

# ASSESSING THE TRANSPORTATION NEEDS OF WELFARE-TO-WORK PARTICIPANTS IN LOS ANGELES COUNTY



Urban Research Division  
Chief Administrative Office  
County of Los Angeles

Manuel Moreno  
Nicole Eisenberg

Lewis Center for Regional Policy Studies  
University of California at Los Angeles

Paul Ong  
Doug Houston

GIS/Trans, Ltd.

Terry Bills

John Horton, University of California at Los Angeles

Linda Shaw, California State University at San Marcos

*In collaboration with*

Social Science Research Center, California State University, Fullerton

Southern California Association of Governments

November 2, 2000

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Urban Research Division (URD)

Chief Administrative Office (CAO)

County of Los Angeles

David E. Janssen, Chief Administrative Officer, CAO

Walter J. Kelly, Assistant Administrative Officer, SIB

Sharon Yonashiro, Assistant Administrative Officer, FAMB

Wayne Bannister, Assistant Division Chief, URD

Manuel Moreno, Project Director, URD

The assessment research described in this report was prepared for the Los Angeles County Department of Public Social Services.

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## Acknowledgments

The authors thank many people who helped make this report possible, including: Brian Taylor, Michela Zonta, Shannon McConville, Douglas Miller, Hiro Iseki, Todd Snyder, Donny Ha, Julia Heintz-Mackoff, Katsumi Nonaka and Gian-Claudia Sciara at the Lewis Center for Regional Policy Studies at UCLA; Gregory Robinson, Shelley Osborne, Ronald Hughes and all the survey interviewers at the Social Science Research Center, California State University at Fullerton; Jim Sims, Sina Zarifi, Deng Bang Lee, Hong Kim, Cheryl Collier and Rina Pangindian at the Southern California Association of Governments; Julie Peggar and Janet Andreas, our focus group transcribers; Margarita Gonzalez-Kojima, our Spanish speaking focus group facilitator and transcriber; Jennifer McLaughlin, Steve Hossack and Robert Michaels at GIS/Trans; Lynn Bayer, Steven Golightly, Phil Ansell, Vance Martin, Rueben Basconcillo, Roger Lorenzo, Jose Salgado, Lola Nevarez and GAIN staff at the Los Angeles County Department of Public Social Services; Jim McLaughlin, Desiree Portillo-Rabinov, Matt Goldman, Anibal Galindez and Ashok Kumar at the Los Angeles County Metropolitan Transit Authority; Mary Williams and Job Club staff at the Los Angeles County Office of Education; Chuck Purvis at the Metropolitan Transportation Commission; Michael Lichter, Wayne Bannister and Mary Mar at the Urban Research Division; Jeff Henderson, Tom Rice and Elizabeth Gonzalez, formerly of Urban Research; Feliciano Alvarado, Bill Bicker, Ann Francis, Scott Green, Samuel James, Helen Jones, Karen Klabin, Naomi Lomsky, John McCall, Kate Meiss, Ed Mukai, Irene Portillo, Maria Reader and John Snyder of the Technical Advisory Committee; and the numerous members of the Welfare-to-Work Transportation Inter-Agency Task Force. We also express special gratitude to our survey and focus group respondents.

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## Executive Summary

On August 11, 1997, the State of California established the California Work Opportunity and Responsibility to Kids (CalWORKs) program, representing California's implementation of the welfare reforms prescribed by Congress in the Personal Responsibility and Work Opportunity Reconciliation Act (PRWORA) of 1996. The CalWORKs program is designed to help families transition from public assistance to employment, with a final goal of self-sufficiency. The program focuses primarily on helping participants find and retain employment as well as providing assistance to mitigate potential barriers to employment for its participants.

In order for welfare participants to join the work force, they need access to reliable, efficient and safe transportation not only to job sites, but also to childcare, health care centers and other services. Recognizing that one of the most critical barriers to finding and maintaining employment is access to adequate transportation resources, the Los Angeles County Board of Supervisors approved the County's Welfare-to-Work Transportation Plan on June 15, 1999. The plan specified that a comprehensive needs assessment was to be performed by the Chief Administrative Office, Urban Research Division (URD) determining the nature and depth of the transportation needs of the welfare-to-work population in Los Angeles County.

The CalWORKs Transportation Needs Assessment (CTNA) is a collaborative project that has benefited from the contribution of a number of agencies and research partners. The Technical Advisory Committee (TAC) for the needs assessment, composed of members of the Transportation Interagency Task Force (TIATF), which was established to facilitate input from community groups and interested parties, reviewed the design, goals, policies and conduct of the study including the survey instrument used to gather information on the transportation needs of participants. Technical and analytical support was provided by UCLA's Lewis Center for Regional Policy Studies, GIS/TRANS, Ltd., the Social Science Research Center at California State University, Fullerton, the Southern California Association of Governments (SCAG), Dr. John Horton of UCLA and Dr. Linda Shaw of the California State University, San Marcos. Preliminary findings were presented to the Transportation and Human Services Executive Council, which also provided valuable input for the completion of the needs assessment.

The goal of the transportation needs assessment is to begin to fill in gaps in our understanding of the transportation needs of the welfare-to-work population in Los Angeles as they strive for economic self-sufficiency. By matching the available transportation resources to participants' needs, we identify those needs which are unmet by current services. In this way we hope to provide policy makers with more precise information as to what types of programs should be implemented as well as where and when they are likely to be more successful. This report represents the findings of the CalWORKs Transportation Needs Assessment and provides the Board of Supervisors and county transportation planners with baseline information on the transportation behavior and needs of welfare-to-work participants in Los Angeles County, as well as a description of the transportation barriers that hinder the transition from welfare to work.

Data for the needs assessment came from numerous sources. Information on travel behavior and needs of welfare-to-work participants was drawn from a survey of 1,645 GAIN participants (GAIN, or Greater Avenues for Independence, is a Los Angeles County program that is responsible for providing welfare participants with employment related services). In addition to deriving information from survey methods, information was gathered from eight focus group sessions conducted in GAIN offices between November 1999 and February 2000. The needs assessment also relied upon numerous sources provided by the Southern California Association of Governments (SCAG) and the Los Angeles County Metropolitan Transportation Authority (MTA) for information on public transportation in Los Angeles County. Included in this data is an inventory of public transit systems in the county and detailed information on transit usage levels. Much of this data was mapped to identify geographic patterns.

In addition to CTNA data, this report utilizes findings and tabulations from other surveys of employers and the non-welfare population, as well as county and state administrative data. The CTNA analysis also relied on state of the art transportation research tools including transportation modeling, geographic information systems (GIS), and multivariate methods of analysis.

The main findings of the study are presented below:

#### *Travel by Welfare-to-Work Participants*

- The travel patterns of the CTNA population differ markedly from the travel patterns of working-age adults in general, but are similar to those of low-income single parents nationwide.
- Job search and work activities require participants to increase their travel; for instance, recipients searching for a job make twice as many trips a day as those not working and not actively searching for work.
- Welfare participants are more likely to use public transit than the general population.
- Among the CTNA population who own a car, the majority of trips (83 percent) were in a car. But even among respondents who do not own a car, about a third (35 percent) of trips were in private vehicles.

#### *Transportation Needs and the Transition from Welfare to Work*

- Approximately one half of the welfare-to-work population is employed; among those who are not working, about half are actively seeking work.
- From a transportation point of view, the job-search phase appears to be the most difficult stage in the transition from welfare to work.
- Job search is characterized by a high degree of complexity and uncertainty in transportation as participants make an increased number of daily trips to many destinations, travel to unfamiliar areas and make new arrangements for family obligations.
- Relative to those traveling by car, participants who use public transit are twice as likely to state that their job-search travel or work commute is difficult.

- The rate of car ownership and usage increases as welfare-to-work participants transition into employment.
- Transit usage (for job search or work commute) increases among those without cars in their households and among those residing in neighborhoods with good transit service.
- Unrestricted access to a household car is highly correlated with employment.
- Among those with limited access or no access to household cars, the employment rate increases with higher levels of transit service.
- Many employed participants work occasionally during weekends and/or outside of the standard workday; this creates transportation problems, especially for those relying on public transit.
- Among employed participants, the average travel distance (approximately 7 miles) is shorter than the average for other workers.

### *Childcare and Health Care Travel*

- The presence of younger children (ages 0-4) decreases the odds of currently being employed and increases the odds of perceiving transportation as a major problem in finding and keeping a job.
- Welfare-to-work requirements increase participants' need for and use of childcare. About a third (35 percent) of those not working and not actively searching use some form of childcare, while two-fifths (42 percent) of job seekers and 84 percent of employed respondents use childcare.
- The most common type of childcare involves relatives, friends and neighbors caring for the children; employed participants tend to use more formal, paid childcare arrangements.
- The relative supply of nearby licensed care slots increases the likelihood that a child receives licensed care over other types of care, although the relative supply of nearby licensed care slots does not seem to impact the overall level of childcare usage.
- Job searchers and welfare-to-work participants who rely on public transit report the greatest difficulties with childcare trips.
- Trips for job search and work often impact the amount of time school-age children are left unsupervised and whether they can participate in after school activities.
- Almost three-quarters of participants made a health-related trip in the previous six months; one-half of respondents perceive transportation as a problem to receiving health care.
- Nearly one-third of participants report that a lack of transportation has prevented them or a member of their family from receiving health care in the past.

### *Transportation Problems and Policy Preferences*

- On a typical day, over half (63 percent) of all participants' trips were by car, either as a passenger or a driver, 18 percent were on public transit, and 16 percent were walking.
- Many welfare participants without access to a car ride with friends or relatives rather than rely on public transit. For every ten trips on a bus or train, there are nine trips as a passenger in a private vehicle.

- Participants who travel by car are significantly less likely to report trip difficulty compared to those using other modes of travel; this finding holds for job-search, work commute, childcare and health care trips.
- Despite the usefulness of an automobile in meeting welfare to work and family obligations, recipients with a household car report problems related to reliability and cost.
- Participants have a strong preference for programs that facilitate ownership of a reliable vehicle, such as auto loans and help with insurance costs.
- About two-fifths of participants who used public transit found it a viable mode of transportation, that is, they reported that it was relatively easy to get to and from their activities using public transportation.
- The higher the level of public transit service near a participant's home, the more likely a participant is to use public transportation. However, public transit is not often the preferred choice of travel since it increases the difficulty of planning and completing complex work and household-related trips.
- Travel by public transit can be difficult for participants because of the difficulty identifying appropriate routes, the lack of direct lines (requiring transfers), crowding, buses passing by at stops, limited off-hour runs, and the inconvenience of transit for making multiple work and family-related trips.
- When asked about ways to improve public transportation, most participants prefer more frequent and reliable transit service regardless of whether they live in areas with high or low levels of transit service.
- The availability and reliability of public transit varies greatly from one neighborhood to another; roughly a third of participants live in areas with low levels of transit service.
- GAIN participants need backup transportation services for emergencies regardless of whether they have access to reliable transit or a private vehicle.

#### *Matching Existing Transportation Services to Participants' Needs*

- The GAIN population is highly concentrated in the central portions of the County.
- The neighborhoods where welfare participants live generally do not have a significant number of jobs for which GAIN participants are qualified.
- The home to work distance for most GAIN participants is about seven miles, which is considerably less than that for many other major metropolitan areas.
- While travel by car is the preferred method among the welfare-to-work population, car ownership is beyond the resources of many GAIN participants, and public resources may be insufficient to bridge that gap.
- Transit accessibility varies widely throughout Los Angeles County, but in general, transit accessibility is higher in areas that correspond to the residential and potential job locations of the welfare-to-work population.
- Transit accessibility varies considerably by time of day and is considerably lower during "off peak" hours; this means that GAIN participants who work during those "off-peak" hours are likely to find only limited transit service.
- Job accessibility, a crucial factor in transitioning to employment, varies widely throughout Los Angeles County, and by mode of transportation.

- Participants who travel by car have much wider job accessibility than those who must rely on public transit.
- There are wide areas of the County that have both low levels of transit accessibility and low levels of job accessibility. Participants who live in these areas, which account for roughly 36 percent of the current GAIN population, are significantly disadvantaged in their ability to transition to full employment.
- Individuals who live in areas with low levels of transit accessibility need to rely on modes other than transit. In order to address their needs, the County will require the development of more creative public programs, which could be built around the encouragement of formal and informal carpooling, and the mobilization of other flexible forms of transportation.

### *Conclusion*

The travel behaviors of the GAIN population are complex, and driven by a variety of factors: where they live, their employment status, what stage of the welfare-to-work process they find themselves in, and their available resources. This study has identified a series of transportation deficiencies that are centered around neighborhood characteristics, method of travel selected, types of family-related trips which are required, and transportation needs which are generated by the requirements of the system and process itself.

We have tried to group the unmet needs into major categories that facilitate a comprehensive view of the main transportation barriers faced by welfare participants. Although in reality it is not possible to separate one deficiency from another because they are interrelated and overlapping, for the purposes of this analysis we have identified four major types of deficiencies:

1. Spatial or neighborhood deficiencies
2. Mode of transportation deficiencies
3. Family-related trip deficiencies
4. Welfare-to-work stage deficiencies

Spatial or neighborhood deficiencies are those which limit participants' chances of securing employment based upon the accessibility characteristics of their neighborhoods. With this research we have been able to identify that a significant number of GAIN participants are disadvantaged by where they live relative to existing transportation services and the location of potential jobs. Since extending transit services may not be economically feasible in these areas, more creative programs may need to be devised to address these spatial deficiencies. For example, non-fixed route transportation, carpools and vanpools may help in these areas. Coordination with neighboring counties is also important when identifying areas with potential entry-level jobs and transit services.

Modal deficiencies occur when the supply of different modes of transportation is exceeded by demand. Three distinct groups among the GAIN population were used to identify modes of transportation throughout this report: those who use cars, those who attempt to secure auto passenger trips, and those who take existing public transit.

As is expected in a city like Los Angeles, there is an overwhelming preference for travel by car among GAIN participants. Those who travel by private vehicle, either as a driver or passenger, report having a considerably easier time in all stages of the welfare-to-work process and with other supportive trips. Car ownership is positively correlated with employment status, those with cars are much more likely to be employed.

Collected data and analysis also shows there was considerable use of auto passenger trips among participants without consistent access to an automobile. Auto passengers generally resided in areas of low transit service, and in this respect, riding as passengers in private vehicles serves as a surrogate for public transit. Many participants rely on an informal system that offers rides for a fee, a practice that should be acknowledged in the design of transportation programs to serve the welfare population.

Transit usage is much higher among this population than it is among the average working age adult population, and relative to those who travel by car, transit users were twice as likely to say their commutes were difficult, and that transportation problems made it hard to find or keep a job. The most commonly reported problems reported by the group of welfare participants who rely on public transit include: overcrowding, buses that do not stop, unfamiliarity with the transit routes, stress of traveling with children, and how time consuming trips are. For the majority of transit riders, more frequent bus service is the preferred choice for improvement and cost was a lower consideration than other improvements, such as frequency of service, being on time, and closer bus stops.

Family-related trip deficiencies reflect welfare-to-work participants' difficulties balancing work-related travel with family obligations. For welfare-to-work participants, a typical day is not only work-centered, but family-centered as well. Transportation is not only used to get to and from work, but to address other family issues such as childcare, health care, shopping, and errands. Entry into the labor force increases the need for and use of childcare. The most common form of childcare used by participants involved friends and family taking care of the children. Using this type of care represented short travel distances to childcare. Access to health care can also be a problem without adequate transportation, especially in emergencies.

The welfare-to-work stage deficiencies describe those transportation difficulties and barriers that participants face in relation to their current stage in the process of moving from welfare to work, as discussed in Section 3. For purposes of our analysis, we identified three main stages in the welfare-to-work transition, based on employment status: (1) not working or seeking work, (2) job search, and (3) employment. At the time of the survey, half of GAIN participants reported that they were employed and a quarter that they were actively looking for a job; the remaining quarter were not working or seeking work.

Welfare-to-work participants face the greatest number of transportation difficulties while seeking work. Requirements of the welfare-to-work program generate new transportation needs for participants that are not met by the services provided. Job search is likely to be difficult, not only because of the greater transportation needs, but because of a whole complex of demands made upon participants. Transportation assistance will likely have the greatest impact at this stage of the process. Since the welfare-to-work program imposes programmatic requirements as

well as additional travel, and participants must cope with a lack of transportation, a dual approach may be advisable. The GAIN program can adopt a more 'transportation-conscious' plan and perform a re-evaluation of programmatic elements, while transportation authorities design programs that supply transportation where it is currently unavailable.

Research described within this report has identified a number of problems and concerns expressed by welfare participants struggling to find or keep jobs. These problems and concerns suggest that a series of questions should be asked about any proposed mode of transportation. These questions are: When is it available? How consistent is it? How long does it take to reach a specific destination? Is information available for the planning of trips? How complicated is it to negotiate actual travel? Is it safe? Is it child-friendly? How much physical effort does it take? How much does it cost?

The above policy suggestions, in coordination with the data compiled by the needs assessment and the analysis provided by this report, will assist in the design of policies that address the identified transportation deficiencies. This next step should also involve a critical analysis of transportation programs for welfare participants already implemented around the country, which may help identify solutions that can be followed and implemented in Los Angeles County. An overview of programs implemented in different areas of the U.S. (see Appendix 11) has been included with this report. Although very little has been done to evaluate how effective/extensive the programs are, drawing upon past experience may help with the current development of new programs.

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## Section 1. Introduction

On August 11, 1997, the State of California established the California Work Opportunity and Responsibility to Kids (CalWORKs) program, representing California's implementation of the welfare reforms prescribed by Congress in the Personal Responsibility and Work Opportunity Reconciliation Act (PRWORA) of 1996. The CalWORKs program is designed to help families transition from public assistance to employment, with a final goal of self-sufficiency. The program focuses primarily on helping participants find and retain employment as well as providing assistance to mitigate potential barriers to employment for its participants.

In order for welfare participants to join the work force, they need access to reliable, efficient and safe transportation not only to job sites, but also to childcare, health care centers and other services. Recognizing that one of the most critical barriers to finding and maintaining employment is access to adequate transportation resources, the Los Angeles County Board of Supervisors approved the County's Welfare-to-Work Transportation Plan on June 15, 1999. The plan specified that a comprehensive needs assessment was to be performed by the Chief Administrative Office, Urban Research Division (URD) determining the nature and depth of the transportation needs of the welfare-to-work population in Los Angeles County.

The CalWORKs Transportation Needs Assessment (CTNA) is a collaborative project that has benefited from the contribution of a number of agencies and research partners. A Technical Advisory Committee (TAC) composed of members of the Transportation Interagency Task Force (TIATF)-, was formed to facilitate input from community groups and interested parties. The TAC reviewed the design, goals, polices and conduct of the study including the survey instrument used to gather information on the transportation needs of participants. Technical and analytical support was provided by UCLA's Lewis Center for Regional Policy Studies, GIS/TRANS, Ltd., the Social Science Research Center at California State University, Fullerton, the Southern California Association of Governments (SCAG), Dr. John Horton of UCLA and Dr. Linda Shaw of the California State University, San Marcos. Preliminary findings were presented to the Transportation and Human Services Executive Council, which also provided valuable input for the completion of the needs assessment.

Despite a growing body of research on the transportation challenges and burdens faced by welfare participants, many aspects of the travel behavior and needs of welfare households' nation-wide remain unknown:

“There is little information about whether transportation is a small problem for many welfare recipients, a large problem for many, or a large problem for a small portion of the population. Some work-welfare evaluations that have asked recipients about barriers to employment suggest that transportation may be a very serious barrier to employment for small portions of the welfare population. [...] Transportation may be only one of several problems impeding stable employment.”<sup>1</sup>

The goal of the transportation needs assessment is to begin to fill in gaps in our understanding of the transportation needs of the welfare-to-work population in Los Angeles as they strive for

economic self-sufficiency. By matching the available transportation resources to participants' needs, we identify those needs which are unmet by current services, hence providing policy makers with more precise information as to what types of programs should be implemented as well as where and when they are likely to be more successful. This report represents the findings of the CalWORKs Transportation Needs Assessment and provides the Board of Supervisors and county transportation planners with baseline information on the transportation behavior and needs of welfare-to-work participants in Los Angeles County. A primary emphasis is on the transportation barriers that hinder the transition from welfare to work.

The focus of this needs assessment is on the following three questions:

- How do welfare participants travel to their specific destinations?
- What are the unmet transportation needs of welfare participants?
- To what extent can existing transportation programs and services be made to adequately meet the unmet transportation needs of welfare participants?

Data for the needs assessment came from numerous sources. Information on travel behavior and needs of welfare-to-work participants was drawn from a survey of 1,645 GAIN participants (GAIN, or Greater Avenues for Independence, is a Los Angeles County program that is responsible for providing welfare participants with employment related services).<sup>2</sup> In addition to deriving information from survey methods, information was gathered from eight focus group sessions conducted in GAIN offices between November 1999 and February 2000. While survey analysis provides a quantitative and representative portrait of transportation needs, the focus groups provide an in-depth understanding of people's lived experiences. The qualitative data collected from the focus groups also provides insight into the processes and patterns that may not be apparent in survey results.

The needs assessment also relied upon numerous sources provided by the Southern California Association of Governments (SCAG) and the Los Angeles County Metropolitan Transportation Authority (MTA) for information on public transportation in Los Angeles County. Included in this data is an inventory of public transit systems in the county and detailed information on transit usage levels. Much of this data was mapped to identify geographic patterns.

In addition to CTNA data, this report utilizes findings and tabulations from other surveys of employers and the non-welfare population, as well as county and state administrative data. The CTNA analysis also relied on state of the art transportation research tools including transportation modeling, geographic information systems (GIS), and multivariate methods of analysis. Detailed descriptions of the data and methods are provided in the appendices.

The report is organized into six sections, followed by extensive technical appendices, which are contained in a separate document. Section 2 reviews background information on the welfare-to-work program in Los Angeles County, as well as existing research on the travel behavior of welfare participants and the role of transportation as participants move to employment. Section 3 describes transportation needs of welfare participants in Los Angeles County as they search for work, secure employment and commute regularly to jobs. Section 4 describes transportation challenges participants face in balancing work and family obligations, focusing on needs related

to childcare and health care trips. Section 5 describes transportation problems reported by participants and their preferences for transportation programs. Section 6 discusses the extent that existing transportation programs and services meet the transportation needs of welfare participants. Section 7 provides an overview of key transportation barriers faced by welfare participants, summarizing the transportation deficiencies into four major areas.

The main findings of this research are summarized in a separate Executive Report.

