis in other regions and benefit other geographic areas around the country. Furthermore, the model will be included in the Oregon Department of Transportation's statewide guide on best practices in transportation model development.

The model was developed upon the U.S. Department of Transportation (USDOT) technology sharing "Guidebook for Planning Small Urban and Rural Transportation Programs." The model was modified to integrate advanced technology and meet the needs of the data compiled in the Salem metropolitan area.

The planning application and final report is available upon request:

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REGIONAL JOB ACCESS AND REVERSE COMMUTE TRANSPORTATION PLAN

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.
(NJTPA)
NEWARK, NEW JERSEY

Description

The North Jersey Transportation Planning Authority (NJTPA) was awarded an FTA Job Access Challenge Grant to coordinate welfare-to-work issues through the New Jersey Department of Transportation, New Jersey Transit, and 21 counties of the State.

NJTPA provided a regional perspective to the community transportation plans of the northern New Jersey counties. The product of this effort is a technical report that provides recommendations for practical implementation of county and community transportation plans. The report identifies proposed projects in each county's Community Transportation Plan developed during the "New Jersey Statewide County and Community Transportation Planning Project," that have regional linkages, i.e. inter-county significance. In addition, the report identifies opportunities for cooperative efforts between counties and coordinates, county-based services across borders, and provides general guidance to the county agencies.

Through this effort, NJTPA developed a prioritization structure for future Job Access/Reverse Commute projects in the NJTPA region. NJTPA also contributed to the agency goals contained within Access & Mobility 2025, and the Long-Range Regional Transportation Plan.

NJTPA continues to supply additional coordination of Job Access Planning activities by providing a regional perspective to the communities transportation plans of the northern New Jersey counties.

The final report is available on the web at www.njtpa.org/planning/jarc/jarc.htm or upon request:

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JOB ACCESS PLANNING CHALLENGE GRANT PROJECT
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA

GAINESVILLE, FLORIDA

Description

The Metropolitan Transportation Planning Organization was awarded an FTA Job Access Challenge Grant to develop transportation options for job-related trips for the Alachua County Work and Gain Self-Sufficiency (WAGES) and Job Training Partnership Act (JTPA) participants. As a part of this effort, the Metropolitan Transportation Planning Organization developed transportation need surveys for the aforementioned participants and mapped employment, childcare and work force centers using the ArcView Geographic Information System (GIS).

Their survey found that approximately seventy-eight percent of the WAGES participants reside within a half mile of the fixed route bus system with the majority living within a quarter-mile walking distance of a bus stop. Although most WAGES participants live within the fixed route area, they prefer not to ride public transportation because it's too expensive and inconvenient.

GIS mapping helped to locate the employment, workforce and child care centers in relation to where the WAGES participants live. Through this analysis it was determined that there is a potential to establish vanpool and fixed route feeder bus service to the City of Gainesville from the non-urban areas. It is recommended that the WAGES Coalition work with the regional transit system to establish vanpools and carpools through its Commuter Assistance Program (CAP).

The final report is available upon request:

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WELFARE REFORM MOBILITY STUDY

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS SAN LUIS OBISPO, CALIFORNIA

Description

The San Luis Obispo Council of Governments was awarded an FTA Job Access Challenge Grant to develop a comprehensive Welfare Mobility Plan for San Luis Obispo County. This plan was designed to eliminate the transportation barriers that often make a successful transition from welfare to permanent employment impossible. The plan was undertaken as a cooperative effort between the San Luis Obispo Council of Governments (SLOCOG), the Private Industry Council (PIC), transit providers, social service agencies, childcare providers and employers throughout the County. In addition, the plan will reinforce and complement efforts already underway to improve mobility in San Luis Obispo County.

During the course of the plan's development, two stakeholder workshops were held. Representatives from all facets of welfare reform participated in the workshops as part of a Welfare Reform Task Force. At the County level, specific welfare mobility needs were identified in addition to existing transportation resources. By comparing transportation needs with existing resources, gaps in service were identified as a focus for developing potential solutions to welfare mobility issues. As a result, a refined set of program elements for the Welfare Mobility Plan were developed. The plan led to categorizing and prioritizing candidate projects by time frame and type of mobility barrier. The process reached a consensus among the Welfare Reform Task Force participants regarding the package of programs for inclusion in the Welfare Mobility Plan.

Approximately 20 different programs were included in the Welfare Mobility Plan. The programs recommended are elements of a comprehensive plan. Programs provided information regarding transportation resources were available among priorities identified during the workshops. Such programs were chosen for short-term implementation at relatively low costs.

The final report is available upon request:

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ACCESS AND OPPORTUNITY

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS WASHINGTON, DC

Description

The Transportation Planning Board (TPB) of the Metropolitan Washington Council of Governments was awarded an FTA Job Access Challenge Grant to develop a stakeholder action plan. The plan was implemented to improve regional coordination of workforce development/access to job initiatives and to assist in the preparation of the FTA Job Access and Reverse Commute Grant application process led by the Washington Metropolitan Area Transit Authority (WMATA) and the Metropolitan Washington Council of Governments.

The Job Access Challenge Grant helped to support an “Access and Opportunity: Strengthening Workforce Development in the Washington Metropolitan Region Conference.” Enabled the TPB and stakeholder organizations to discuss concerns pertaining to job access and transportation. The end result was an action plan and strategy session to address welfare-to-work transportation issues facing the metropolitan Washington, D.C., area.

The TPB developed an initial Job Access Transportation Plan in conjunction with the FTA Job Access and Reverse Commute Grant Application. The TPB has mainstreamed the Job Access Transportation Plan as a Unified Planning Work Program (UPWP) annual work element. In addition, the planning board established a Job Access Advisory Committee to oversee the staff preparation of the Job Access Plan Update.

This planning application and final report is available upon request:

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