

**(g) CHILD CARE AND TRANSPORTATION SERVICES**  
**(continued)**

**Transportation**

**Briefly describe how transportation services will be provided.**

**[Reference: Welfare and Institutions Code Section 10531(g)]**

Transportation supportive services will be provided through bus tokens or tickets; through partial month and full month bus passes acquired *through local transit agencies; and by transportation payments for public transportation or mileage reimbursement issued through the GAIN Information System (GIS), Revolving Fund System (RFS) or Petty Cash. Additionally, the County of San Diego is revising its mileage reimbursement rate from the rate used for County employees to a rate established by the County. The new rate established by the County is based on regional market rates, as determined by the Automobile Club of Southern California, and includes the cost of vehicle insurance, license, registration, taxes, gasoline, oil, tires, and maintenance.*

*The new mileage reimbursement rate policy will be in writing, include a description of the change and how it was developed, and will be made available to the public upon request. The description will include what is covered by the transportation reimbursement rate. Additionally, a description of the change in the mileage reimbursement rate will be posted for public viewing in Welfare-to-Work (WtoW) lobbies, network centers, resource centers, classrooms, and other areas of high WtoW participant traffic, during the first three months of implementation of the change. Likewise, WtoW Employment Case Managers (ECMs) will send written notice to all WtoW participants receiving the mileage reimbursement rate for County employees, no less than ten days prior to the effective date of conversion to the new rate.*

According to a 1996 statewide Job Readiness Survey of 770,000 AFDC families conducted by California Department of Social Services, 28.3% of AFDC families use public transit as their usual mode of transportation. The Health and Human Services Agency (HHS) *has been addressing* this challenge by working with the Metropolitan Transit Development Board, the County Transit Authority, other transportation boards, and the San Diego Association of Governments (SANDAG) to seek revenue and funding to improve access to employment hubs throughout the county, including the use of van pools in areas where expanded public transportation routes would not be cost effective. In one successful collaboration, MTDB opened a new bus route to Otay Mesa-in September 1999—a route that now links residents to an area of the region where there are jobs currently available, and future job growth expected. Other successes include:

- An amendment to the County Transit System contract to provide 12,000 hours of van transportation services to CalWORKs participants through June 30, 2000 as a pilot to see if transportation barriers in San Diego County are lessened.
- Collaborating with SANDAG, procured a transportation consultant to prepare a Welfare-to-Work county transportation report. That report, issued in January 2000, identifies gaps and barriers in the current transportation system and suggested projects to lessen or eliminate them.