## **Section 2. Travel by Welfare to Work Participants**

This section offers background information on the welfare-to-work program in Los Angeles County, focusing on activities and requirements that impact the travel behavior and transportation needs of participants. Previous research on the travel behavior of welfare participants and the role of transportation in moving participants to work is also presented in this section. In addition, travel patterns of GAIN participants in Los Angeles County are described and compared with two national reference groups. The section identifies key issues addressed in the needs assessment and places the results of this report in a broad context.

The key points identified in this section are:

- The travel patterns of the CTNA population differ markedly from the travel patterns of working-age adults in general, but are similar to those of low-income single parents nationwide.
- Job search and work activities require participants to increase their travel; for instance, recipients searching for a job make twice as many trips a day as those not working and not actively searching for work.
- Welfare participants are more likely to use public transit than the general population.
- Among the CTNA population who own a car, the majority of trips (83 percent) were in a car. But even among respondents who do not own a car, about a third (35 percent) of trips were in private vehicles.

### ***Welfare-to-Work Requirements Impact Transportation Needs***

The federal welfare reform adopted in 1996 fundamentally changed welfare, eliminating the historic cash assistance and long-term maintenance aid, and substituting it with a support system that requires participants to work. The new system is based on the assumption that most welfare parents are able to become stable wage earners, becoming wage-reliant instead of welfare-reliant. In Los Angeles, the GAIN program, Greater Avenues for Independence, was developed to provide welfare participants with employment related services, helping CalWORKs recipients find and retain employment, as well as move to better jobs that lead to economic self-sufficiency.<sup>3</sup>

Most CalWORKs participants are required to enroll in GAIN, unless they are exempt due to disability, age, or other situations that hinder their ability to work.<sup>4</sup> Once enrolled, certain requirements must be met which affect travel patterns and needs of participants. The main program requirements and activities, which impact transportation demands, will be discussed below.

The first activity participants are required to attend after registration in GAIN is an orientation and appraisal activity. This one-day activity is usually held at one of the GAIN regional offices. After orientation and appraisal, most participants enter the job search phase.<sup>5</sup> During the job search phase, participants are enrolled in Job Club, a three-week activity designed to help

participants find full or part time employment.<sup>6</sup> Participants are required to treat Job Club as if it were an actual job: dress appropriately, report on time, and participate actively in the workshops.

During the first week of Job Club, recipients participate in a job-finding skills workshop, which is followed by two weeks of supervised job search. During this two-week period, participants make calls to prospective employers using phone banks and travel to job interviews. The L.A. GAIN Program Handbook, as well as the DPSS website, indicate that the goal is 50 calls and five interviews per day.<sup>7</sup> However, recent information provided by LACOE, the contractor that provides these services for DPSS, indicates that as of July 2000, the daily requirements for participants are to find 5 employers who are hiring, and participate in at least 3 job applications or interviews per day.<sup>8</sup>

For a participant, this not only means traveling to and from the location of Job Club, but additionally traveling to several possible job locations. Although some participants might go to a single place such as a shopping mall in order to complete the required applications, others might have to travel considerable distances to reach different possible job locations. Even for participants with access to private vehicles, traveling to many different locations is stressful and difficult to achieve. It seems quite unlikely that participants can reach the Job Club goal utilizing public transportation. It is during this two-week period of job seeking when recipients probably face the greatest transportation difficulties, as their activities deviate from their daily routines, and as they travel- to unfamiliar locations, making many trips per day.

If a participant is successful in finding employment, travel patterns will shift according to the requirements of the new job. Travel will probably become more routine, and the participant will adjust to a regular commute. However, even with employment, he or she may want to continue receiving post employment services designed to help participants stay employed and attain better jobs. These services include a wide range of activities, most of which are voluntary. In addition to any post employment services a participant chooses to take advantage of, an intensive job retention case management activity is mandatory for the first three months of full-time employment. During these three months, contact is done mainly over the phone or by mail unless the participant requests to go to the GAIN office. This activity structure benefits the participant by not imposing extra travel efforts.

If participants do not find employment after the third week of Job Club, they must go through another period of supervised job search or are referred to vocational assessment. Vocational assessment is a one or two-day activity conducted by contracted providers at various locations throughout the county, usually located near the participant's residence. During these sessions, participants meet with vocational assessors to develop an employment plan that may include training, work experience, additional job searching, and possible referral to supportive services.

Administrative data for March of 2000 shows that of the 2,880 participants referred to Job Club during the month of March, 46 percent actually showed up and of those who enrolled, 34 percent were placed in jobs by the end of the three-week period. Estimates show that between 9 and 12 percent of those not placed return for a second period of supervised job search.<sup>9</sup>

To add to the complexity of participants travel needs, those enrolled in GAIN who need supportive services, such as mental health, substance abuse or domestic violence help, are referred to treatment or other support centers. As a result participants may have to engage in additional travel to such supportive service centers.<sup>10</sup>

In some cases, participants can meet the requirement to participate full time in welfare-to-work activities by concurrently participating in more than one activity. For example, they may participate in vocational training and job search services, each one part-time. This means that they must combine travel patterns to various locations each day.

In order to help participants with welfare-to-work activities, GAIN offers transportation assistance to cover some of the costs of travel for welfare-to-work activities. This assistance may be in the form of bus passes, cash for fares, and mileage reimbursement. However, our survey data reveals that only about one-tenth of participants report receiving this supportive service from DPSS, which is consistent with analysis of administrative data provided by DPSS (see Appendix 7).

Even with assistance for transportation costs, participants have to find a means to get to and from DPSS offices, Job Clubs, job interviews, and work locations while simultaneously meeting other family obligations. Throughout the remainder of this section we examine previous research of the travel patterns of welfare-to-work participants, as well as the available transportation resources.

### ***Previous Research on Transportation and Welfare***

Previous research identifies the lack of adequate transportation as a major barrier in making the transition from welfare to work. Adequate transportation is one of many new challenges imposed by the “job first” strategy of welfare-to-work policies. Many recipients with little or no work experience must search for and secure employment; even those who have worked occasionally must dramatically increase their level of employment. Recent research begins to address the dimensions of the welfare-to-work transition and the role of transportation in this process:

“Transportation and welfare studies show that without adequate transportation, welfare recipients face significant barriers in trying to move from welfare to work. These challenges are particularly acute for urban mothers receiving welfare who do not own cars and must make multiple trips each day to accommodate childcare and other domestic responsibilities and for the rural poor who generally drive long distances in poorly maintained cars. Existing public transportation systems cannot always bridge the gap between where the poor live and where the jobs are located.”<sup>11</sup>

Recent research on transportation and welfare also provides insight into several key issues that impact participants’ ability to travel. These key issues (summarized by study, population, and results) are presented in Table 1 and will be discussed in more detail in the following paragraphs.

**Table 1. Major Research on Transportation and Welfare**

	<b>Study</b>	<b>Population</b>	<b>Results</b>
<b>Spatial Mismatch</b>	Blumenberg, et al. (1999) <sup>12</sup>	LA TANF	Spatial Mismatch present for many
	Bania, et al. (1999) <sup>13</sup>	Cleveland TANF	Spatial Mismatch present for most
	Rich (1999) <sup>14</sup>	Atlanta TANF - multi sites	Spatial Mismatch present for most
	Pugh (1998) <sup>15</sup>	AFDC/TANF - multi sites	LA has more dispersed poor and welfare populations, lower level of spatial mismatch
<b>Job Accessibility</b>	Blumenberg & Ong (1999) <sup>16</sup>	LA AFDC	Welfare usage is lower in job rich areas
	Hoynes (1996) <sup>17</sup>	CA AFDC	Welfare usage is lower in tight labor markets
<b>Role of Car</b>	Ong (1996) <sup>18</sup>	CA AFDC	Car ownership greatly increases employment and earnings
	Cervero et al. (1999) <sup>19</sup>	CA AFDC	Car ownership greatly increases employment & exit from welfare
	Raphael & Rice (1999) <sup>20</sup>	US AFDC/TANF	Car ownership greatly decreases welfare use
	Danziger et al. (1999) <sup>21</sup>	Michigan TANF	Car enables recipient to search more widely
<b>Role of Transit</b>	Cervero, et al. (1999) <sup>22</sup>	CA AFDC	Access to public transit has no measurable input on employment or exit from welfare
	O'Regan & Quigley (2000) <sup>23</sup>	US AFDC	Recipients are more reliant on public transportation even after controlling for a car
	Bania et al. (1999) <sup>24</sup>	Cleveland TANF	Only 20% of entry level positions accessible to recipients using transit
<b>Work Schedule</b>	Presser & Cox (1997) <sup>25</sup>	US Less-Educated Women	Welfare recipients are most likely to work non-standard hours and days
	O'Regan & Quigley (2000) <sup>26</sup>	US AFDC	Recipients are 1.5 times as likely to commute at off peak hours as the poor
<b>Burden of Travel</b>	Ong & Blumenberg (1999) <sup>27</sup>	LA AFDC	Longer commute decreases earnings and job stability
	Passero (1996) <sup>28</sup>	US AFDC	Working recipients spend four times as much on transportation than non-working recipients

### **Spatial Mismatch & Job Accessibility**

Transportation difficulties arise for welfare-to-work participants because job opportunities are often located far from their homes. This type of geographic separation is referred to as “spatial mismatch” by recent research and is a major barrier for many low-income workers, especially those without access to an automobile.<sup>29</sup> This group often cannot move closer to jobs and remain isolated from expanding suburban employment opportunities.

Even when low-income families live near jobs they often experience “skills mismatch”. This occurs when low-income workers live near jobs that are higher skill and higher paying for which they are unqualified. Even when no spatial mismatch or skills mismatch exist, search for employment can be hindered by reluctance on the part of firms to recruit and hire workers from low income, minority neighborhoods.<sup>30</sup>

As one might expect, welfare participants can be particularly affected by spatial and skills mismatches. A growing body of research shows that the degree of isolation experienced by recipients varies from one metropolitan area to another. Cleveland and Atlanta, for example, are typical of eastern cities with extreme racial segregation between African-Americans and Anglos. In such cities, the spatial mismatch between economically depressed, largely black neighborhoods and economically vibrant white suburbs is often clear and dramatic.<sup>31</sup> In contrast, Metropolitan Los Angeles is both more ethnically diverse and spatially diffuse than either Cleveland or Atlanta. Despite Los Angeles’s diffuse structure, some households on welfare clearly face a spatial mismatch, affecting their ability to find and keep employment.<sup>32</sup> In Los Angeles, both the causes and consequences of mismatches are more subtle and complex than in many other cities.<sup>33</sup> For example, the levels of employment access vary considerably between low-income neighborhoods in Los Angeles. However, recent studies have shown that greater neighborhood accessibility to jobs is correlated with lower rates of welfare usage.<sup>34</sup>

Existing research also suggests that the problems presented by spatial and skills mismatches can be addressed in three ways: workers can relocate nearer to jobs, jobs can be relocated closer to workers, or the transportation system connecting workers with jobs can be improved to reduce the “friction of distance” between poor households and job opportunities. The literature indicates that moving poor households into suburbs has a positive effect, but this approach has not been widely used, due in part to resistance by suburban communities. Creating jobs near workers through economic development efforts in poor areas, such as enterprise zones, has had mixed results, with a very high cost for creating new jobs of which few go to local residents.

It is also the case that a disproportionate number of disadvantaged people rely on the existing public transit system to get them to jobs. Research suggests that the public transit system often imposes a burden in terms of slower commutes; hence spatial mismatch can be considered a transportation mismatch for disadvantaged groups given their lower access to private vehicles.<sup>35</sup>

### **Role Of Transportation Resources**

The availability and reliability of both private vehicles and public transit often determines the quality and quantity of jobs that are accessible by welfare participants and the working poor. A number of recent studies have shown that providing regular access to a reliable vehicle is one of the most effective means of increasing steady employment among recipients. In Michigan, research shows that car access substantially increases the area within which the recipient can search for a job.<sup>36</sup> Additionally, a study of California AFDC data finds that car ownership greatly increases both the earnings and likelihood of employment.<sup>37</sup> This is supported by a second study using similar data, which shows that automobile ownership increases the likelihood of finding employment and exiting welfare.<sup>38</sup> When a recipient can increase their job search area, they reduce the spatial mismatch by accessing previously unreachable neighborhoods

where the majority of new, low-skill jobs are. Overall, recent research shows that car ownership decreases welfare use.<sup>39</sup>

In contrast to private vehicles, the role of public transportation in increasing employment for low-income households is more complex. The availability and, especially, use of public transportation varies widely, usually tending to be greatest in the centers of the largest metropolitan areas. Transit availability is limited in suburban areas and is frequently absent in small towns and rural areas. As discussed, many low-income families in U.S. cities are located in the inner city, while the jobs they can potentially secure are located in the suburbs. Thus, while many participants have access to nearby public transportation stops, the available service offers only limited access to job opportunities. This however is not an accurate conclusion in the case for Los Angeles County, as shown by a recent study using AFDC data in California, which found that access to public transit had no measurable impact on employment outcomes or leaving welfare.<sup>40</sup>

Because of the high costs of auto ownership, households on welfare are nevertheless far more likely to use public transit than the general population.<sup>41</sup> Public transit, therefore, plays an important, though spatially varied, role in the life and employment of welfare participants.

### **Job Characteristics**

Research on the employment of welfare participants indicates that they are more likely to be employed non-standard hours and days than the general population of workers.<sup>42</sup> Over half (57 percent) of the employed recipients worked at least occasional weekends, while a third (34 percent) reported working very often on weekends and another third (34 percent) responded they did not have a fixed workday. Among those with regular schedules, two-fifths (40 percent) did not start work during the traditional morning hours of 6:00 AM to 9:00 AM. In addition, most jobs average a distance of seven miles, but a fifth of working participants were at least 11 miles away.<sup>43</sup> These combined factors can create a significant commuting burden, particularly if transportation is poor.

For those dependent on public transportation, this represents a problem since transit schedules are not typically structured around these non-traditional work hours. Such scheduling constraints appear to be especially problematic for welfare participants, since they are 50 percent more likely to commute outside of the peak hours than low-income workers in general,<sup>44</sup> and are predominantly females who may feel unsafe riding public transit during those off-peak times.

Work commutes can be time-consuming and expensive for welfare recipients relative to their limited earnings. On average, working welfare participants have shorter commutes than higher-paid workers; however the time and money costs of commuting to those low-wage jobs, despite their shorter commute, can constitute a significant burden for those with few resources. Among welfare participants, longer commutes are associated with decreased earnings and job stability.<sup>45</sup> Reliance on public transportation increases the probability of tardiness, which can affect job security and promotion opportunities. Commuting also implies higher out-of-pocket costs for travel. Working recipients, for example, spend four times as much on transportation than non-

working recipients.<sup>46</sup> Such costs may act to discourage participants from searching for and securing employment.

## **Comparison of Travel Behavior**

A comparison of participants in Los Angeles County with two national reference groups helps frame the results of the CTNA survey in a broader context. Table 2 compares the demographic characteristics of the GAIN welfare to work population in Los Angeles County (based on the results of the CTNA survey described in Appendix 1) with two comparison groups from the 1995 Nationwide Personal Transportation Survey (NPTS). The first comparison group is a nationwide sample of working-age adults; the second is comprised of NPTS survey respondents who were low-income single parents.<sup>47</sup>

### **Demographic and Travel Pattern Comparisons**

GAIN participants differ greatly from the group of working-age adults in general, but have similar demographic characteristics to low-income, single parents, as shown by Table 2. Welfare participants are much more likely to be female, live in single parent households, have lower levels of education, and lower employment rates. As a result, the travel patterns of the GAIN population are also similar to those of low-income single parents nationwide and markedly differ from the travel patterns of working-age adults in general. Below, these travel patterns are compared in terms of mobility, trip purpose and mode of transportation.

*Mobility.* Most people make several trips each day. Because the CTNA survey only includes a partial travel diary, it does not directly measure the total number of trips taken by respondents. It is possible, however, to estimate the number of trips per day.<sup>48</sup> Using some reasonable and conservative assumptions, it appears that GAIN participants in Los Angeles average slightly more than 3 trips per day, including trips for all purposes, such as work, shopping, and childcare. Existing studies using nationwide data have found average daily trips ranging between 3.4 and 4.5.<sup>49</sup> The lower number of trips for recipients is not surprising since higher levels of mobility are associated with a higher quality of life, and people with more resources travel more.<sup>50</sup>

Travel distance is also important. The estimated average distance between places of residence and places of employment for GAIN participants currently working is about seven miles. This compares to about twelve miles for the working-age population and about nine miles for low-income single parents. These results are consistent with the existing research previously discussed. It is likely that welfare participants have shorter commutes because the geographic extent of their initial job search is relatively confined and because they do not have the reliable transportation necessary to hold jobs located farther away.

The final mobility travel pattern described here is hours of travel. There does not seem to be a great difference in the hours at which GAIN participants travel compared to working-age adults in general. CTNA results, though, do show a clear difference between the times that employed and job-seeking participants left home for their first trip of the day, and the time that non-

working recipients left home for their first trip. Those in the labor force travel more during peak hours.<sup>51</sup>

**Table 2. Comparison of Demographic Characteristics, CTNA Survey & 1995 Nationwide Personal Transportation Survey (NPTS)**

Demographic Characteristics	All working-age adults (NPTS) (%)	Low-income single parents (NPTS) (%)	LA GAIN Participants (CTNA) (%)
<i>Type of Household</i>			
Single parent family	7	100	81
Two parent family	45	0	19
Other	48	0	0
<i>Education Level</i>			
Less than High School Degree	13	33	42
High School Degree or GED	27	48	26
More than High School Degree	42	19	33
Unknown	18	0	0
<i>Gender<sup>52</sup></i>			
Male	50	9	7
Female	50	91	93
<i>Employment Status</i>			
Employed	82	50	51
Unemployed/Not Working	18	59	49
<i>Age</i>			
18-30	31	46	37
31-44	41	44	44
45+	28	10	11
Not Reported	0	0	8
<i>Car Ownership</i>			
Own a Car	92	53	55
Do Not Own a Car	8	47	45

Source: Nationwide Personal Transportation Survey, U.S. Department of Transportation, 1995, and CTNA survey, 2000.

*Trip Purpose and Mode.* The travel patterns of GAIN participants are complex; in addition to work trips, a typical recipient makes multiple daily trips to fulfill family and household obligations. Among GAIN participants, work accounts for only about 11 percent of all trip destinations as seen in Table 3. This is generally consistent with the NPTS working-age adult population, for whom the majority of trips are to destinations other than work. However, and not surprisingly, the general population makes more work trips than GAIN participants. NPTS low-income single parents have trip destinations very similar to those of CTNA respondents.

When discussing travel patterns in terms of mode, it is noted that welfare participants are a very transit dependent population. Nevertheless, over half of the CTNA respondents reside in a household with at least one vehicle. This may seem surprisingly high, but is consistent with other studies. A study before welfare reform found that 65 percent of families receiving welfare owned a car or truck.<sup>53</sup> More recent estimates are also high, and found that 58 percent of recipients in Santa Cruz County, California owned a car,<sup>54</sup> 50 percent of recipients in Alameda

County, California had an “available car,”<sup>55</sup> and half of recipients in Michigan had access to a car.<sup>56</sup> Another study estimates that 64 percent of low-income, single parent households own a car.<sup>57</sup>

**Table 3. Comparison of Trip Destination & Mode, CTNA Survey & 1995 Nationwide Personal Transportation Survey (NPTS)**

	All working-age adults (NPTS) (%)	Low-income single parents (NPTS) (%)	LA GAIN Participants (CTNA) (%)
<i>Destination</i>			
Work	18	9	11
Home	33	33	36
Shopping	14	15	13
Other	35	44	40
<i>Trip Mode</i>			
Car Driver	76	50	48
Car Passenger	16	22	16
Public Transit	3	14	18
Walk	4	13	16
Other	1	2	1
<i>Work Trip Mode</i>			
Car Driver	83	55	50
Car Passenger	9	21	10
Public Transit	4	16	26
Walk	4	8	7
Other	1	0	2

Source: Nationwide Personal Transportation Survey, U.S. Department of Transportation, 1995, and CTNA survey, 2000.

While the rate of access to a household car for welfare participants may seem unexpectedly high, it is still lower than the car access rate of the general population. Compared with the national car ownership rate of 92 percent, the rate of car ownership and access for participants is at a deficient.

Modes of travel differ substantially between GAIN participants and the working-age population in general. Among CTNA respondents, 64 percent of the trips were taken in private vehicles, versus 92 percent among the NPTS working-age population and 72 percent among the NPTS low-income single parent group. The GAIN population is more likely to use public transit than these other groups. Closer scrutiny of the mode used for work commutes reveals that GAIN participants work trips have the lowest proportion of walking trips (seven percent) and the highest proportion (60 percent) of trips in a private vehicle.

Automobile use is related to income level and employment status, and is substantially lower among low-income and unemployed drivers. In 1990, over 75 percent of the workers in households with incomes below \$5,000 commuted to work in private vehicles, but nearly 95

percent of workers in households with 1990 incomes between \$35,000 and \$50,000 did so.<sup>58</sup> Sixty-eight percent of employed CTNA respondents traveled by private vehicle compared to 56 percent of those not in the labor force according to data presented in Table 4.

The best predictor of travel mode is whether or not a household possesses a car. Not surprisingly, for households with a car, travel in a private vehicle is the preferred mode. Among CTNA respondents who owned a car, the majority of trips, 83 percent, were in a car. Even among respondents who did not own a car, about a third (35 percent) of trips were in private vehicles. This general pattern holds true for both NTPS comparison groups. Among GAIN participants who do not own cars, trips are almost evenly split between walking, transit and private vehicles.

## Section 3. Transportation Needs and the Transition from Welfare to Work

This section examines the transportation needs of welfare participants in Los Angeles County as they search for work, find employment and commute to work. Participant travel patterns vary substantially according to which “stage” in the welfare to work process they are. Over half (51 percent) of CTNA survey respondents were employed, 24 percent of respondents were actively engaged in job search, and the remaining 24 percent were not in the labor force – neither employed nor actively engaged in job search.

Comparing the travel behaviors of those employed, those seeking work, and those that are not engaged in either activity, helps clarify the travel dynamics of participants as they transition into employment. This section examines trip characteristics and travel modes of participants looking for jobs or currently working, and whether they found travel difficult or problematic. In addition, this section investigates how differences in access to transportation affect participants’ chances of being employed.

The key findings are:

- Approximately one half of the welfare-to-work population is employed; among those who are not working, about half are actively seeking work.
- From a transportation point of view, the job-search phase appears to be the most difficult stage in the transition from welfare to work.
- Job search is characterized by a high degree of complexity and uncertainty in transportation as participants make an increased number of daily trips to many destinations, travel to unfamiliar areas and make new arrangements for family obligations.
- Relative to those traveling by car, participants who use public transit are twice as likely to state that their job-search travel or work commute is difficult.
- The rate of car ownership and usage increases as welfare-to-work participants transition into employment.
- Transit usage (for job search or work commute) increases among those without cars in their households and among those residing in neighborhoods with good transit service.
- Unrestricted access to a household car is highly correlated with employment.
- Among those with limited access or no access to household cars, the employment rate increases with higher levels of transit service.
- Many employed participants work occasionally during weekends and/or outside of the standard workday; this creates transportation problems, especially for those relying on public transit.
- Among employed participants, the average travel distance (approximately 7 miles) is shorter than the average for other workers.

Findings in this section are based on the analysis of survey and focus group data. Additional technical tabulations from the CTNA survey are provided in Appendix 5; focus group findings are described in detail in Appendix 6, and the results from multivariate analyses are provided in Appendix 8.

## ***Trip Characteristics by Welfare to Work Stages***

Welfare-to-work requirements lead to substantial changes in recipients' travel patterns and trip characteristics. Table 4 describes the trips of CTNA respondents by their welfare-to-work "stage". For the purposes of this analysis, we divided respondents into three stages based on employment status: (1) not working and not engaged in job search (not in the labor force, or 'baseline' group), (2) unemployed and undertaking job search and/or job preparation activities, and (3) employed.

**Table 4. Trip Characteristics by Welfare-to-Work Stages, GAIN Participants, Los Angeles County, 2000**

	<b>Not In Labor Force (Not working or searching)</b>	<b>Unemployed Job-Search Day</b>	<b>Employed Working day</b>
Average Number of Trips per Day	2.5	4.3	3.4
More than 5 trips per day	19%	38%	27%
Travel AM Peak hours	33%	74%	65%
Mode of Transportation			
Travel By Car	56%	53%	68%
Travel By Public Transit	16%	28%	20%
Travel By Walking	25%	18%	10%
Involved in Trip Chain	12%	26%	22%

Source: CTNA Survey, 2000

Note: The columns for mode of transportation do not add to 100% because data is reported for car, public transit and walking modes only; "other" responses (2 percent or less) were excluded from this table.

As show above, welfare recipients in job-search activities experience the greatest travel burden in terms of trips per day, while recipients who are employed make more daily trips than those who are not in the labor force. Participants in the job search stage made almost twice as many trips daily compared to those not in the labor force. This can partially be explained by the GAIN job-search requirements, discussed in Section 2, which often call for participants to travel to place numerous job applications on a daily basis.

Job seekers not only have the greatest transportation needs, but they also typically rely on the least reliable and least flexible forms of transportation. They are more likely to take public transit than the other two groups, and less likely to travel by private vehicle. CTNA focus groups reveal that many participants in the job search phase attempt to offset the burden of travel by "chaining" their trips, combining travel to many destinations such as childcare and attendance in Job Club into one "trip". This, however, can prove to be difficult, particularly for those relying on public transit.

In addition to increasing the number of trips, work and job search activities generally alter the time of day that participants travel. Only a third of those who are neither working nor actively

seeking work initially leave home during the morning peak hours, compared to three quarters of those engaged in job-search. Although the proportion of those traveling during peak hours drops after finding a job, approximately two-thirds continue to leave during the peak morning hours to go to work.

The remainder of this section explores in detail the specific needs and travel patterns of participants as they look for work and as they commute to jobs.

## ***Looking for Work***

Among CTNA survey respondents, about half of those who were not employed were actively engaged in job search.<sup>59</sup> During the job search phase, Job Club requires participants to arrive at the site in the morning and conduct a full day of activities, as described in Section 2. This stage can be very difficult on participants because of the uncertainty associated with traveling to Job Clubs and numerous job sites that are often in unfamiliar areas. Focus group participants explain a day during the job search phase below:

“I have to fill out applications, I mean everywhere, all around the Valley. I tried to look for a job from Van Nuys, Panorama City. Well, I got papers, printouts from the EDD office, and all of the jobs were in Reseda, Canoga, and Pacoima and there was only one here in Van Nuys.”

“And then they want us to fill out of a various applications on one day, and like yesterday, Friday, we have to fill out four. And starting Monday, and everyday after, it will be six applications. I think that’s somewhat impossible, like you, even if you have a car...I have a car and it’s so hard for me...I couldn’t fill out four yesterday. I went to Reseda, to Canoga, went to Chatsworth, came back, got my kids from school, took them back to my sister and I just couldn’t. I got home at six.”

The average distance from a GAIN participant’s residence to the nearest GAIN/CalWORKs office, shown by Table 5, is 3.5 miles, while the average distance to the nearest Job Club is slightly longer, 4.5 miles.<sup>60</sup> However, approximately 17 percent of participants live six or more miles away from the nearest GAIN/CalWORKs office and 30 percent are six or more miles away from the nearest Job Club.<sup>61</sup>

Very few welfare-to-work participants find low-skill jobs in the same neighborhood where they live; as a result most participants need to commute to their jobs using one mode of transportation or another. Participants, like most other workers in the county, must travel to other neighborhoods to reach employment; their average home to work distance is around seven miles. Although this distance is not large compared to the national average (12-13 miles), focus group participants report that many job leads, sometimes leads for better paying jobs, are far away. Several participants commented on forgoing higher paying or better jobs due to long distances and transportation burdens, as expressed in the statements below:

“It would have been more money than what I make. So in that sense, I did turn the job down. Now, I’m not saying that I was guaranteed to get it, but I thought that just with the

travel time that that would be too much for me with uh, being a single parent. It's not easy without a car. So I did turn the two jobs down. I just didn't respond at all. And um, my GAIN worker, he told me that wasn't a good decision, but I told him, I said I thought it was for me."

"And the high paying jobs are in LA...with the good benefits, they're usually too far to get to. So you compromise and take the eight dollars an hour where you could have the ten dollars or twelve dollars an hour all the way in LA...I mean, if you live in Pacoima and you gonna drive every single day—which is forty five minutes to LA, you're not gonna do it without a reliable car."

"I could make ten dollars an hour. But if that job was out in Valencia, I couldn't get there. So I, you know, had to lose that job."

**Table 5. Travel Characteristics and Perceptions of Travel Difficulty, GAIN Participants, Los Angeles County, 2000**

	Mode of Transportation Usually Used for Work or Job Search		
	Car*	Transit	Other**
<b>Job Seekers</b>			
Travel for job search is difficult	29%	60%	41%
Transportation is a problem in finding or keeping a job	35%	61%	41%
Average distance to nearest GAIN/CalWORKs office	3.7 miles	3.0 miles	5.0 miles
Average distance to nearest Job Club	4.5 miles	4.4 miles	5.0 miles
<b>Employed</b>			
Commute to work is difficult	21%	52%	16%
Transportation is a problem in finding or keeping a job	31%	60%	43%
Average commute distance***	8.0 miles	7.3 miles	2.8 miles
Percent traveling 11+ miles	24%	18%	5%
Estimated time starting work after leaving home <sup>62</sup>	67 minutes	103 minutes	66 minutes

Source: CTNA Survey, 2000

\* Indicates travel in a private vehicle as a driver or passenger.

\*\* Most 'other' trips were walking trips, but this also includes trips made by bicycle and taxi.

\*\*\*Average commute distance is measured as rectangular distance, not actual travel distance.

While participation in Job Club by the non-exempt is required, not all of those assigned to Job Club attend, as discussed in Section 2. Some may undertake a job search individually by finding a job without traveling to a potential job site as part of Job Club activities. Tabulations from the 1996 AFDC Job Readiness survey of welfare participants in Southern California suggest that 42 percent found jobs through referrals from friends and relatives.<sup>63</sup>

The relative difficulty of job search activities varies systematically with the type of transportation used, as presented in Table 5. Relative to those traveling by car, transit users were twice as likely to state that their job-search trips were somewhat or very difficult. In fact, the majority of transit users evaluated their trips as being difficult and stated that transportation

problems make it hard for them to find or keep a job. The average distance to the nearest Job Club or GAIN/CalWORKs office is lower for transit users than for car users, but travel by transit frequently takes longer than an equivalent trip by car and may be more difficult because of the need to make transfers.

In light of the substantial difference in the difficulty of conducting job search by auto and transit, most participants use private vehicles whenever possible while seeking work. This can be seen in Table 6, which reports on those who actively traveled to look for work during the week prior to the survey. Nearly nine-tenths of those with *unlimited* access to cars in their households (that is, the vehicle is available any time) choose to travel by car. The few people who used public transit tended to reside in areas with good transit service. The majority of those with limited access to cars in their households, where a vehicle is available only some times, traveled by car for job searches. Even among participants who live in households that do not own a car, a fifth traveled by car either as drivers, borrowing a vehicle from someone else, or as passengers riding in someone else's car.

**Table 6. Mode of Travel by Car Access and Employment Status, GAIN Participants Los Angeles County, 2000**

	Travel Mode Used for Work or Job Search		
	Car* (%)	Transit (%)	Other** (%)
<b>Job Seekers</b>			
Unlimited Access to a Household Car	89	7	4
Limited Access to a Household Car	53	34	13
No Car in Household	22	71	7
<b>Employed</b>			
Unlimited Access to a Household Car	90	3	6
Limited Access to a Household Car	47	32	22
No Car in Household	28	55	17

Source: CTNA Survey, 2000

\* Indicates travel in a private vehicle as a driver or passenger, and includes borrowing a car.

\*\* Most 'other' trips were walking trips, but this also includes trips made by bicycles and taxis.

Clearly public transit is generally not the preferred choice of travel for job search activities since it does not enable participants to cope with the complexities and uncertainties of job searches. Participants from the focus groups pointed out several problems with using transit for job search activities. These problems include difficulties with scheduling and planning trips since full buses sometimes pass by participants. Others cited fear of getting lost and finding the correct bus routes as a problem. The following focus group participant described how her job-search trip ended in failure:

“This was for a driving position on Burbank that I had to go to see about. But because of limited funds and not knowing where the location was at, I got lost. So I turned back around, paid the other fare and just come home.”

Additionally, many participants felt that using public transit was time-consuming, and some expressed safety concerns.

Despite the problems of public transit, about two-fifths of participants who used transit found it a viable mode of transportation. Moreover, the usefulness of public transit hinges on the quality and frequency of service. For those who were not employed, a higher level of transit service near a participant's home is correlated with being actively engaged in job search activities (Appendix 8B). Finally, it should be noted that despite the relative advantage offered by car travel, car ownership is not a panacea, as discussed later in Sections 5 and 6.

## **Securing a Job**

Job searches are not always immediately successful. Among those who participated in Job Club during March of 2000, less than half were able to find employment during their initial three weeks of participation.<sup>64</sup> Welfare participants face numerous barriers in securing a job, including childcare obligations, lack of education, and lack of work experience. In addition, poor transportation access during the job search period appears to translate into a lower probability of successfully finding employment. This is substantiated by the employment ratio by level of access to a household car. Sixty-four percent of those with unlimited access to a car in their households were employed at the time of the survey, compared to an employment ratio of 44 percent for those with limited access to cars in their households, and an employment ratio of 44 percent for those with no access to household car.<sup>65</sup>

Access to a car seems related to whether participants in the labor force are employed. Among those in the labor force, that is, among those who are either working or actively seeking work, four-fifths (80 percent) of those with unlimited car access were employed at the time of the survey, compared with two-thirds (66 percent) of those with a limited access, and only 59 percent of those with no access to household cars. A similar analysis based on the mode of transportation used for job search or commuting purposes, shows that eighty-three percent of those using a car were employed, while only 67 percent of those using public transit were employed.

Although each of the above estimates presents some weaknesses, they nonetheless reveal a consistent result for each sub-sample of survey respondents – access to an automobile seems to have a significant impact on the likelihood of finding a job. However, we do not know if access to a car *causes* employment. Instead, employment may enable working participants to purchase a car. Other research, however, seems to indicate that access to a car does have a positive effect on employment.<sup>66</sup> This may be due to employers preferring job applicants with vehicles and/or reliable transportation arrangements. Often, job applications ask about reliable transportation, even if the job doesn't directly require having a car, and commonly during the interview process, job applicants are asked if they have reliable transportation to get to work. In addition, focus group participants who rely on public transit often miss out on job opportunities; for example, a group of Job Club participants was not referred to a job opening because they relied on public transportation, as demonstrated by the statement below:

“If you're lucky, if you have a car, [the job developer will] give you job leads. Cuz yesterday, he started to give us one. As soon as I told him we didn't have a car, we were on the bus, he [the job developer] was like, ‘oh, oh well, forget it.’”

Public transit may also increase job turnover. Because public transit is sometimes unreliable and time consuming, it can cause a worker to be late, leading to a higher job termination rate. One participant recalled the transportation difficulty she had with her previous job:

“It would take about, uh, forty, 'bout an hour, and fifteen minutes total. Well, no it was actually a lot longer because when I got off of a bus, I would have to wait forty minutes for the bus to take me from the bus station to my work. So, probably an hour and a half, two hours. Just to get there the whole thing, my, the problem with the transportation, I didn't have a car, and, uh, my job, but as company of three hundred people depended on me to be there on time everyday because nobody there knew how to do my job, except me, and my boss, you know and I felt really bad when I'd be late so I finally had to let that job go...”

Again, it is important to keep in mind that the findings refer to the relatively greater effectiveness of car access in increasing the employment rate. Car ownership also presents problems, which are discussed in Sections 5 and 6.

### ***Commuting to Work***

The relative difficulty of commuting varies systematically with the type of transportation used, as depicted in Table 5. Fifty-two percent of those commuting by transit stated that their commutes were difficult and 60 percent stated that transportation problems made it hard for them to find or keep a job. Relative to those traveling by car, transit users were twice as likely to report such difficulties. The difference in the difficulty of commute between those using transit and auto does not seem to be due to differences in travel distance, but rather to each group's estimated travel time to work. The estimated average time for transit users is almost twice the time for car users.<sup>67</sup> Those using other modes, mostly walking, were the least likely to report that their commute is difficult. This could be because many of their jobs are close to home, affording them the option to walk to work.

As with job search and other trips, most participants use a private vehicle for their work commute whenever possible. This can be seen in the bottom half of Table 6. Nine-tenths of those with unlimited access to a car in their households choose to commute by car. The few who used public transit even though they have unlimited access to a car reside in areas with good transit service. Of participants with limited access to a car in the household, nearly half traveled by car to work and even among those without a car in their household, over a quarter traveled to work by car. Interestingly, job seekers who do not have a car in their households use public transit more than employed participants without cars, 71 percent versus 55 percent. This may indicate that as participants' transition from the more chaotic travel patterns of the job search to the more predictable travel patterns of employment, they are able to make car-sharing arrangements. Also notable is the fact that among those with limited or no access to a household car, transit usage increases with the level of transit service (see Appendix 8C), suggesting that in areas with low transit service it is likely that more people have to secure rides as passengers in other people's cars.

As was mentioned above, the home to work distance for GAIN participants is not that lengthy ; however, travel times can be long, especially on public transit. Additionally, many employed participants work at least occasionally during weekends and/or outside of the standard workday. This creates transportation problems for those relying on public transportation, since transit service is less frequent during weekends and non-peak hours, and safety is a concern for women traveling alone, especially after dark.

## **Section 4. Childcare and Health Care Travel**

This section describes the transportation challenges that welfare to work participants face in balancing work and family obligations, focusing on needs related to childcare and health care trips. Employment and job search can affect the ability of participants to adequately meet family obligations, such as transporting children to and from childcare/school and accessing health services. Welfare-to-work participants rely heavily on support networks and family in order to help them meet both their transportation needs and other obligations, such as childcare. Regardless of such support networks, these obligations may make it difficult for participants to complete welfare-to-work requirements.

The key findings of this section include:

- The presence of younger children (ages 0-4) decreases the odds of currently being employed and increases the odds of perceiving transportation as a major problem in finding and keeping a job.
- Welfare-to-work requirements increase participants' need for and use of childcare. About a third (35 percent) of those not working and not actively searching use some form of childcare, while two-fifths (42 percent) of job seekers and 84 percent of employed respondents use childcare.
- The most common type of childcare involves relatives, friends and neighbors caring for the children; employed participants tend to use more formal, paid childcare arrangements.
- The relative supply of nearby licensed care slots increases the likelihood that a child receives licensed care over other types of care, although the relative supply of nearby licensed care slots does not seem to impact the overall level of childcare usage.
- Job searchers and welfare-to-work participants who rely on public transit report the greatest difficulties with childcare trips.
- Trips for job search and work often impact the amount of time school-age children are left unsupervised and whether they can participate in after school activities.
- Almost three-quarters of participants made a health-related trip in the previous six months; one-half of respondents perceive transportation as a problem to receiving health care.
- Nearly one-third of participants report that a lack of transportation has prevented them or a member of their family from receiving health care in the past.

### ***Child Care Travel Demands***

Welfare-to-work participants transitioning to self-sufficiency not only have to find work, but also have to arrange childcare for their children. In many cases, childcare imposes new travel needs on participants, especially when children are young.

### **Childcare for Younger Children (0-4 years old)**

Among families with children age 4 years or younger,<sup>68</sup> over half (58 percent) use some form of childcare.<sup>69</sup> The most common type of childcare involves having a relative, friend or neighbor

take care of the children. Most families, 37 percent, leave their children with paid relatives or friends, while 23 percent leave children with unpaid relatives and friends.<sup>70</sup> Others use more formal childcare arrangements such as daycare centers (23 percent) or daycare homes (11 percent). The presence of younger children decreases the likelihood of currently being employed and increases the probability of perceiving transportation as a major problem in finding and keeping a job.

Welfare-to-work requirements change participants' need for and use of childcare, as demonstrated by Table 7. Searching for a job or working increases the use of childcare; only about a third (35 percent) of participants not working and not actively searching use childcare, compared with two-fifths or 42 percent of job seekers. The highest rate of childcare usage, 84 percent, is among the employed.<sup>71</sup> Employed participants also tend to utilize more formal childcare arrangements than do job searchers or those not currently in the labor market.

**Table 7. Type of Childcare by Employment Status, GAIN Participants, Los Angeles County, 2000**

Type of Childcare	Not Working or Actively Searching (%)	Unemployed, Actively Searching (%)	Employed (%)
Unpaid Relative, Friend, Neighbor	9	18	13
Paid Relative, Friend, Neighbor	10	12	36
Day Care Centers and Homes	13	11	30
Other	2	2	5
No Childcare	65	58	16

Source: CTNA Survey, 2000

Among all families who use some form of childcare, 19 percent have their children cared for in their own homes and therefore do not need transportation to childcare; however, the remaining 81 percent require some means of transportation to access childcare services. Most survey respondents (70 percent) stated that they were responsible for taking their young children to and from childcare, most frequently traveling to childcare by car (54 percent) followed by bus (23 percent) and walking (17 percent).

For welfare-to-work participants traveling by transit, childcare travel arrangements are often time-consuming and costly, as described below by one focus group participant whose one-way commute is almost 3 hours and costs \$5.40 for herself and her three children:

“I get up at five o’clock to shower and everything else...From five thirty I have to get the kids up, get them ready and feed them and then get them ready to go to the babysitter’s house. I have to pay for their transportation from my house to their [babysitter’s] house. And their rate is the same as mine. So I gotta pay \$1.35 for each one of them. And there’s three.... And by the time I get there its already six thirty. So I get ready at the babysitter’s house and then I catch the bus from her house back to Firestone and then from Firestone I catch it all the way up this way.... Then I get here about eight thirty.... And then I gotta pick up—go through the whole same routine all over again and bring them back home.”

Although the travel distance to childcare varies depending on the type of childcare provider that participants utilize, participants generally travel short distances for childcare. Participants who use license-exempt providers, including paid care provided by family, friends, and neighbors, generally travel the shortest median distance (0.1 miles), compared to participants who use licensed childcare facilities, which generally travel a greater distance (1.7 miles). The utilization of license-exempt care greatly lowers the travel burden of participants.<sup>72</sup>

Welfare-to-work programmatic requirements also impact the ease in transporting young children to childcare. Participants in job-search activities experience the greatest difficulty in traveling to childcare. About half (52 percent) of job searchers state that their childcare-related trips are difficult, compared to only 36 percent of those not working and not searching. The employed are the least likely to experience difficulties, with only a quarter (26 percent) stating that their childcare trips are difficult.

The difficulties of childcare travel may vary between these groups due to differences in schedules, recent experience using childcare, and the mode of travel. Employed participants, for instance, tend to have a more fixed schedule and travel pattern than job seekers, which are more likely to experience constant changes to their schedule. Participants who are employed may also be more likely to have recent experience with childcare and may have been able to resolve a number of transportation difficulties. Job seekers, on the other hand, may have to adjust to delivering children to childcare for the first time in the midst of traveling to Job Club and numerous job sites per day. Difficulties of childcare travel may also vary due to differences in the mode of travel. Half of those relying on public transit state that their childcare-related trips are difficult, while only a quarter of those using a car report difficulties with childcare trips. Notably, employed participants are much more likely to use cars than job seekers.

One focus group participant described the difficulty experienced while trying to search for a job and make child care arrangements:

“If I go and look for jobs in between that time to the time I go and pick them [children] up, I’m on the bus all day long. Until five. So it takes me maybe...from anywhere to two to three hours, you know coming back and forth—like yesterday I went all the way to Long Beach for an interview and they kept me there for two hours. Came all the way back over this way and I had to pick up the kids and then bring them home through my route and I didn’t get home until five.”

The availability of nearby licensed care, or day care centers and homes, has a strong influence on the type of childcare that participants use. There are enormous variations in the relative supply of nearby licensed care across Los Angeles County (see Figure 1). Table 8 describes the type of childcare that CTNA respondents used according to their proximity to nearby licensed care. Twenty-seven percent of survey respondents with children under 4 reside in neighborhoods with less than 30 licensed childcare slots per 100 younger children, compared to 39 percent residing in neighborhoods where the ratio of licensed slots is less than 15 per 100 younger children. While the relative supply of nearby licensed care slots does not seem to impact the overall level of childcare usage, it does influence the likelihood that a respondent uses licensed care over other types of care. Among those respondents who reside in neighborhoods where the ratio is 30 or

more licensed slots per 100 younger children, 44 percent use some type of licensed care compared to 24 percent who reside in neighborhoods with a ratio of 15 or less slots.

**Table 8. Childcare Usage by Availability of Nearby Licensed Care, GAIN Participants, Los Angeles County, 2000<sup>73</sup>**

Type of Childcare	Number of Licensed Slots per 100 Younger Children (0-4 years old)		
	0-15 (%)	16-30 (%)	30+ (%)
Unpaid Relative, Friend, Neighbor	27	19	23
Paid Relative, Friend, Neighbor	40	40	30
Day Care Centers and Homes	24	39	44
Other	10	1	3

Source: CTNA, 2000. See Appendix 9.

Since most families rely on license-exempt care, usually located close to home (see Figure 2), childcare related trips are often not a problem for participants. As they move to licensed care, however, the travel distance for childcare increases and may add greater burdens.

## School-Age Children

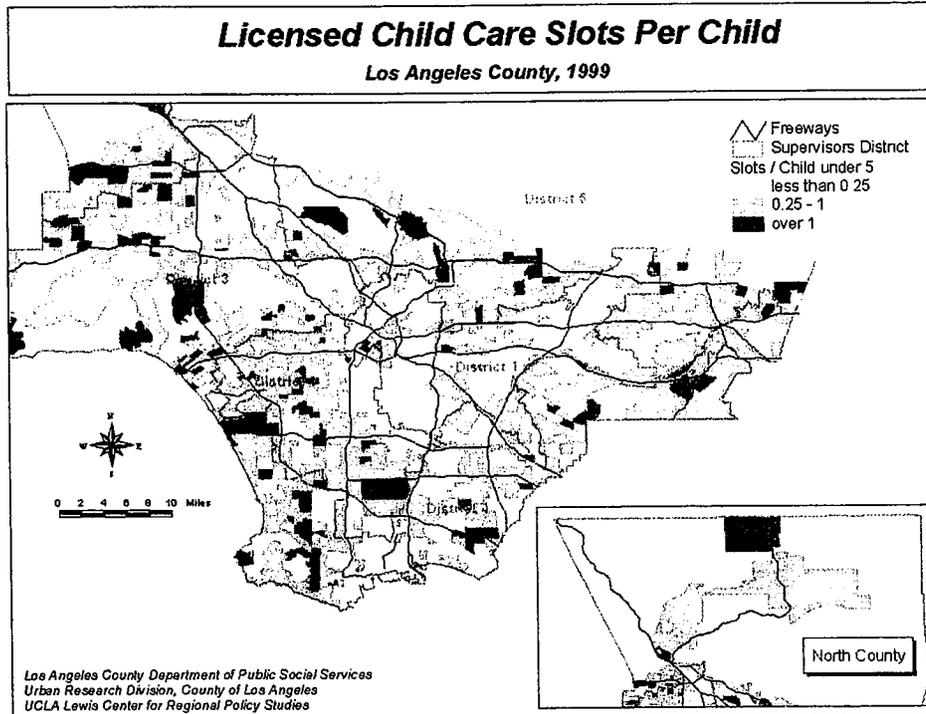
Welfare families with school-age children have different needs. The majority of children between 5 and 12 do not go to after-school activity/care, but instead go home after school (71 percent), as do 81 percent of teenagers between the ages of 13 and 18. Approximately a quarter of children between the ages of 5 to 18 participate in some type of after-school activity.

Almost half of participants with children between 5 and 12 pick up their children from school or after-school activities/care; 48 percent of these participants use a car to get home, 42 percent walk, and only 9 percent take the bus. Even fewer participants pick up older children (ages 13-18) from school or after-school activities or care: only 21 percent. Among those who do pick them up, the majority (88 percent) uses a car to get home.

Parents of teenagers express the need for childcare services for older children, and concern over the time their children spend alone. When parents work late or must rely on slow transportation, their children are often left unsupervised. Focus group participants were very concerned that their children would be left unsupervised and that getting home late would limit their time with their children, as show in the statement below:

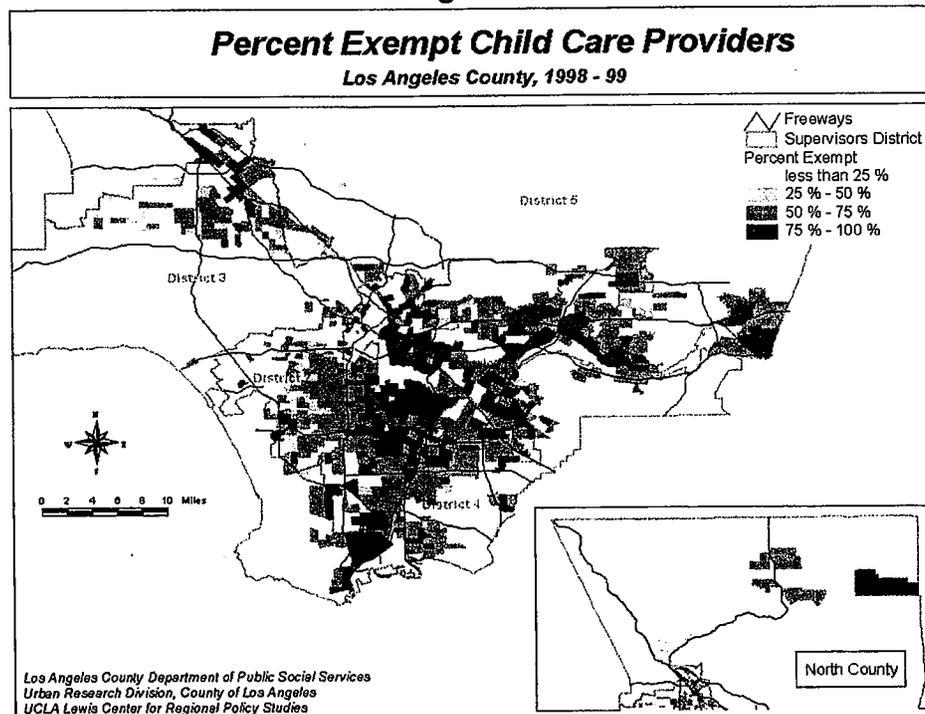
“And the bus—I, if I had taken the bus home—for instance, I got out of work at five. It was eight-thirty to five. I wouldn’t have been home ‘til like around seven. And my daughter, you know, she gets home at three. She’d be unsupervised from three ‘til seven. [...] So I, I had to quit. And it’s only because of transportation that I can’t get a job.”

Figure 1



Source: CTNA, 2000. See Appendix 9.

Figure 2



Source: CTNA, 2000. See Appendix 9.

Focus group participants often felt that transportation difficulties impacted their quality of life and that of their children. Many agreed that it was difficult to manage children on the bus. Others said that because they spent so much time traveling to and from work on public transit, they now left children at childcare or alone for longer periods and some said that they lacked time and/or transportation means to take their children to after-school activities. Participants also discussed the frustration of trying to pick up their children after school or in case of emergencies. Several statements are provided below:

“I just moved! I just moved. I was living on – in Sherman Oaks. Just a block away from Ventura Boulevard. And I totally miss it. Because out there, there was lots of job opportunities on Ventura Boulevard...Um, now I live here. Why I had to move there was because I had to live somewhere where my daughter can walk home from school and back. Where I didn't have to drive her to middle school every day and have to pick her up from middle school. So now that's like one less worry.”

“Transportation is a problem ... you need to have a car because if you're work in Valencia and my kids go to school out here, there's an emergency at school or something, what am I going to do, jump on the bus, and still take three hours to get back home before you can get them...”

“You know, I work in Pasadena and I live in Glendale. So it means, like I need a car. And especially when you have kids and any problems at school or anything, you have to just leave the job and rush, you know, to see the children and so its essential.”

### ***Travel to Health Care Providers***

This section analyzes families' needs regarding transportation to health care facilities, recognizing the importance of preventive health measures as a condition for achieving long-term self-sufficiency.<sup>74</sup>

The majority of the survey respondents, 72 percent, had visited a health care facility within the past 6 months to receive services for themselves or a family member. The most common transportation mode to health care is driving a car (42 percent), followed by taking the bus (25 percent), and getting a ride in someone else's car (21 percent). A small proportion mentioned walking to health care facilities (6 percent). For approximately one-half of the welfare-to-work participants, transportation is perceived as a problem in receiving health care and almost one-third of the participants respond that the lack of transportation has prevented them, or a member of their family who depends on them for transportation, from receiving health care in the past. Again the mode of transportation plays an important role in the perceived difficulty of travel to health care. Transportation to healthcare is a problem for 28 percent of those without a car, compared to 12 percent for those with a car.

Focus group participants described instances in which transportation prevented them from access to health services:

“And I have a private doctor which also the state picked for me. The doctor’s great, but it’s also hard for me to get transportation for me to get there. There’s times I miss appointments because I don’t have a ride to get there. I have to walk. It takes me about forty-five minutes to walk to the doctor’s.”

“I couldn’t take her [my daughter] to the doctor’s. The doctors before prescribed me like cough medicine. Because she like coughs and she can’t breathe. So I gave here some cough medicine and you know, and let her—and she finally relaxed, but I couldn’t just get up and say we’re going to the hospital. I—you know, I have to wait for somebody to take us. But usually people are at work.”

The stage in the welfare-to-work process may also affect the ease with which participants are able to access health care. As participants move into job search and employment, travel for health care can become more complicated. Flexibility becomes limited because health appointments must be scheduled around job-search and work obligations and participants may not have the luxury of sick leave and flexible work schedules that allow them to take time off for health care visits. Several focus group participants express the difficulty balancing transportation, work obligations and health care visits for themselves and their children:

“Because those things happen and, you know, when your kids get sick at school, when you can’t take off and go and get them, you have to have somebody that’s gonna pick them up for you, you know? Until you can get off and get them to the doctor or have them get them to the doctor”

“With my kids... I might have a slight emergency. I can’t get home, even if I don’t have no car, if the buses stop running after seven o’clock, if I told my boss, well, look I need to go home because I got an emergency. I’ll still got to figure out who going to get me to the house, see.”

Survey results show that smaller proportions of working or job seeking participants report visiting a health care facility in the past 6 months relative to participants who are not actively in the labor force. While overall 72 percent of respondents reported a health care visit in the past 6 months, 79 percent of non-working, non-searching participants reported making a visit compared to 69 percent of employed participants and 70 percent of participants searching for work. This may suggest that job seekers and the employed may be delaying or deferring health care visits, but it is also quite likely that some participants who are not working or seeking work are not doing so precisely because of illness or poor health.

Focus group participants reported that when they can plan their health-related trips in advance, they do not view transportation as a major problem; they can usually rely on family or friends for help and either use their own car or get a ride/borrow a car. However, they do express great concern in dealing with children’s emergencies while they are at work or job search, especially those without access to a reliable car. Some participants experienced difficulty riding the bus to medical facilities, especially during nights and weekends; this resulted in participants calling 911, receiving care in emergency rooms, or delaying treatment because of concern about riding

the bus when feeling ill. Several focus group participants commented on the difficulties reaching health care due to transportation concerns:

“Sometimes you have difficulty going to the doctor, cause you don’t have the money to get to the bus or you just feeling so bad, you know, to ride the bus so lets just stay home...I just stayed home and wing it out, you know, you don’t want to get on the bus, you don’t feel good, you don’t feel good enough to get dressed. You know, enough to be presentable to be on the bus, and you don’t go you just stay home.”

“When I have gotten sick and there has not been transportation I call 911 and the ambulance comes. Usually if my neighbors are home I ask them, but here in Temple City the bus is not close by and it comes by every hour. To take the El Monte bus which comes by every 20 minutes I have to walk to Kidree which takes me 30 minutes.”

CalWORKs families are eligible for medical coverage under the California Medical Assistance Program, Medi-Cal.<sup>75</sup> In recent years, California has made efforts to phase out traditional fee-for-service arrangements, where the state reimburses individual health care providers for services rendered to covered individuals. By 1999, just over half of Californians enrolled in Medi-Cal were covered by managed care plans, and the majority of CalWORKs participants receiving Medi-Cal coverage are required to enroll in a managed care plan.<sup>76</sup> Fee-for-service allows covered families a high degree of provider choice, but many providers shun Medi-Cal because its payments are low and its claims processing slow. Ideally, managed care will result in greater quality of care for covered families, but managed care plans restrict provider choice to specific physicians and facilities.

Focus group participants expressed that the shift to Medi-Cal managed care arrangements, primarily Health Maintenance Organizations (HMO), sometimes resulted in longer and more complicated travel arrangements for participants. Like everyone else, participants want clinics, general practitioners, and specialists close to home, which for some is difficult to achieve at least in this period of transition to HMOs. Although participants are given choices of plans and providers, they are required to navigate, usually on their own, the very complicated landscape of HMOs and managed care. Additionally, many families are ‘defaulted’ to specific plans and providers if paperwork is not received within a designated time period; often these default assignments are not sensitive to the location of provider networks in relation to participants. The new managed care arrangements may also make it difficult for participants to access care at local community clinics and traditional safety net providers because those providers may not be in the plan that the participant selected or was assigned to.

One participant expressed her problems with HMOs and access to providers in the statement below:

“They hook you into the HMOs and it’s an automatic thing. You send in a paper, but it’s still an automatic thing where they pick a doctor for you and everything. So you send ‘em a little paper later and try and get it changed, but like I say, I’m in San Pedro, they put me at a doctor in Southgate. Which is another three hours on the bus. I tried to get referrals to an eye doctor from, from the doctor, he sent me to some doctor in Chinatown [laughter].

I needed an ultrasound down, they sent me on Wilshire for one. I needed a mammogram; they sent me on Vernon and Broadway. And I said, you know, do you have anything in Torrance? In Inglewood? Somewhere within an hour?"

Employment has the potential of moving participants off Medi-Cal to employer-based health insurance plans. Unfortunately, only a small minority of working participants qualifies for such plans. A high percentage of firms, including those with entry-level positions, offer health insurance to their work force, but eligibility requirements and employee premium contributions represent significant barriers to employer-based health insurance for employed welfare-to-work participants.

Employment obligations, inflexible work schedules and reliance on public transportation, coupled with the shift to managed care arrangements marked by geographically dispersed provider networks, affect the ability of participants to access health care services. Transportation is perceived as a barrier to accessing health care services by nearly half of participants surveyed, and over one-third report that they have forgone medical treatment for themselves or their families due to transportation constraints. Regardless of the source of insurance coverage (Medi-Cal vs. Employer-Based) or the type of providers used, transportation is a crucial component to accessing medical services.

## Section 5. Transportation Problems and Policy Preferences

The transportation needs of participants are shaped by the activities and experiences described in previous sections. Welfare-to-work requirements may impose many trips to fulfill job-search and work activities. Job search trips can be complex and frequently involve uncertainties as participants travel to unfamiliar locations. Participants who use public transit face difficulties in identifying appropriate routes, which may be complicated by the need to make multiple transfers to get to job sites. In addition, crowded buses and limited transit availability in certain neighborhoods and at certain times of day contribute to the transportation burden.

This section attempts to better understand the travel needs of participants by examining the transportation problems faced by three groups of participants: car drivers, car passengers and public transit riders. This section also discusses the preferences of these groups for both auto and transit related programs hereby helping to identify programs that participants believe would be most beneficial as they face the transportation challenges presented by welfare-to-work.

The key issues identified in this section are:

- On a typical day, over half (63 percent) of all participants' trips were by car, either as a passenger or a driver, 18 percent were on public transit, and 16 percent were walking.
- Many welfare participants without access to a car ride with friends or relatives rather than rely on public transit. For every ten trips on a bus or train, there are nine trips as a passenger in a private vehicle.
- Participants who travel by car are significantly less likely to report trip difficulty compared to those using other modes of travel; this finding holds for job-search, work commute, childcare and health care trips.
- Despite the usefulness of an automobile in meeting welfare to work and family obligations, recipients with a household car report problems related to reliability and cost.
- Participants have a strong preference for programs that facilitate ownership of a reliable vehicle, such as auto loans and help with insurance costs.
- About two-fifths of participants who used public transit found it a viable mode of transportation, that is, they reported that it was relatively easy to get to and from their activities using public transportation.
- The higher the level of public transit service near a participant's home, the more likely a participant is to use public transportation. However, public transit is not often the preferred choice of travel since it increases the difficulty of planning and completing complex work and household-related trips.
- Travel by public transit can be difficult for participants because of the difficulty identifying appropriate routes, the lack of direct lines (requiring transfers), crowding, buses passing by at stops, limited off-hour runs, and the inconvenience of transit for making multiple work and family-related trips.
- When asked about ways to improve public transportation, most participants prefer more frequent and reliable transit service regardless of whether they live in areas with high or low levels of transit service.
- The availability and reliability of public transit varies greatly from one neighborhood to another; roughly a third of participants live in areas with low levels of transit service.

- GAIN participants need backup transportation services for emergencies regardless of whether they have access to reliable transit or a private vehicle.

### ***Private Cars – Transportation Problems and Policy Preferences***

As described in previous sections, cars can be valuable resources for participants as they transition from welfare to work. Car travel provides participants flexibility and convenience as they face the complexity and uncertainty of work-related trips on top of their multiple household responsibilities. Over half of all trips reported by survey respondents are taken in cars (63 percent), and most of those are as drivers (47 percent of all trips). Despite the relative advantages that cars provide, they possess their own set of problems and challenges.

Table 9 shows the level of access to cars among participants according to their status as drivers or car passengers. While over half of all participants reside in a household with a car (54 percent), only about a third (36 percent) have unlimited access, that is, they can use the car anytime.<sup>77</sup> Participants with limited access, who cannot always use the cars, are less likely to make trips as drivers. These participants are only one-third as likely to drive as a participant with unlimited access to a household car, and as expected, sharing a car translates in less direct access to a car. This is partially offset since those with limited access may have higher odds of being a passenger. Interestingly, the pattern for those with limited access to household cars is very similar to the pattern for those who can borrow non-household cars; the probability of being a driver or passenger are roughly the same. For many participants, having friends, relatives or neighbors who are willing to lend cars mitigates the lack of a vehicle within their households.

**Table 9. Levels of Car Access by Mode of Travel (Drivers and Car Passengers), GAIN Participants, Los Angeles County, 2000**

	All Participants (%)	Drivers (%)	Car Passengers (%)
Unlimited Access to a household car	36	74	19
Limited Access to a household car	18	13	25
No household car but borrowed a car	15	12	30
No household car and unable to borrow	30	0	26

Source: CTNA Survey, 2000

Additional results using multivariate techniques provide some insights into the factors that affect car access, and indirectly car ownership (see Appendix 8F). This analysis shows that car access increases with past earnings and age. One major finding is that minority participants (African Americans, Hispanics and Asian/Pacific Islanders) are less likely to have access to cars than are white participants. This is true for both unlimited and limited access to autos. Furthermore, multivariate techniques suggest that automobile access is related to the level of transit service near a participant's residence. The analysis reveals that car access, and indirectly car ownership, increases as the level of transit service decreases. This analysis may, however, be interpreted the opposite way: transit service is highest in areas with low levels of car usage, precisely because

transit providers focus their services in areas where it is most needed. It appears that public transit and private vehicles act as substitutes for each other.

### **Car Drivers: Problems with Car Ownership**

The cars owned by participants or members of their households are often problematic. Some focus group participants stated that their cars are not registered, and many of their vehicles are not functional. The CTNA survey found the majority (69 percent) of the cars owned by welfare families are 10 years or older, and one-sixth (17 percent) are not covered by insurance. There is also evidence that vehicle maintenance is a problem. Over half (55 percent) of the respondents had at least one mechanical problem over the last three months that prevented them from getting to their destinations, and nearly a quarter (23 percent) had three or more mechanical failures. Not surprisingly, fifty-nine percent of participants state that mechanical problems are one of the two major problems with owning a car.

Often the threat of potential mechanical problems becomes a decision factor for participants who are job searching. A South Bay resident with an unreliable car demonstrates this in her statement below. She describes her reluctance to take a job for fear of getting stranded far from home:

“Oh, so since then I’ve looked for jobs on my own since I’ve finished the job club. And I did get hired for-- I went to an agency and I did get hired, but it was in Thousand Oaks and I didn’t really have a car. I was gonna *try* it, but-- my mother’s clinker. I was using her car and I said no, I don’t wanna get stranded. And it was the hours I wanted, three to eleven, but I was like-- I couldn’t take that chance [laughs] in that car.”

The costs associated with owning a car can also become decision factors for job-seeking participants. Focus group participants report weighing potential job opportunities against the costs associated with owning a car, as one participant explains:

“...I could make ten dollars an hour. But if that job was out in Valencia, I couldn’t get there. So I, you know, I had to lose that job. And I can get plenty of jobs if I just-- well, Cindy, you gotta get a license. Well, I can’t, I gotta get insurance and that’s the only way I can get my license, if I get insurance. I can’t afford that. And so it’s just the lack of transportation. I mean, I even thought about taking the Metro to Valencia, but the hours are-- they won’t compromise with the jobs.”

### **Car Drivers: Program Preferences Related to Car Ownership**

In order to establish what types of programs participants perceive to be the most beneficial, survey respondents were presented with a closed list of four different car-related policy programs that the county has been considering and asked the participants to rank these programs from the most to the least helpful. The programs presented were: (1) a program to help get a car loan; (2) a program to help maintain a car and provide emergency road service; (3) a program that helps buy liability insurance at a lower cost; and (4) a program to help clear parking tickets.

The results reveal that the highest percentage of participants opted for help to secure a car loan as their first choice among the four listed options, see Table 10, confirming the importance of car ownership. The majority of participants, including those who already have a car, prefer this choice.<sup>78</sup> It is also noted that the preference for this type of program increases as participants have less access to a car.

**Table 10. Auto Related Program Preferences by Level of Car Access, GAIN Participants, Los Angeles County, 2000<sup>79</sup>**

	Percentage Ranking Program as First Choice			
	Help getting a car loan (%)	Help maintaining car / emergency road service (%)	Help buying lower cost liability insurance (%)	Help clearing parking tickets (%)
All	53	16	19	12
Unlimited Access to a household car	39	18	25	17
Limited Access to a household car	49	13	24	14
No household car	66	16	11	7

Source: CTNA Survey, 2000

The importance of car ownership was also confirmed by focus group discussions where participants expressed enthusiastic approval of proposed programs that would reduce the costs of owning and maintaining a car, such as subsidies for car purchase, repairs and insurance. During these discussions, focus group participants agreed that cars allowed them to cover more distance in much less time, were convenient for making the multiple trips required by family life, and they felt safer and more private in cars than on public transportation. Below a couple of participants express their preference for cars:

“Give me my money, I’m getting a car [laughter]. Because transportation in Los Angeles is a big issue. Distances are too, you know, too big and too far.”

“In my circumstances, right now, as this point, I don’t own a car, or, uhm, the future I probably will own one, but I would go with the first thing, the program to help me get a car loan. Now second one would be... help me with the liability insurance, of low cost. Then I would go for the program, ... that helps you, you know, case of ‘emergency at side of the road. And I don’t get tickets, and I don’t plan to get any, but that would, most definitely would out that one last. Yeah, if they would help *ooo-wheee!*”

The consistencies between survey results and focus group preferences confirm that participants view car ownership as an important and beneficial means in establishing employment and transitioning to work. Focus group participants chose car loan programs and programs to assist with insurance costs as their first and second priorities regardless of their level of auto or transit access (Appendix 5, Table 12). The option least favored by survey respondents was assistance in clearing parking tickets. Focus groups also revealed that a number of participants did not see the proposal to help clear parking tickets as financially significant or on the level of importance as

the other options. One participant also suggested that getting tickets is an individual's fault and paying for them is not the responsibility of the County.

### ***Car Passengers – Transportation Problems and Policy Preferences***

One of the unanticipated findings of the CTNA is the significant number of participants who travel as passengers in private vehicles. The CTNA focus groups and survey found that, for many, getting a ride from a friend, relative or neighbor is an important way to look for work, transport children, go to health care services, and commute to work. Participants also used rides for other purposes, such as shopping, traveling to social services, and a host of other activities.

Participants are very resourceful in arranging car travel and often rely on friends, relatives and others to borrow a car or secure a ride. Focus group participants revealed that mothers and grandmothers provide rides most often, followed by siblings and friends. Participants also relied on neighbors in case of emergencies, though they were cautious not to ask for too many favors that they could not return or did not want to return in the future. Below, a focus group participant describes what it is like not to have a car and why she hesitates to ask for rides:

“Just not havin’ a car! [laughs] You know, not having a car is very strenuous. It’s hard. It, it cuts down on your daily “to-dos”. You know, things that you have to do and put off because you don’t have it. And waiting for someone to help you out and whatnot. But, you know, with family and friends it’s a little easier but you still don’t like to bother with puttin’ someone else in the inconvenience of goin’ on their time too. ‘Cuz I mean, you only have so much in your day and then you have to squeeze into their day so that things will work out for you. So, I mean, by not having it, it’s very hard.”

Unfortunately, the CTNA was not designed to gather extensive and specific information on these types of riders, or their needs and preferences. Nevertheless, there is sufficient information to make some inferences. On a typical day, about a quarter (24 percent) of the adult participants who travel make at least one trip in a vehicle as a passenger, a number only slightly lower than the number of trips made on public transit. For every ten trips on buses or trains, there are nine trips as passengers in private vehicles.

Being a passenger helps fill gaps in household resources. Over half (56 percent) of the car passengers reside in households without cars. Moreover, riding in a vehicle with someone else often serves as a complete substitute for public transit. Nearly half (45 percent) of these car passengers did not use public transit in the previous week, which indicates that a significant number of participants in households without cars rely on car rides rather on public transit.

Many focus group participants indicated they preferred getting a ride to taking public transit when a car is not available. One woman described the reasons for her preference of rides over public transit this way:

“I have a car, I basically ride a car. But when it’s broken, I have to find a ride, because I cannot rely on the bus. The bus is usually, one time I tried to get a bus to go to my job and then to leave my daughter to school. As she said, it's like every hour they go by, so

just to go there to the bus stop is like four blocks away from my house. Then from there to get to my daughter's school and my job is like taking maybe ten buses. So that time was really hard for me... So I cannot really rely on the bus because I would like to, but it's not convenient for the time. I mean, if I decide to go to my job or with my kid to school in the bus, it would take me maybe like two hours."

Fearing that she will get lost, another participant avoids public transportation altogether preferring to rely on family and friends for rides until she can get a car:

"I'm scared first of all because I don't know the bus routes. And since I have my child with me, what if I get lost? So, I've never dealt with the bus. I was just too scared of the bus. So, I've always had family, friends, or I finally got my own car."

Among car passengers, 56 percent do not have a car in their household. Another quarter (25 percent) of all car passengers reside in a household with a car but have only limited access to the car. It is likely that many, if not most, of this group receive a ride from another person in the household. However, over two-thirds (70 percent) of car passengers with limited access to a household car reside in single-parent households (i.e., FG cases). This implies that an adult in the household who is not a member of the welfare case may own the car. The remaining one fifth (19 percent) of all car passengers have unlimited access to the household car. Focus groups suggest that this group gets rides because their cars are not working, are unreliable, or because carpooling is more convenient.

**Table 11. Household and Personal Characteristics by Mode of Travel (Driver and Car Passenger Status), GAIN Participants, Los Angeles County, 2000**

Household and Personal Characteristics	Driver (%)	Passenger in Private Car	
		Also used other mode (%)	No other mode (%)
In neighborhoods with low # of bus stops*	39	34	45
No Drivers License*	6	45	45
Singe-parents with younger children*	35	44	48
Received transportation payment from DPSS*	5	15	8

Source: CTNA Survey, 2000

\*Statistically significant differences, based on Chi Square statistical test for each row. For instance, in the table above the percentage of each group (drivers, passengers who used another mode and passengers who used no other mode) who had no driver's license is statistically significant.

Table 11 suggests that participant household characteristics and level of relative transit access are related to whether a participant is a car passenger. Survey respondents are broken into three groups based on their travel patterns for a given day – (1) those who drive, (2) those who use at least one other mode along with being a passenger and (3) those who were car passengers and used no other mode (i.e., all of their trips were as passengers in a private automobile).<sup>80</sup>

Car passengers, particularly those who did not use other modes, are more likely to reside in areas with relatively low transit service. These passengers may partially compensate for a relative lack of transit service by arranging car rides. Many passengers do not have a driver's license, so it is difficult for them to become a driver, even if a car is available. Many are single parents with younger children (aged 0-4), and may have a particularly hard time using public transit.

Many participants rely on an informal system that offers rides for a fee. Focus group participants revealed that family members or acquaintances sometimes charge a fee to provide them with a ride. In fact, some people make a little business and help solve the transportation problems of the poor by shuttling them around. Focus group participants also indicated that in some cases participants of the same Job Club assist their car-less comrades to potential job sites:

Shirley: You have to caravan with somebody [in Job Club]. Hopefully, they'll let you go with 'em.

Facilitator: You mean if somebody has a car?

Shirley: Yeh, somebody has a car.

Facilitator: People help each other out?

Carrie: Our last class, we were—

Shirley: --we was like family. We all go along...together, so we all helped each other.

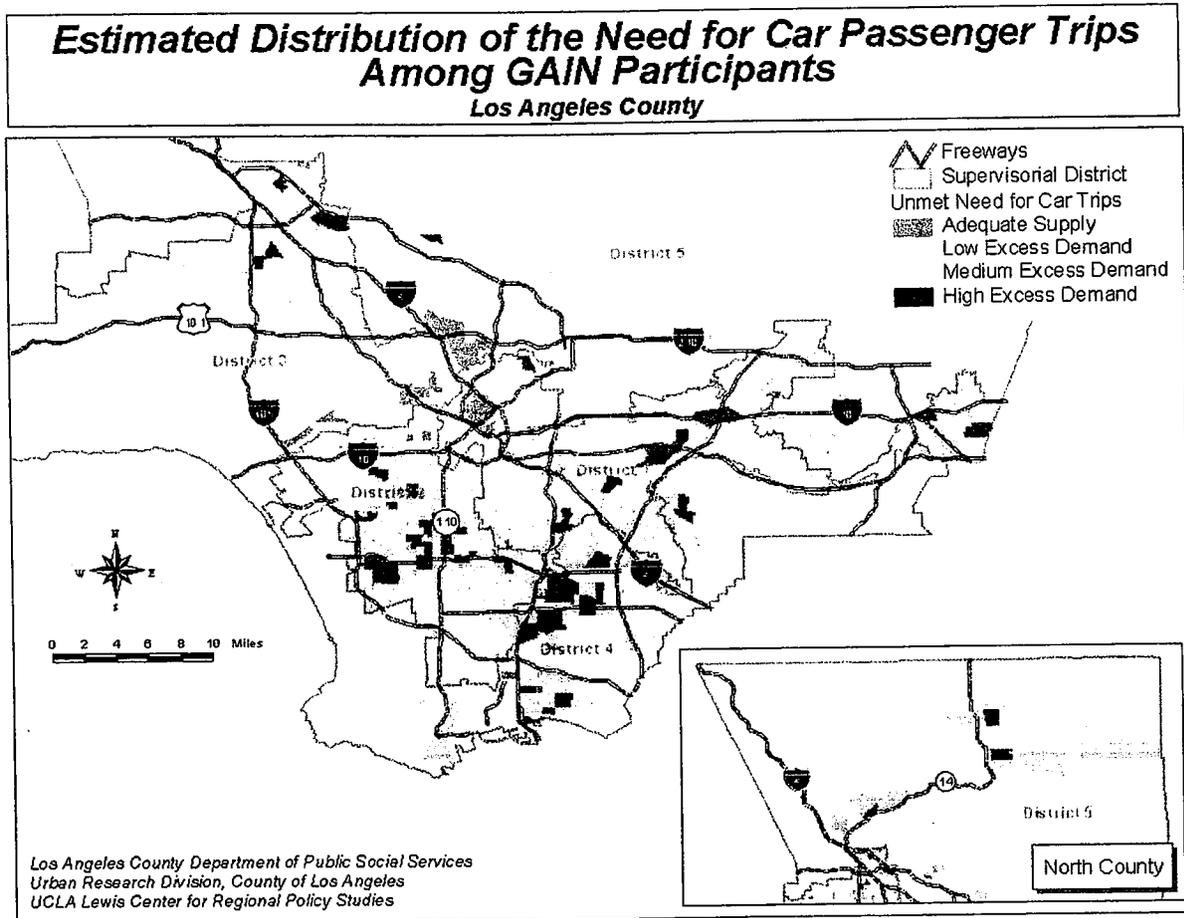
Previous research by Genevieve Guiliano also suggests that informal neighborhood carpools are an important means of travel for low-income people in Los Angeles:

“Neighborhood carpools are rides given in private automobiles by the owner to a neighbor or acquaintance for a small fee. In a study of neighborhood carpools in Los Angeles, Professor Guiliano found that the drivers of the cars are usually female and that driving their neighbors where they need to go is a source of income for them. The passengers are mostly female, have no access to a private vehicle, and are very low income. The drivers are motivated by earning extra money and by helping others. The passengers use neighborhood carpools because they offer decreased travel time, increased personal safety, increased convenience, and a low price. The price is universally \$1.00 per trip.”<sup>81</sup>

Although this research does not identify explicitly that women that use these informal carpools are welfare-to-work participants, it may be safe to assume that these carpools may be a viable, affordable means of transportation for participants. GAIN's transportation supportive service, which provides assistance for transportation costs, does not facilitate reimbursement to friends, relatives and acquaintances that provide rides.

Figure 3 provides a relative description of those areas of Los Angeles County in which the demand for work-related car trips may exceed the number of participant-owned cars.<sup>82</sup> This suggests those areas in which participants may have a higher need to arrange passenger-rides with friends or relatives. This map shows that car passengers are not only concentrated in areas with a high density of welfare-to-work participants; they are both within and outside the inner city.

Figure 3



Source: CTNA, 2000. See Appendix 9.

### Car Passengers: Problems with Passenger Travel

Participants who are car passengers must often face the same problems that car owners face, cars are often unreliable and break down. In addition to mechanical failures, car passengers must depend on another individual to provide the ride, creating another layer of potential unreliability. These factors bring a level of uncertainty to the trips of car passengers. A focus group participant even reported leaving a good-paying job far from home for a lower paying job closer to home because she could not afford car insurance and her arrangement to get a ride with a friend broke down:

“I went to school and graduated as a computer office specialist and um, I got a job –my friend and I – she was taking me to work every day. But then she couldn’t take me to work anymore, and I would have to take the bus and that was on Lassen. There’s like hardly any buses on Lassen. And, it’s like a little street; it’s not a major street. And um, you know, I drove my car to work. And being real nervous about it, but after another month, I, I quit. Because I couldn’t handle it anymore, I was too nervous [driving without insurance].”

This participant considered taking the bus, but the longer travel times on the bus meant that her daughter would have been left at home unsupervised. She tried to drive her own car, but still had problems affording car insurance and eventually quit the job. She stated: "... and now I'm not even working at it [finding a job]... you know, it's just like I am stuck."

### **Car Passengers: Program Preferences Related to Passenger Travel**

In order to establish what types of programs participants perceived as the most beneficial, the CTNA survey presented respondents with a closed list of the same four car oriented programs described for car drivers in the Car Drivers: Program Preferences Related to Car Ownership section above, as well as four public transit programs. They were asked to rank these programs from most to least helpful.<sup>83</sup> The results provide insight into the program preferences of car passengers.

As shown by Table 12, there is a strong desire for car ownership, particularly among those who did not use other modes of transportation other than riding as auto passengers. Over two-thirds (70 percent) of all riders without a car state that they do not own a car because they cannot afford one. There is no single program, among the listed transit programs, that the majority of participants prefer; however, more frequent service received the greatest number of responses. These statistics confirm observations from the CTNA focus groups showing that many car passengers would like to eventually become car owners, and when they must rely on public transit, they would like to see more frequent service.

**Table 12. Auto Program Preferences by Mode of Travel (Driver and Car Passenger Status), GAIN Participants, Los Angeles County, 2000**

	Driver (%)	Passenger in Private Car	
		Used Other mode (%)	No other mode (%)
Car Loan as 1st Choice among Auto Program Options*	43	52	65
More Frequent Service as 1st Choice among Transit Programs Options *	28	38	33

Source: CTNA Survey, 2000

Note: Table only includes CTNA survey respondents with at least one trip in a private vehicle

\*Statistically significant differences, based on Chi Square statistical test for each row.

### **Transit Users – Transportation Problems and Policy Preferences**

#### **Public Transit Riders: Problems with Transit Travel**

As previously discussed in Section 3, public transit is often not the preferred choice of travel for participants since it does not enable them to cope with the complexity and uncertainty of work in combination with household-related trips. Nevertheless, about 40 percent of survey respondents found public transit a workable alternative. A few participants discussed positive aspects of the

transit system, as demonstrated by the comments below, praising the timeliness of routes and the safety provided by new onboard video cameras:<sup>84</sup>

“I’m thankful we do have a bus though, make it a little better you know. I really like those new buses that have those video cameras on them. I like a little security for myself and my child.”

“I like the public transportation. It takes away the responsibility of driving. It is more reliable than in your own car.”

“I do not have that many problems with the bus. I usually use my car, but when I have used it I have liked it. It has come on time and I have not wasted time. My wife tells me why she uses public transportation more than I do because she likes it and it always comes on time. She likes it more so now because there is a new smaller bus that costs \$.25 which is reasonable.”

While some participants commented positively on the transit system many did not. Participants who are public transit riders face a variety of problems, which focus group participants present in the statements below.

Full buses sometimes pass them by, making their trips difficult to plan:

“Sometimes they’ll [buses] pass you up. And then you have to stand there for another forty-five minutes and wait for another bus. Hopefully, that one isn’t crowded and don’t pass you up.”

Some reported that buses are often overcrowded:

“I got on the bus and it was so packed that I didn’t have anywhere to hold on to and when the bus stopped, I fell. You know, I hated that. I didn’t like that at all. People were like laughing and I got up and I, it was like I wanted to cry, you know, and cus [laughter]. But I just got off the bus and I walked home.”

Buses are especially inconvenient and stressful when parents are dealing with children and shopping:

“I have three children: 7, 2, and 1. It’s hard getting on the bus with the kids. Oh man, the stroller, I rather just not go anywhere. You know, if I can really avoid taking my children, I just, I stay at home. My children remember the nightmares of going grocery shopping on the bus. It’s sickening, you know, you have all these bags, and sometimes forget things and frustrated with kids. Thank God for my car, raggedy as it is.”

It is difficult to find the right routes:

“You get lost on the buses, you know, because, or transfer to the wrong bus. Because you don’t know what bus to get on.”

Survey respondents also reported problems with the transit system. Of those respondents who used public transit in the last 6 months, 67 percent had one or more transfers, 60 percent were passed by at least occasionally or sometimes, 55 percent stated that they felt unsafe at least occasionally or sometimes and the average waiting time was 22.5 minutes<sup>85</sup>. In order to establish participants’ primary problems, respondents were asked an open-ended question that allowed them to suggest their two biggest problems with using transit. Twenty-seven percent responded infrequent service or waiting, 27 percent stated crowding, 21 percent stated remaining on schedule, and only 7 percent stated expense (see Appendix 5, Table 8 for additional details).

Table 13 displays transit-related problems by four geographic categories or areas based on the relative level of transit service and the relative density of welfare-to-work transit riders. There are clear differences in transit-related problems across these neighborhood types. For example, crowding is a particular problem for respondents in areas with a high level of transit service and a high density of welfare-to-work transit riders.

**Table 13. Transit Problems by Level of Transit Service and Density of Welfare-to-Work Transit Riders in Geographic Area, GAIN Participants, Los Angeles County, 2000**

	Level of Service / Density of Welfare-to-Work Transit Riders			
	High Service/Low Rider Density	Low Service/High Rider Density	High Service/High Rider Density	Low Service/Low Rider Density
<b>Problems</b>				
Transfers (1 or more)	65%	70%	68%	64%
Bus Passes By*	61%	60%	70%	55%
Wait Time*	17.7 min.	23.4 min.	20.0 min.	24.5 min.
Feel Unsafe*	38%	59%	52%	56%
<b>Among two biggest problems using transit</b>				
Infrequent Service*	23%	23%	26%	32%
Crowded*	25%	25%	37%	21%
Bus Late	16%	21%	18%	23%
Expensive	10%	9%	6%	6%

Source: CTNA Survey, 2000.

Note: Table includes only CTNA respondents who used public transit within the last 6 months

\*Statistically significant differences, based on Chi Square statistical test for each row.

## Public Transit Riders: Program Preferences Related to Transit Travel

In order to establish what types of programs participants perceived as being the most beneficial, survey respondents were presented a closed list of four possible public transit programs, and asked to rank them according to their preference. The public transit options presented were: (1) a transit pass that allows you to ride for free any time on any public transit system in LA County;

(2) More frequent bus service, for example, buses that run every 10 minutes; (3) a ride home from work in case of emergency; and (4) a shuttle service, that is, a shuttle or van that picks you up at home, drops you at work, and then takes you home at the end of the day.

The ranking results, shown in Table 14, reveal little variation. Twenty-four percent of participants chose free transit pass, 31 percent selected more frequent service, 26 percent picked emergency ride, and 19 percent selected the shuttle service. Although ‘more frequent bus service’ was chosen as the preferred program by the largest percentage, the differences between the other choices was small, and all four options represent interesting alternatives for participants (see Appendix 5, Table 10). These results seem to show that with public transit, no single program helps solve all of participants’ problems. A combination of different public transit programs, to address differing needs, should be the appropriate policy recommendation for the improvement of public transit.

Survey respondents were also asked an open-ended question, asking them if there was anything else that they thought would help them get around more easily on public transit. The answers to this question reveal a clearer sense of priority: participants prefer increased service over assistance with out-of-pocket costs of transportation. They feel it would be helpful if the public transit system had more frequent service, less crowded service (33 percent), buses that arrive on time (9 percent), closer bus stops (6 percent) and lower fees (9 percent). Differences in program preferences depend on the type of area that a respondent resides in, as displayed by Table 14. Those in areas of high level of service are *more* likely to want better or more frequent service. A majority of those who experienced infrequent service preferred more services, and an even larger majority of those who experienced crowding preferred more frequent service.

**Table 14. Transit-Related Program Preferences by Level of Service and Major Transit Problems in Geographic Area, GAIN Participants, Los Angeles County, 2000**

	Geographic area where participant resides			
	Area with low level of transit service (%)	Area with high level of transit service (%)	Area where crowding is a problem (%)	Area with infrequent service (%)
Rank First of Closed List				
Free Pass	22	30	26	26
More Frequent Service	32	29	31	35
Emergency Ride Home	27	24	25	25
Shuttle	20	18	20	17
Open ended responses				
More Service*	30	41	61	52
On Time*	9	10	12	14
Lower Price / Free*	9	8	8	8
Closer Stop*	7	3	3	6

Source: CTNA Survey, 2000.

\*Statistically significant differences, based on Chi Square statistical test for each row.

Focus group participants also said they wanted more frequent bus service, especially in suburban areas such as Palmdale or Lancaster, and more frequently scheduled buses on nights and weekends. They also recommended monthly bus passes, which would be interchangeable

between transit agencies and allow participants to ride free for a specified distance such as two miles.

## **Section 6. Matching Existing Transportation Services to Participants' Needs**

This section focuses on the demand for transportation services generated by the welfare-to-work population, and matches that demand against available services throughout Los Angeles County. These services included not just public transit (bus and rail) resources, but attempted to capture the full range of transportation services including carpools and vanpools, specialized transportation services, and other more informal means of transportation. The goal of matching demand against service is to determine if the existing services are able to accommodate the growing demand for transportation services as the welfare population transitions to work. The findings of this analysis highlight various areas of the county in which available services may be insufficient to adequately accommodate the various transportation needs of the GAIN population.

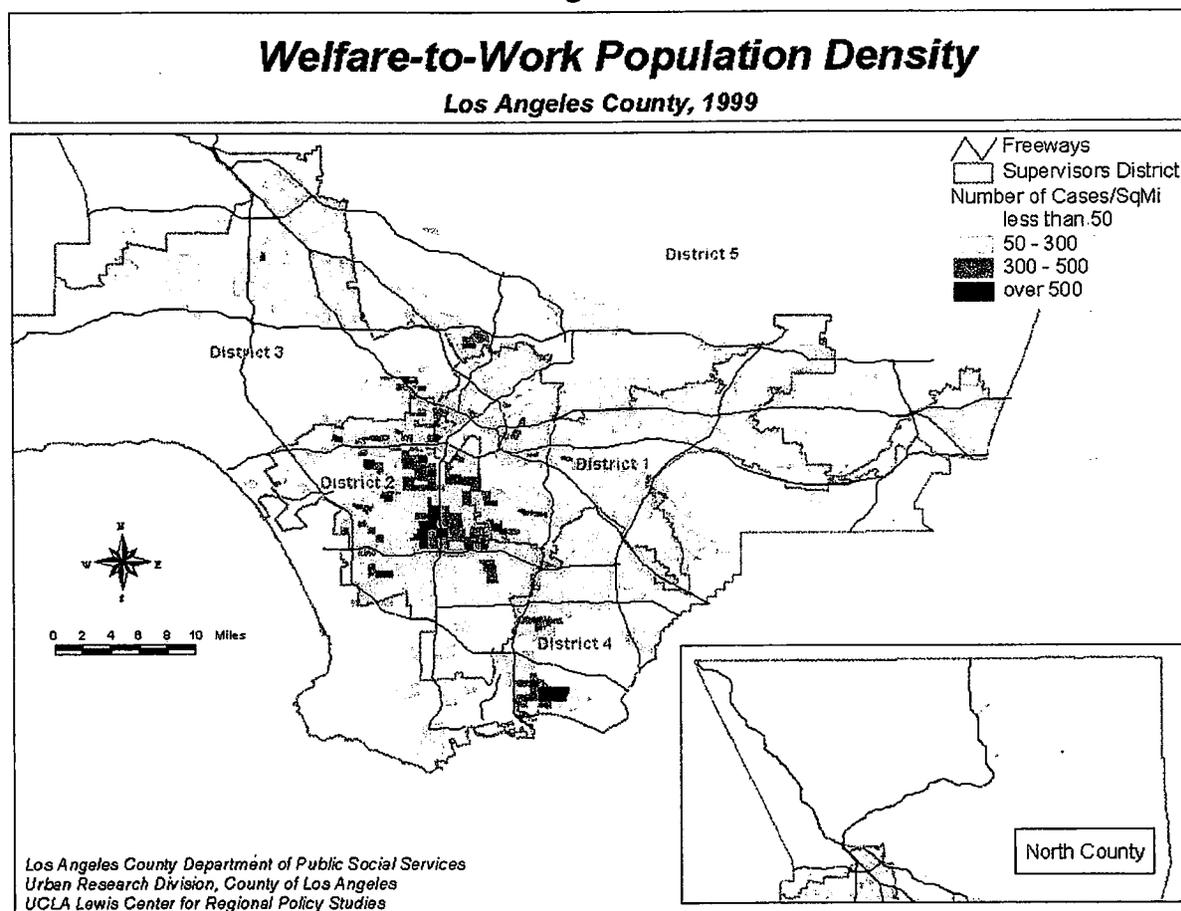
The key findings of this section are:

- The GAIN population is highly concentrated in the central portions of the County.
- The neighborhoods where welfare participants live generally do not have a significant number of jobs for which GAIN participants are qualified.
- The home to work distance for most GAIN participants is about seven miles, which is considerably less than that for many other major metropolitan areas.
- While travel by car is the preferred method among the welfare-to-work population, car ownership is beyond the resources of many GAIN participants, and public resources may be insufficient to bridge that gap.
- Transit accessibility varies widely throughout Los Angeles County, but in general, transit accessibility is higher in areas that correspond to the residential and potential job locations of the welfare-to-work population.
- Transit accessibility varies considerably by time of day and is considerably lower during “off peak” hours; this means that GAIN participants who work during those “off-peak” hours are likely to find only limited transit service.
- Job accessibility, a crucial factor in transitioning to employment, varies widely throughout Los Angeles County, and by mode of transportation.
- Participants who travel by car have much wider job accessibility than those who must rely on public transit.
- There are wide areas of the County that have both low levels of transit accessibility and low levels of job accessibility. Participants who live in these areas, which account for roughly 36 percent of the current GAIN population, are significantly disadvantaged in their ability to transition to full employment.
- Individuals who live in areas with low levels of transit accessibility need to rely on modes other than transit. This will require the development of more creative public programs, which could be built around the encouragement of formal and informal carpooling, and the mobilization of other flexible forms of transportation.

## Ascertaining Demand Generated by the Welfare-to-Work Population

In order to investigate the demand for transportation services generated by the Welfare-to-Work population and match that demand against available services, we need to first locate the programs' participants. While the GAIN population can be found throughout Los Angeles County, it tends to be concentrated in specific geographic areas. This spatial concentration is evident when we examine the residential locations of the current GAIN caseload. Each of the active registrants aged 18 to 60 were extracted from the GAIN database and address-matched to a specific location on the map.<sup>86</sup> In turn these locations were summarized by transportation analysis zones (TAZ), and appear in Figure 4.<sup>87</sup> As is apparent, the welfare-to-work population resides in the central portion of the County, with the heaviest concentrations located along the 110 Freeway between the 10 and 105 freeways, with other significant clusters located in Long Beach, Hollywood, and Glendale.

Figure 4



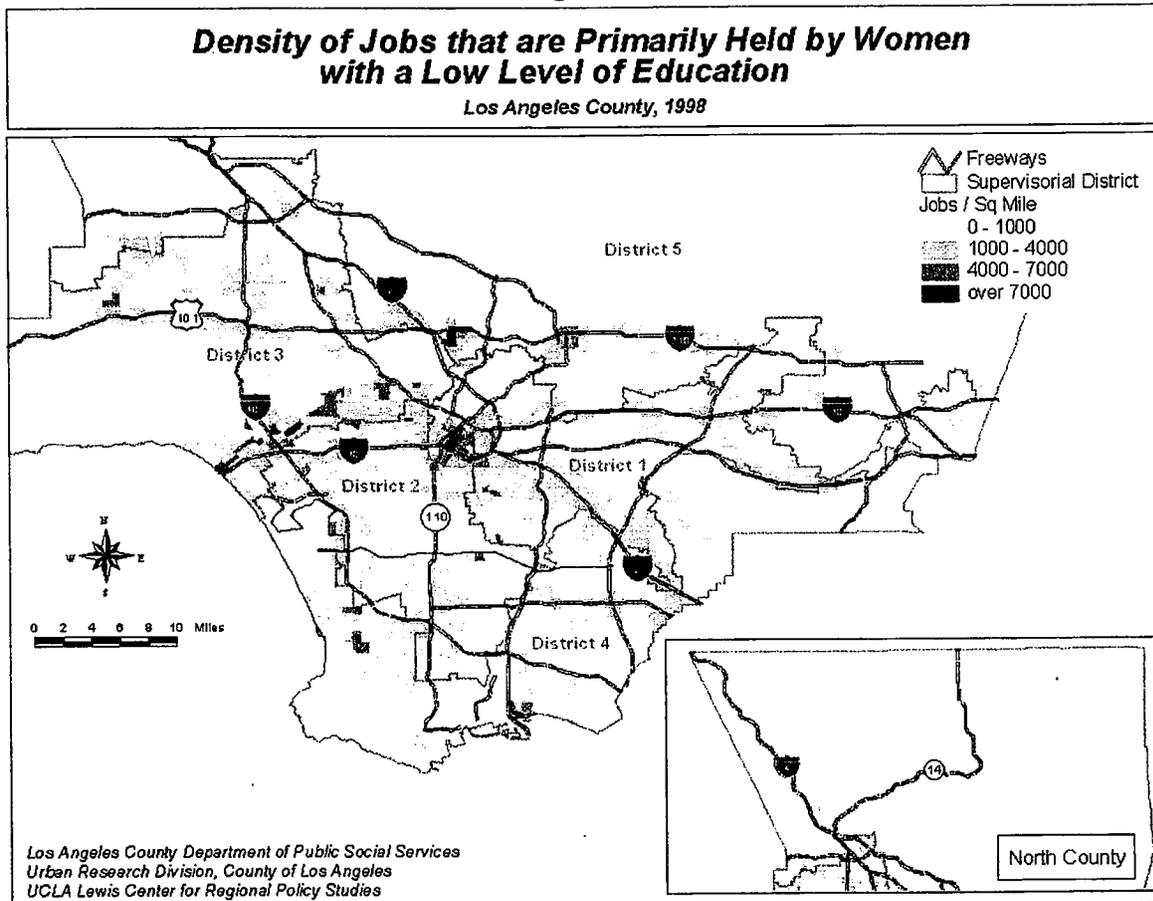
Source: CTNA, 2000. See Appendix 9.

It is from these residential locations that we determine the specific transportation needs and requirements associated with access to jobs, childcare, and health-care services. For the purposes of helping participants transition into the work force, the location of employment is the most important of these factors.

Correctly identifying the type and location of employment opportunities available to the welfare-to-work population is critical in identifying current and future transportation demand. Not all job opportunities will be available to this population, and identifying the specific occupations in which the GAIN population will likely find employment is important to accurately predict transportation demands.

Women are roughly 82 percent of the GAIN population, the majority of which have a high school education or less (68 percent). As a result, the occupational survey data was used to identify jobs in which 50 percent or more of workers had less than a high school education, and in which more than 50 percent were women.<sup>88</sup> From this analysis, the locations of the greatest numbers of skill-matched jobs were identified. As shown in Figure 5, the largest concentrations of low education, female majority jobs occur just east of downtown Los Angeles, in Pasadena and Glendale, and along a corridor from Downtown west to Santa Monica, including portions of Hollywood and West Los Angeles.

**Figure 5**

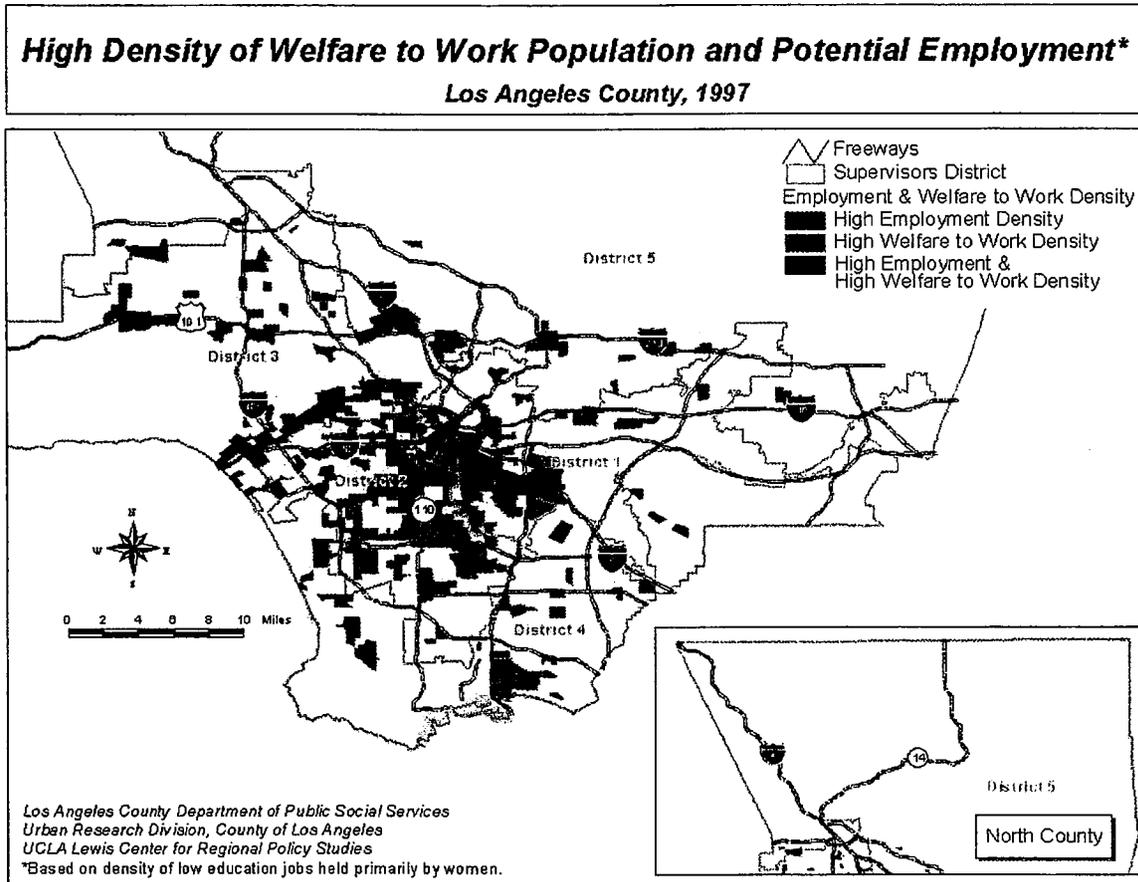


Source: CTNA, 2000. See Appendix 9.

Analysis of the location of skill-matched jobs and residential locations of the welfare-to-work population reveals two important facts. First, the locations where low education, female majority jobs are concentrated generally does not overlap with the residential locations of the welfare-to-

work population (see Figure 6). As a result, there will be fewer job opportunities close to home for the GAIN population, which is important, because previous studies have suggested that greater neighborhood availability of jobs is correlated with lower rates of welfare usage. This in turn will mean that the transportation requirements will be more complex, as welfare-to-work participants need to travel outside of their immediate neighborhoods for employment.

**Figure 6**



Source: CTNA, 2000. See Appendix 9.

The second fact derived from the analysis is that Los Angeles County's data does not mirror the pattern of typical Eastern cities within the U.S. Large concentrations of welfare-to-work participants are not located in the older central city, and the majority of jobs are not located in the distant growing suburbs. Los Angeles County's data shows home to work travel distances of employed GAIN participants to be an average trip length of just over seven miles.<sup>89</sup> While skill-matched jobs are not typically found in the welfare-to-work population's neighborhood, a travel distance of seven miles does not reflect the substantial "spatial mismatch" found in Eastern cities.

## **Method of Travel**

The welfare-to-work population relies on different transportation options for traveling, and the mode of travel will affect the ease or difficulty encountered in accessing jobs throughout Los Angeles County. Each of the three separate groups we have identified (car drivers, car passengers, and public transit users) will have different needs as they make the transition to work, and each are examined in turn.

### **Car Drivers**

Like almost everyone else in Los Angeles, the greatest preference among the welfare-to-work population is for travel in automobiles. This should not be surprising, given the convenience and flexibility that auto travel affords. Because car access produces positive employment outcomes and lowers the burden of travel, it is not surprising that many recipients without a car want to purchase an automobile, and many recipients with a car want to replace their aging and unreliable vehicles. Unfortunately, car ownership is not easily attainable or maintainable because of high costs relative to available income.<sup>90</sup> Most recipients have an upper limit on what they can afford to pay for a car because of limited available income as well as eligibility rules for public assistance programs. Even if a recipient can find the financial resources (loans, help from families and friends, etc.) to purchase a car, asset limits for public assistance programs place a cap on the value of a vehicle one can own and still be eligible for aid.<sup>91</sup>

Low incomes and program eligibility asset limits effectively force recipients into the lower end of the used car market. A simple analysis of the Los Angeles used car market provides some insight into the supply of used vehicles that would allow recipients to remain qualified for CalWORKs, and/or Food Stamps.<sup>92</sup> Among used cars with a purchase price less than \$5000 dollars, the average age of vehicles is 11 years and over three quarters of the cars are over 10 years old. The newest used cars available within the price range are 1994 models, with an average asking price of about \$4,300 and an average of 85,000 miles.<sup>93</sup>

After finding a car within their means and under the eligibility asset cap, most recipients would need to finance the car purchase. Obtaining credit is difficult for most welfare recipients due to low wages, a lack of stable attachment to the labor force, and problematic credit histories. Aside from a lack of credit options, purchasing a used vehicle also carries burdens in terms of financing. Older vehicles translate into higher interest rates and more prohibitive financing options. Generally, the rate of interest on car loans increases with the age of the car being purchased due to the depreciation factor, and often banks will not provide car loans for vehicles that are more than 10 years old.

Beyond purchasing issues, there are operating and maintenance problems. Older vehicles have higher costs associated with maintenance and operation. Operating costs, specifically fuel costs, are also higher for older vehicles because of less efficient engine technology and increases in fuel efficiency requirements mandated by government. In addition, older cars are much more likely to fail emissions tests.

A final barrier to car ownership is automobile insurance. The California vehicle code requires that all licensed drivers have liability insurance coverage. California insurance rates are among the highest in the nation and, because of redlining – the practice of setting discriminatory insurance rates based on the neighborhood of residence – low-income drivers are often subject to the highest insurance rates. Not only are premiums higher in low-income, minority neighborhoods, but these are the same areas that major insurers tend to avoid.<sup>94</sup>

One of the consequences of high premiums, low accessibility to major insurers and limited income is a high uninsurance rate. A recent study showed that countywide, over 30 percent of drivers are uninsured and in some areas of Los Angeles County the rate of uninsured drivers exceeds 80 percent.<sup>95</sup> It should not be surprising that these areas also coincide with the highest levels of welfare recipients, giving support to the finding that, statewide, over 70 percent of uninsured drivers earn less than \$20,000 per year. Most of the drivers without insurance (87 percent) would be considered ‘low risks’ to insurance companies, but simply drive without insurance because they are unable to afford coverage. This relationship suggests that the day-to-day value of having a car exceeds the potential penalty<sup>96</sup> for driving without insurance.<sup>97</sup>

While the benefits of car ownership have been demonstrated in terms of outcomes, the costs may be prohibitive for many within the welfare-to-work population. It is also not likely that public resources will be able to accommodate the significant demand for automobile travel among the GAIN population. Car ownership and maintenance programs should be carefully evaluated, and targeted to individuals at specific stages in the transition to self-sufficiency if they are to be successful.

## **Car Passengers**

On a typical day, roughly 24% of the adult GAIN population makes a trip as a passenger in someone else’s car. This is only slightly lower than the number of trips made as passengers on public transit. As we have seen, the demand for auto passenger travel is highest in those areas with relatively low levels of existing transit service. Despite the wide use, it is quite clear that this form of transportation may not be very predictable or reliable for many of the welfare-to-work participants. There are no regularized services meant to deal with the demand for car passenger rides for this population, as opposed to the more formalized ride share programs for standard commuters.

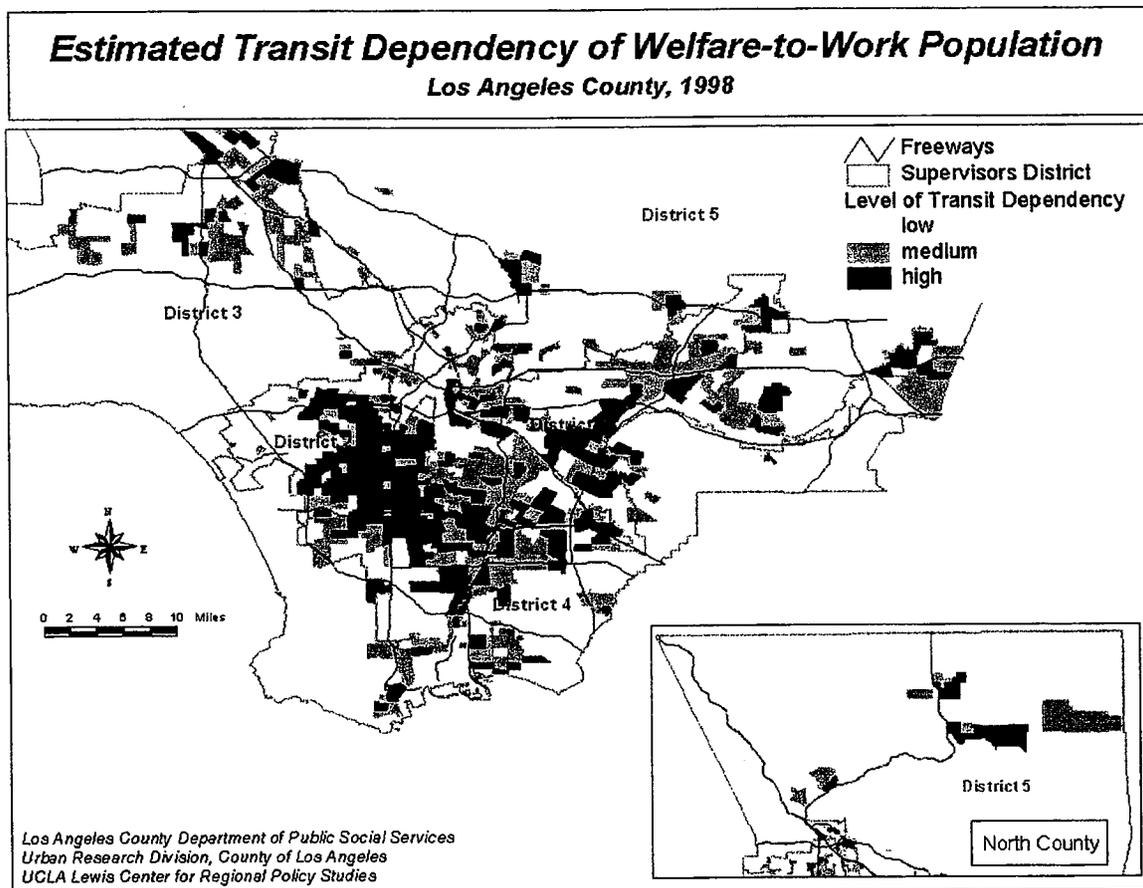
Individuals must arrange rides on a rather ad hoc and shifting basis, often from family, friends and neighbors. Those who offer rides may do so as a favor, but in many neighborhoods, a system of “informal taxis” has emerged, which is built around individuals who have a car, and who for a fee, will transport others to their destination. Because this is largely an informal system, it is difficult to assess how extensive, and how well these services are meeting the demand for car passenger rides in the communities occupied by welfare-to-work participants. On the other hand, it is clear that such informal car-pools and taxis may represent a cost-effective response to the relative lack of existing services, and should be acknowledged in the formulation of policy programs addressing the transportation needs of the welfare-to-work population.

## Public Transit

Although there is a perception that Los Angeles lacks public transportation, “its county transit system has the third-largest number of annual unlinked passenger trips of any system in the country, ranking behind only New York and Chicago.”<sup>98</sup> Thirty-six public transit operators serve the region, including 34 bus providers and two rail providers.

The 1998 State of the Commute Report indicates that in Los Angeles, only about 4% of commuters use public transit as their regular travel mode for commuting to work; the figure is much higher, over 10%, for low-income people.<sup>99</sup> “A typical MTA rider is a person of color (Latino or African-American/black), in her twenties, with a household income under \$15,000 and no car available to use in lieu of public transit.”<sup>100</sup>

Figure 7

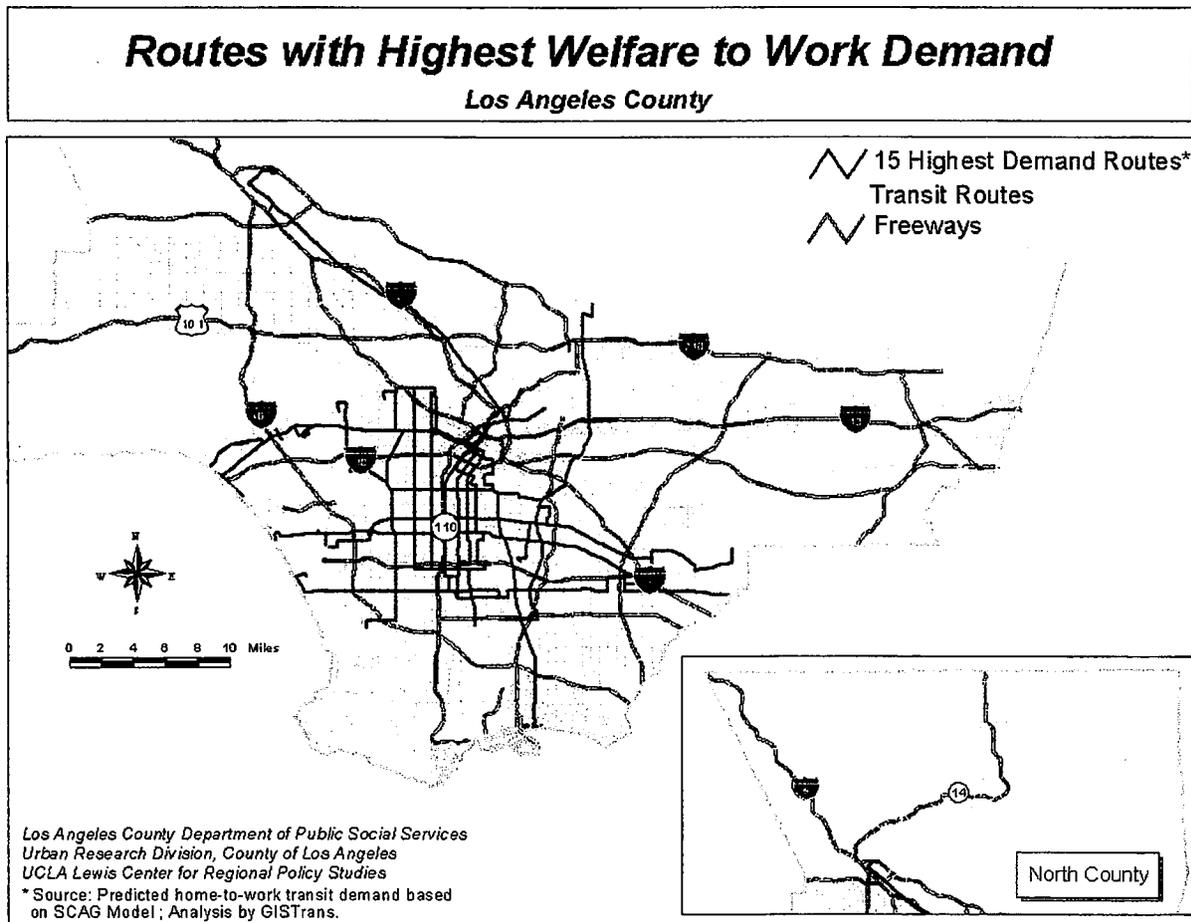


Source: CTNA, 2000. See Appendix 9.

Based upon prior studies relating to the factors influencing auto-ownership, the distribution of the transit dependent population was estimated for Los Angeles County. Not surprisingly, there is a high level of correspondence between the location of the transit dependent, and the residential location of the welfare-to-work population, as seen in Figure 7.

As a next step, the residential locations of the welfare-to-work population together with the predicted employment locations were utilized in a regional transportation demand model. This transportation demand modeling was used to determine the likely method of travel (auto, transit or other) for home to work trips, as well as the specific public transit routes that would receive the highest levels of demand. The results of this analysis are presented in Figure 8 and discussed below.

**Figure 8**



In terms of ridership, the top fifteen public transit routes account for roughly 44 percent of all of the predicted home to work transit trips of the welfare-to-work population. This is consistent with other data on ridership at MTA, which has found that the top twenty routes account for just under 50 percent of the total ridership.<sup>101</sup>

The demand for transit services among the welfare-to-work population can now be compared to the level of available service in Los Angeles County. At an aggregate level, this analysis indicates that there are significant differences among areas within Los Angeles County. As is shown in Table 15 the Fourth and Fifth supervisorial districts have considerably less transit service than the other three districts. On the other hand, welfare participants- who use public

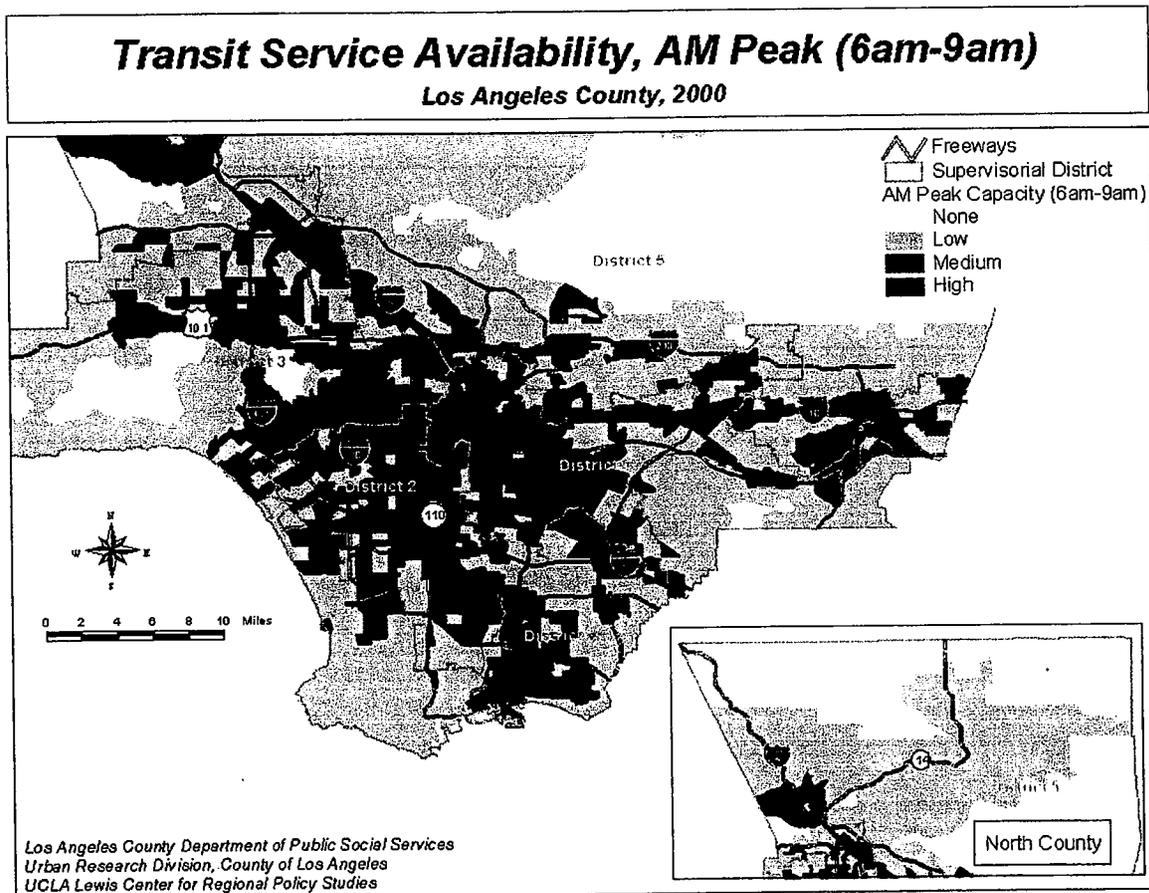
transit more than other county residents, are more concentrated in the First and Second supervisory districts, which have better levels of transit service.

**Table 15. Distribution of Transit Access by Supervisorial District, GAIN Participants, Los Angeles County, 2000**

	Supervisorial District				
	First (%)	Second (%)	Third (%)	Fourth (%)	Fifth (%)
At least one bus stop within 1/4 mile*	90	95	91	85	65
Average number of stops within 1/4 mile	26	19	22	16	13
Level of Transit Service*					
Low	17	10	14	47	65
Medium	54	53	57	50	28
High	29	36	28	2	7

\*Statistically significant differences, based on Chi Square statistical test for each row.  
 Source: CTNA Survey and SCAG data on location of transit lines and bus stops.

**Figure 9**



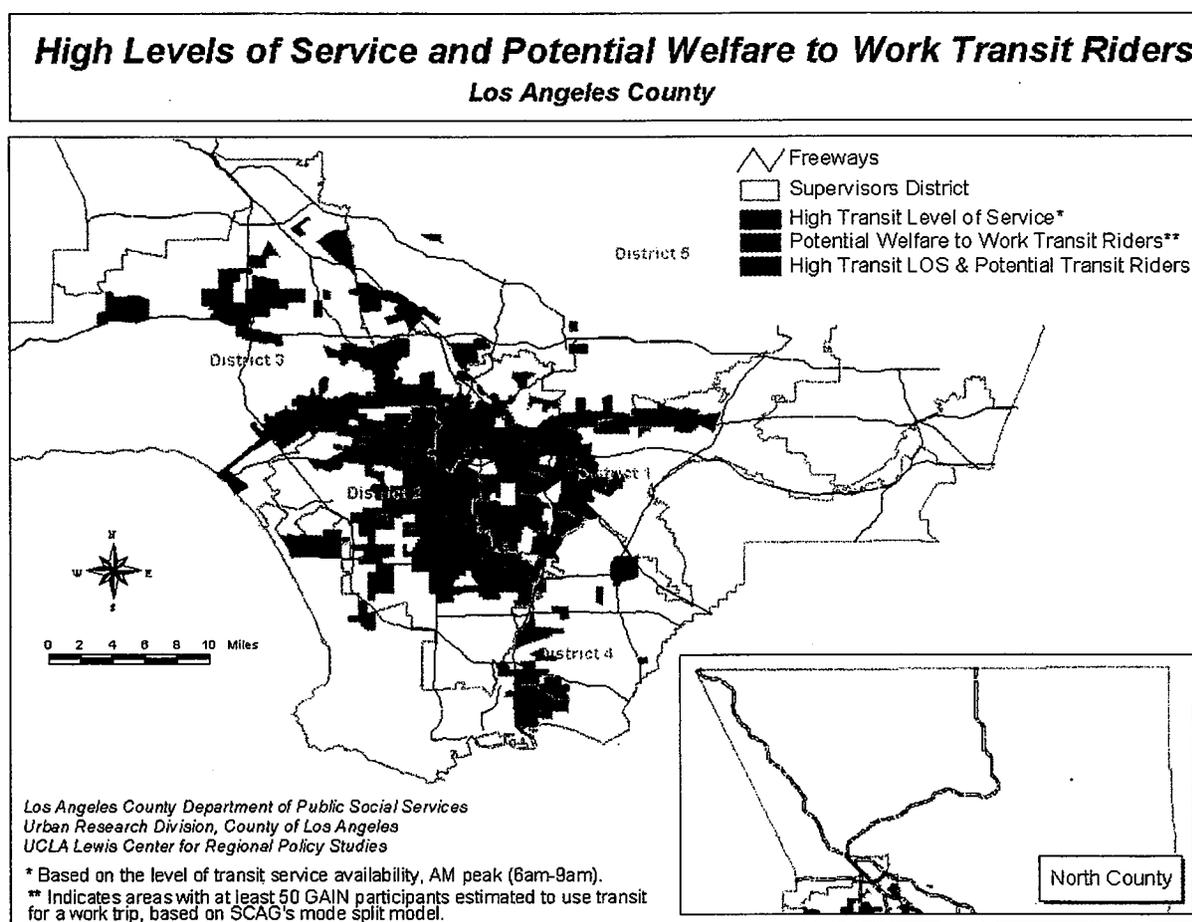
Source: CTNA, 2000. See Appendix 9.

To examine the level of transit service by specific area, transit schedule data was obtained for all transit carriers within Los Angeles County, and the overall number of scheduled bus runs made

between 6 AM and 9 AM was calculated. This period represents the AM peak when those working standard hours begin their morning commute. The relative level of service availability was calculated by assigning each TAZ a total number of runs in the AM peak for all routes traversing the TAZ.

The results displayed in Figure 10 show that locations that are characterized by relatively high levels of service availability generally overlap the areas of high concentrations of welfare-to-work participants (Figure 4), as well as the areas which contain high densities of low education, majority female jobs (Figure 5). This should not be surprising, since transit availability is generally designed around many of the same demand factors as those which characterize the welfare-to-work population: low income, low rates of auto ownership, and high population and employment density.

**Figure 10**



Source: CTNA, 2000. See Appendix 9.

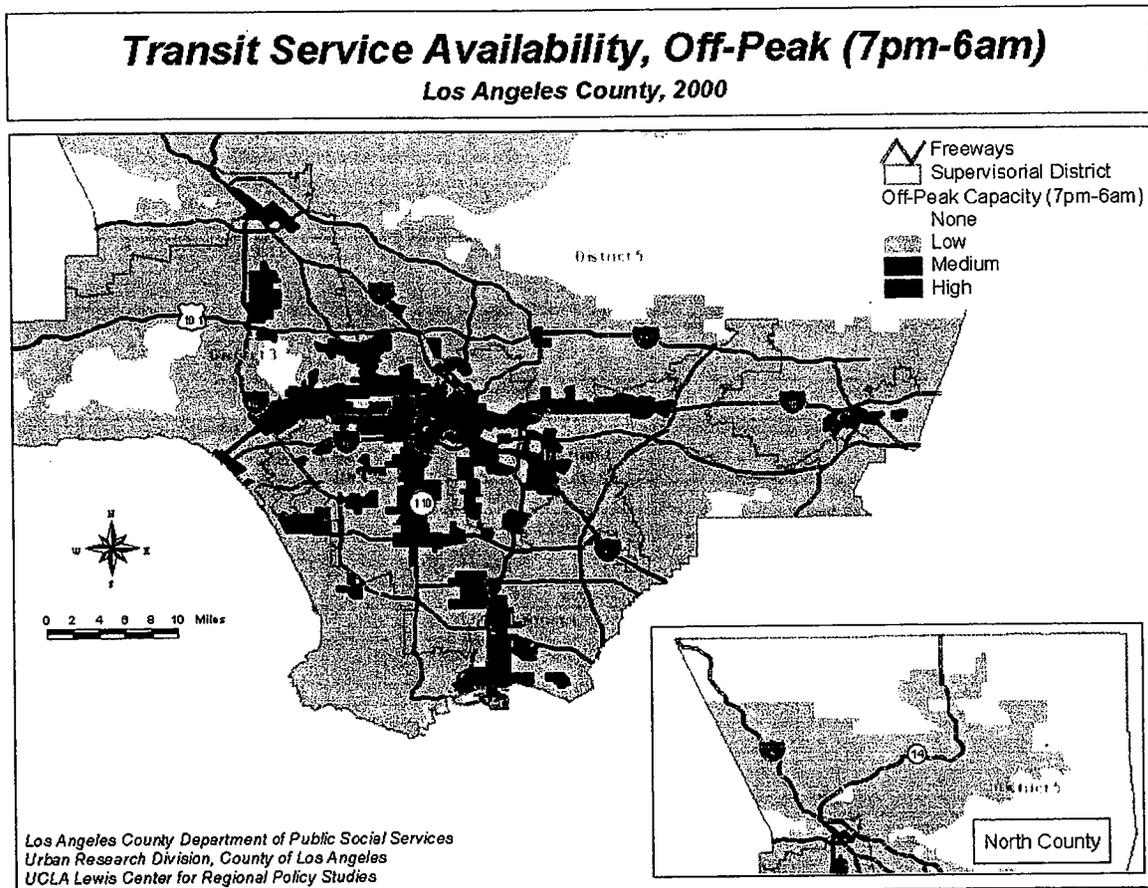
The demand for transit services generated by the welfare-to-work population was matched against the level of available service in Los Angeles County to determine if existing services accommodated the welfare-to-work population's demands. The pattern displayed in Figure 10

indicates that the current availability of transit service would generally be well positioned to accommodate a significant component of the transportation needs of those who do not own cars.

Several measures at the aggregate level support this conclusion. Specifically, roughly twenty one percent of the current GAIN participants live in areas that have high levels of service availability, with 45% falling into the medium level of service category. Only an estimated thirty-five percent of the GAIN case data reside in areas that are characterized by low levels of transit availability.

Areas in which there is a high demand for services but which lack high levels of accessibility are reflected in Figure 10. These include parts of Los Angeles City south and west of the 10 Freeway, in the Lennox and Hawthorne area, with another concentration in the cities of Lynnwood, Huntington Park, Compton, Bell and Bell Gardens, and finally in Long Beach.

**Figure 11**



Source: CTNA, 2000. See Appendix 9.

The analysis to this point has focused on service accessibility for the prime or peak service period. But service accessibility varies considerably by time of day, as we see in Figure 11, which reflects service in the off-peak period. Only 31 percent of the current GAIN population lives in areas characterized by high or medium levels of transit service during off-peak hours.

This is especially critical, because, as we have seen, 57 percent of the GAIN population surveyed indicated they worked at least occasionally during weekends, and 40% of those who worked a fixed schedule did not start work in the normal workday period (6 AM to 9 AM), around which most transit service is based. For these workers, existing transit services may not be sufficient. This may reflect in the fact that 52 percent of GAIN participants who travel to work by transit report difficulty in their commute.

A final existing transit service factor analyzed was overcrowding, which was mentioned as a significant problem by at least 25% of the survey respondents who had used transit within the last six months. Relying on data supplied by the Los Angeles County MTA, the location of existing overcrowded buses (by stop) was compared to the location of the demand driven by GAIN participants traveling to work. The results indicate that currently overcrowded buses are not disproportionately concentrated in areas that have a high concentration of welfare-to-work participants. While GAIN participants may increase the demand for already overcrowded services as they transition to employment, this demand is not exclusively concentrated in the areas of existing overcrowding.

### ***Job Accessibility***

As discussed earlier in the section, the probability of employment will be affected by the proximity and accessibility of low education, female majority jobs available to the welfare-to-work population. This will vary considerably across the County, and significantly by mode of transport. The welfare-to-work population relies on different transportation options, which will affect the ease or difficulty encountered in accessing jobs throughout Los Angeles County. As a result, job accessibility was calculated for those that are transit dependent, and for those that use a vehicle.

The number of low education, female majority jobs that are accessible within a thirty-minute transit trip was calculated for each TAZ in Los Angeles County (this 30 minute transit trip corresponds to about one hour when walk time to stop and wait time are factored in). Relative job accessibility was then calculated and appears in Figure 12. The areas of greatest job accessibility by transit roughly correspond to the areas of highest concentration of the welfare-to-work population. On the other hand, recipients who live outside these central areas will probably find fewer employment opportunities within a reasonable proximity, and the transportation requirements associated with their job search is likely to be more problematic.

The number of low education, female majority jobs accessible for those who travel by car is dramatically expanded, as we see in Figure 13. This serves to dramatically highlight the relative advantage of those who own cars or have access to automobiles in their job search.

Figure 12

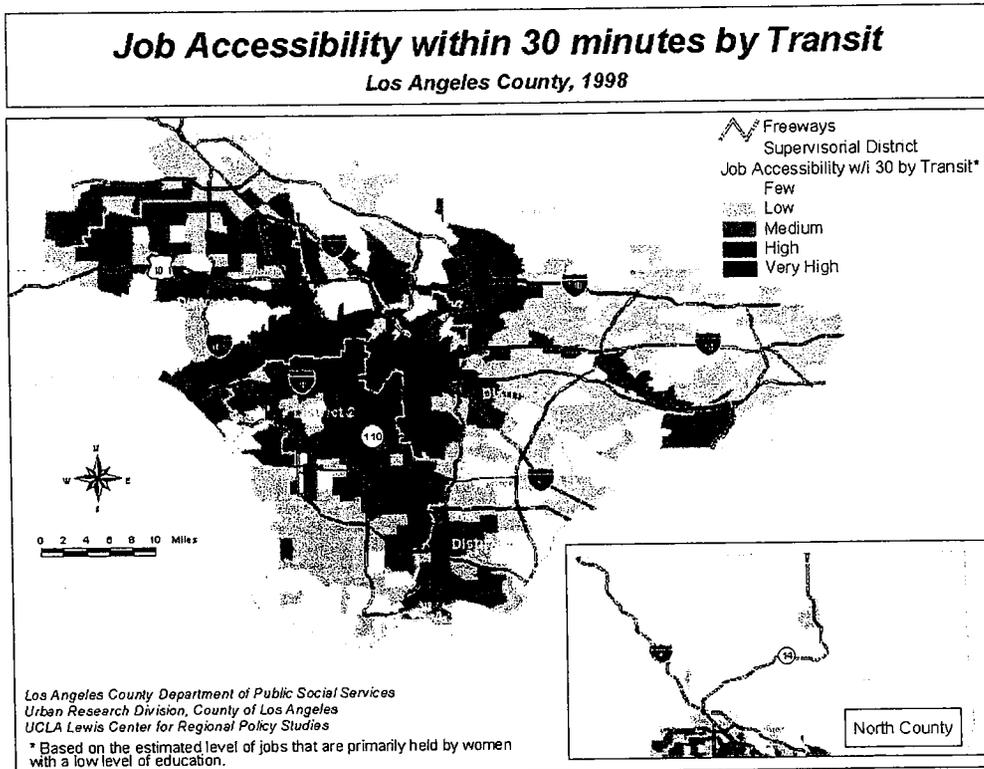
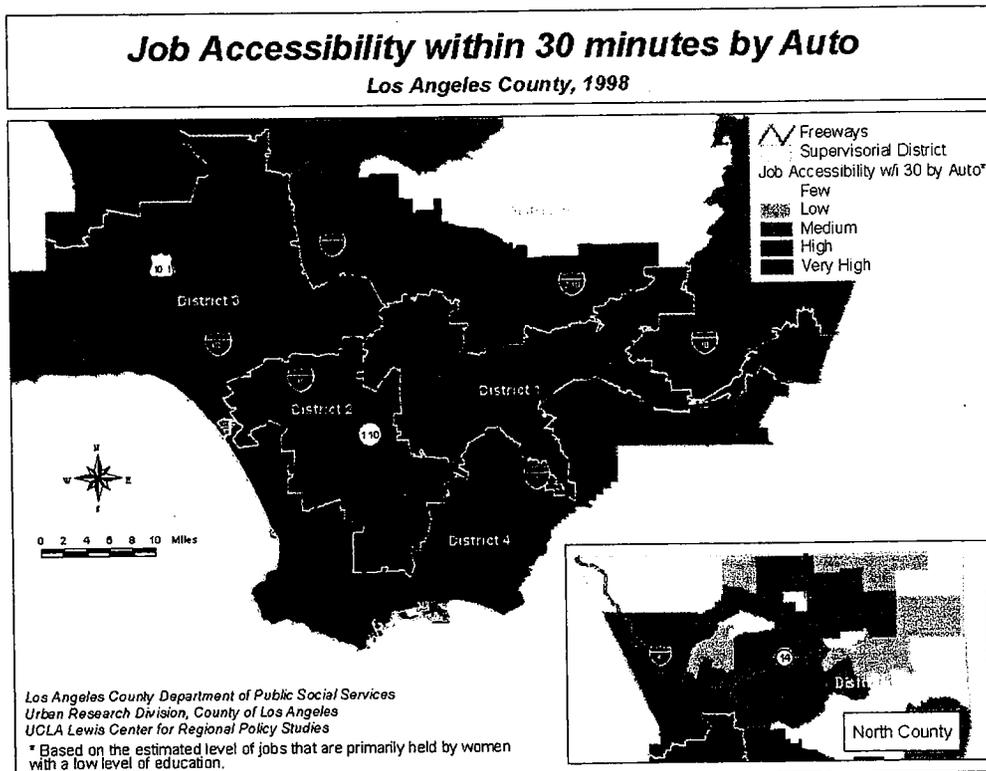


Figure 13

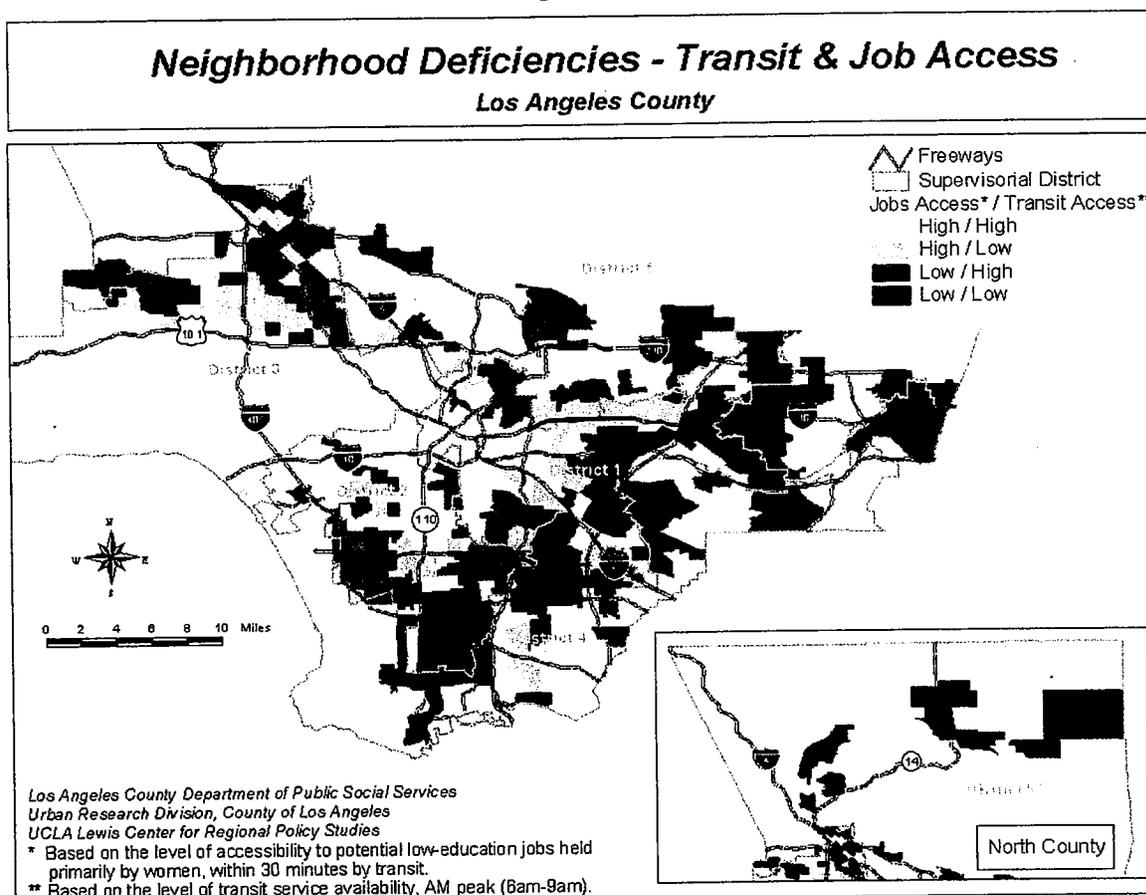


## Neighborhood Deficiencies

It is now possible to begin to put several of the components of the analysis together, and begin to identify areas of deficiency. Figure 14 highlights those areas of the County characterized by low transit service availability, and low accessibility to jobs. The areas of darkest shading are those in which there is an overlap of low transit accessibility and low accessibility to jobs. It is in these areas where we would expect welfare-to-work participants to have the most difficulty in their job search and eventual journey to work. It is estimated that roughly 36% of the entire welfare-to-work caseload falls into these areas of the County.

As the map indicates, these areas are predominantly concentrated in a wide band in the southeastern section of the County, extending from Long Beach to Pomona, with large concentrations in the San Gabriel Valley, and additional areas in the northern and western San Fernando Valley. It is in precisely these areas where transit service is more limited, and access to low education, female majority jobs remains the most restricted.

Figure 14



Source: CTNA, 2000. See Appendix 9.

Extension of existing fixed route public transit services to these areas would likely prove cost prohibitive, and as a result, addressing these neighborhood deficiencies will require more creative transportation solutions.

### ***Carpools and Informal Taxis***

As described previously, the areas of excess demand for car passenger trips are generally located in areas of low transit accessibility. It should come as no surprise then, that the areas of highest excess demand for car passenger trips also closely match the areas of greatest deficiency identified in the neighborhood analysis above.

Because of the relatively high costs of fixed route transit, carpools and vanpools might be a cost-effective way to accommodate the journey to work for some welfare-to-work participants. Carpools and vanpools have the advantage of flexibility and low cost, while achieving larger goals related to air-quality and congestion relief.

For this analysis, the distribution of the welfare-to-work population was compared to the current distribution of registered carpools and vanpools in Los Angeles County. The welfare-to-work population was divided into four equal quartiles in terms of the density of participants per square mile, which were compared to the registered car pool population similarly divided into quartiles.

The results show an almost inverse relationship between the existing welfare-to-work population and the existing densities of carpool population. The TAZs that contain the lowest density quartile of the welfare-to-work population are responsible for 43% of the established car pool population. When vanpools are similarly added in, the percentages are even more dramatic. The quartile with the lowest density of welfare-to-work participants accounts for 86% of the established carpools and vanpools.

The results are similar when the job end of the existing carpools and vanpools are examined; 70% of the existing registered carpools and vanpools end in the TAZs with the lowest density of low education, female majority jobs. While the results indicate that existing carpools and vanpools are not drawn from those areas of the highest densities of welfare-to-work participants, this should not lead us to reject car and van pools as a viable option for accommodating some GAIN participants for the home to work trip.

In those areas of the County that lack high transit accessibility, there is considerable informal "carpooling" already taking place. While more formal carpool programs would only be effective after the participant has successfully found employment, such programs could still be effective for those participants who work regular schedules, and who reside in these areas of low transit accessibility. Information and access to such official carpool matching programs should be made available to participants at the appropriate stages of their transition to full employment.

Beyond these official carpools, there is a number of informal carpooling and informal taxis which have emerged to meet the needs of the low-income population. While it is difficult to estimate the total number of such shared ride arrangements, it is clear that this currently constitutes a significant mode for many welfare-to-work participants.

## **Other Alternative Modes**

Two other modes which may help address some of the existing transportation deficiencies include the demand responsive "specialized transportation services," which primarily service seniors and persons with disabilities, and secondly, various community and faith based organizations which operate vans and small buses to transport their members to various activities.

In the first instance, Access Services Incorporated (ASI) reports that there are 191 contracted service providers operating throughout Los Angeles County, who transported 1.2 million passengers in the latest year for which data is available, 1998.<sup>102</sup> While the greatest majority of these passengers are comprised of the elderly and disabled, with adequate funding, there is no reason such services could not be extended to include some GAIN participants at various points in their transition to employment. In this regard, the Los Angeles County's MTA is currently proposing the use of Federal Transit Administration (FTA) grant funds to extend such demand responsive services to current welfare-to-work recipients for an emergency ride home program, and other crisis-related unanticipated transportation needs.<sup>103</sup>

The main advantage of such demand responsive service is that it is highly flexible, and can be operated to transport someone from origin to destination, but also from origin to main transit feeder location, extending the range of existing fixed route public transit. The primary disadvantage is the cost, with the average cost per passenger at roughly 26 dollars.

The other alternate mode that shows some promise are the vans and small buses operated by various community and faith based organizations throughout Los Angeles County. As a part of this study, a survey was conducted of twenty-seven such organizations, to assess their willingness and availability to transport welfare-to-work clients.<sup>104</sup> The survey found that 100% would be willing to use their vans for such purposes (some were already doing so), with more than 60% who were willing to do so full time. In addition, 93% did not require that the participant be a member of their faith or community, opening potential service to all. All of the respondents were willing to transport riders not only to and from job interviews, but also to child care, and other required services, although some indicated a preference to limiting such service to areas that they already cover (in closer proximity to their primary locations).

Finally, there was a strong interest in operating such a van if the County provided it. This opens the possibility of contracting with such community-based organizations to provide demand responsive service in their primary service areas to meet some of the transportation demand of the welfare-to-work population.

These more flexible services could be drawn upon for those areas of the county in which existing transit service is low, and also at specific phases of the transition to work process, specifically at the job search stage, when the transportation needs are the greatest.

## **Section 7. Conclusion**

This report represents the findings of the CalWORKs Transportation Needs Assessment (CTNA) and provides information about the transportation behavior and needs of welfare-to-work participants in Los Angeles County. The report also matches the needs of the welfare-to-work population to available transportation resources in order to identify deficiencies that may act as barriers hindering the transition from welfare to work. These deficiencies are presented below.

### ***Main Transportation Deficiencies***

The needs assessment produced a voluminous amount of data regarding the transportation needs of the welfare-to-work population. We have tried to group the unmet needs into major categories that facilitate a comprehensive view of the main transportation barriers faced by welfare participants. Although in reality it is not possible to separate one deficiency from another because they are interrelated and overlapping, for the purposes of this analysis we have identified four major types of deficiencies:

1. Spatial or neighborhood deficiencies
2. Mode of transportation deficiencies
3. Family-related trip deficiencies
4. Welfare-to-work stage deficiencies

### **Spatial or Neighborhood Deficiencies**

Spatial or neighborhood deficiencies are those which limit participants' chances of securing employment based upon the accessibility characteristics of their neighborhoods. These deficiencies are identified by looking at where the current welfare-to-work population lives, where they are likely to work, and the services available to meet those needs.

Our findings indicate that the location of potential employment sites does not usually match the residential locations of welfare participants;<sup>105</sup> however, as we have seen, the average home to work distance for those GAIN participants who work is about 7 miles. While GAIN participants will need to travel outside of their proximate neighborhoods for employment, there is generally high job accessibility within relatively short commute distances by car, and within a one-hour transit trip.

For those workers who work in "off peak" hours, travel by transit is likely to be more difficult, and this may impact a significant portion of the overall welfare-to-work population. In addition, because transit service is uneven in Los Angeles County, some participants will live in areas which may be characterized by low levels of transit service.

Pulling these components together, our analysis reveals that some areas of the county have both low transit service and low accessibility to potential jobs for welfare participants. Participants living in these areas, approximately 36% of the total welfare-to-work population, have

considerably greater barriers to employment based solely on where they live. Addressing these neighborhood deficiencies will require more creative transportation solutions, due to the high costs of extending fixed route transit these areas.

## **Modal Deficiencies**

Modal deficiencies occur when the supply of different modes of transportation is exceeded by demand. Three distinct groups among the GAIN population were used to identify modes of transportation throughout this report: those who use cars, those who attempt to secure auto passenger trips, and those who take existing public transit. Each of these groups has its own set of problems and potential barriers, as previously discussed.

Among the welfare-to-work population, car owners are a relatively privileged subgroup, experiencing fewer difficulties transitioning from welfare to work and reporting fewer transportation barriers. About 55 percent of GAIN participants live in households with at least one vehicle, and about half of the welfare-to-work population drives a car to work. Car ownership, as well as car access, are correlated with employment status and increase likelihood of employment. However, car ownership is expensive and is not without its problems. Our findings reveal that most of the cars owned by welfare participants are 10 years or older, and a considerable amount are not covered by insurance. Additionally, over half of them had at least one mechanical failure in the last three months, and a quarter had more than three mechanical problems.

Aside from autos providing transportation for drivers, they provide many welfare-to-work participants a means of travel as passengers. Participants may rely on an informal system that offers rides for a fee, or simply get rides from family and friends, which may or may not be compensated. Thirty-five percent of all trips by non-auto owners are as car passengers and on a typical day, about a quarter of adult GAIN participants make at least one trip by riding in another's car. The overall number of auto passenger trips is only slightly lower than the number of trips made on public transit. These auto passengers, particularly those who do not rely on other modes, are more likely to reside in areas with relatively low transit service. Consequently, the demand for car passenger trips is highest in areas with low levels of transit service.

Welfare-to-work participants who are car passengers often face the same problems that car owners face. Cars may be unreliable and have mechanical failures, and relying on others for rides is often a relatively unstable situation. As a result of these factors, participants engage in a constant set of complex, often time-consuming arrangement and negotiations to find transportation.

Finally, there is an important group of welfare participants who rely on public transit. About a quarter of employed participants use transit to travel to work, and about 18 percent of daily trips are on transit. Transit usage is much higher among this population than it is among the average working age adult population, who make only about 3 percent of their trips on public transit. Two-fifths of survey respondents found public transit to be a workable mode; however, 60 percent of job seekers and 52 percent of those employed reported difficulties using public transit.

Relative to those who travel by car, transit users were twice as likely to say their commutes were difficult, and that transportation problems made it hard to find or keep a job.

The most commonly reported problems reported by the group of welfare participants who rely on public transit include: overcrowding, buses that do not stop, unfamiliarity with the transit routes, stress of traveling with children, and how time consuming trips are. For the majority of transit riders, more frequent bus service is the preferred choice for improvement and cost was a lower consideration than other improvements, such as frequency of service, being on time, and closer bus stops.

## **Family-related Trip Deficiencies**

Welfare-to-work participants have difficulty balancing work-related travel with family obligations. For welfare-to-work participants, a typical day is not only work-centered, but family-centered as well. Transportation is not only used to get to and from work, but to address other family issues such as childcare, health care, shopping, and errands. As with most working age adults, the majority of trips made by welfare participants are to destinations other than work, and many involve trips to satisfy family needs. In this study, we focused on child and health care related travel, because of their importance in achieving self-sufficiency. In this section, we examine the main transportation barriers faced by participants in relation to meeting childcare and health care needs.

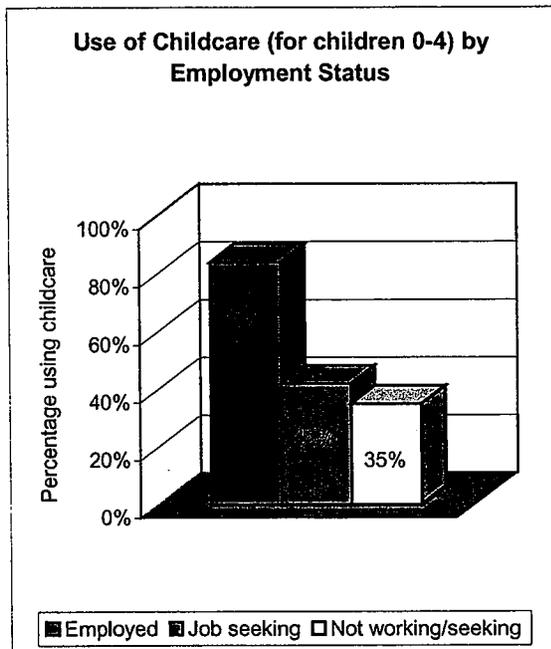
Job search, and especially employment, increases participants' need for and use of childcare for preschool children (see Figure 15). The majority (84 percent) of employed participants use childcare for their children aged 4 or younger, compared to only 42 percent of job seekers and 35 percent of those not working or searching. Overall, over half of participants use some form of childcare for their preschoolers (58 percent). The most common type of childcare involves relatives or friends caring for the children, usually license-exempt providers. Although we anticipate that participants choose this form of childcare for a variety of reasons, such as trusting that family or friends will adequately care for their children, availability of licensed childcare slots is also an issue. Most welfare-to-work participants live in areas with a very low number of licensed childcare slots per child. Almost 40 percent of participants with children aged 4 or younger live in areas with less than 15 slots per 100 preschool children. The use of licensed care increases in areas where the availability is greater.

Among all families who use childcare, about one-fifth have their children cared for in their own homes and therefore do not need transportation to access childcare services. The remaining 81 percent require some means of transportation. Usually, the distance to childcare is short and in many cases the provider is within walking distance of the participant's home. The median distance to licensed care is 1.7 miles, compared to 0.1 miles for license-exempt care (see Figure 16).<sup>106</sup> This indicates that for those using license-exempt care, transportation does not seem to be a major issue in reaching childcare. However, those using licensed care must engage in significantly longer trips for childcare.

Despite distance to childcare usually not being very long, travel to childcare is difficult for some participants, especially for those in the job-search phase and those relying on public transit. Half

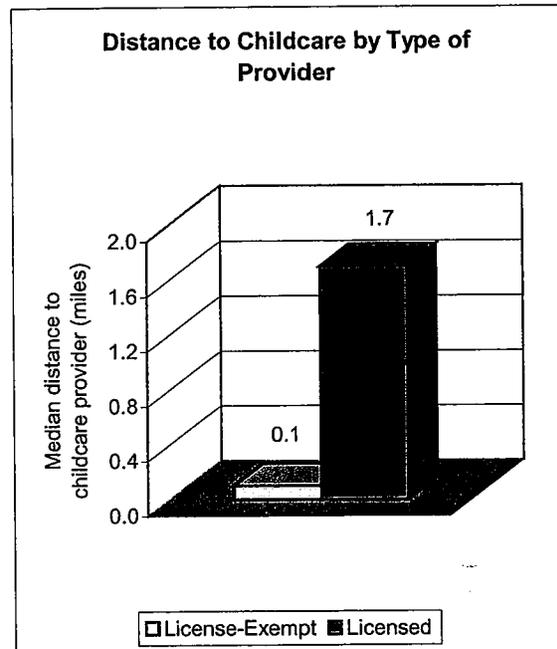
of participants seeking work consider travel to childcare to be difficult, as do half of those who use public transit to get to childcare.

**Figure 15**



Source: CTNA, 2000.

**Figure 16**



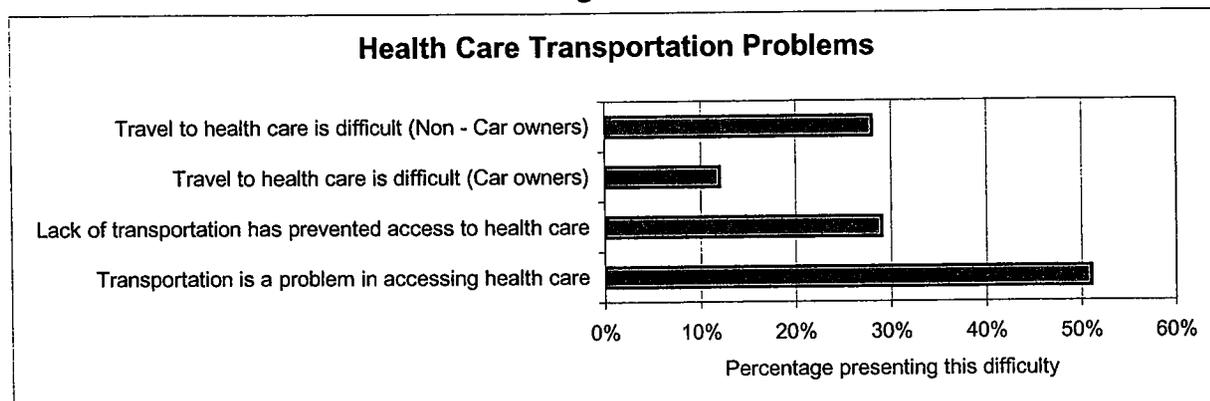
Source: CTNA, 2000.

Welfare-to-work participants with school-aged children have different needs. Participants' trips for job search and work often increase the amount of time these children are left unsupervised. Most of the welfare-to-work populations' school-aged children go home after school, with very few participating in after-school activities. As a result, participants express concern and need for childcare services and after school activities for school-aged children and teenagers.

In addition to childcare being a crucial part in moving participants to self-sufficiency, travel to health care facilities is also an important concern. A majority of participants, 72 percent, have visited health care facilities during the past 6 months either for a personal visit or to take a family member who depends upon them for transportation. For approximately half of the GAIN population, transportation is a problem in access to health care, and almost one-third reported that lack of transportation has prevented them from access to health care in the past (see Figure 17).

Perceived difficulty of travel to health care is greater among those who do not own cars relative to car owners. Additionally, when participants can plan their health related trips in advance, they generally do not view transportation as major problem. However, participants express great concern in dealing with children's emergencies that may arise while they are at work or job searching, especially when they do not have access to a reliable car.

**Figure 17**



Source: CTNA Survey, 2000.

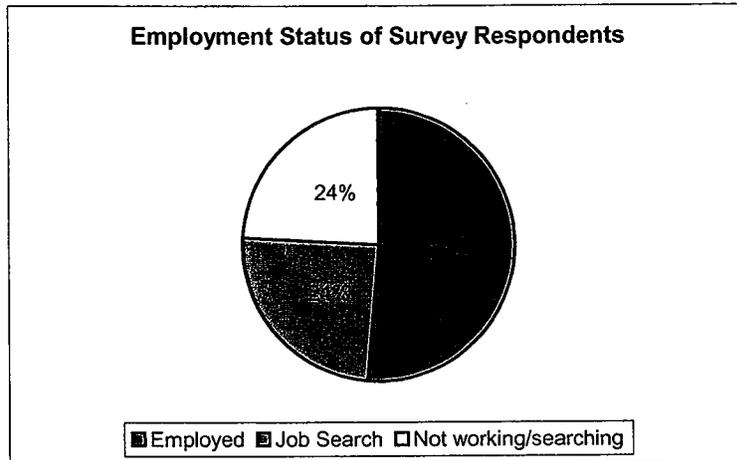
The focus group sessions provided some additional information regarding barriers and preferences related to transportation and healthcare access. The sessions indicated that participants appreciate the shuttle services offered by some health care centers and that the change from the traditional Medi-Cal system to managed care programs have imposed additional burdens. Some participants complained that with the change from the previous system to the new one, they were spending much time traveling to their providers. The new system does allow for participants to choose their providers and choose ones close to home, but because many participants do not know how to navigate the complicated HMO system on their own, they are often assigned to a provider that may not be in close proximity. A more transportation-conscious marketing of health care providers, as well as providing participants with information and helping them choose providers close to home, could help solve these problems.

### **Deficiencies Related to Stages in the Welfare-to-Work Process**

The welfare-to-work stage deficiencies describe those transportation difficulties and barriers that participants face in relation to their current stage in the process of moving from welfare to work, as discussed in Section 3. For purposes of our analysis, we identified three main stages in the welfare-to-work transition, based on employment status: (1) not working or seeking work, (2) job search, and (3) employment. At the time of the survey, half of GAIN participants reported that they were employed and a quarter that they were actively looking for a job; the remaining quarter were not working or seeking work (see Figure 18).<sup>107</sup>

Welfare-to-work participants face the greatest transportation difficulties during the job-search stage. Job seekers make more trips per day, travel more during peak hours, and engage in more trip chains (combining travel to many destinations into one trip) than those employed or those who are not working or seeking work as shown by the figures below (see Figure 19 and Figure 20). Additionally, they are less likely to have access to a car than those who are working. Their travel patterns and schedules are less predictable, and change daily as they travel to different job interviews or seek applications in areas that may be unfamiliar to them.

**Figure 18**



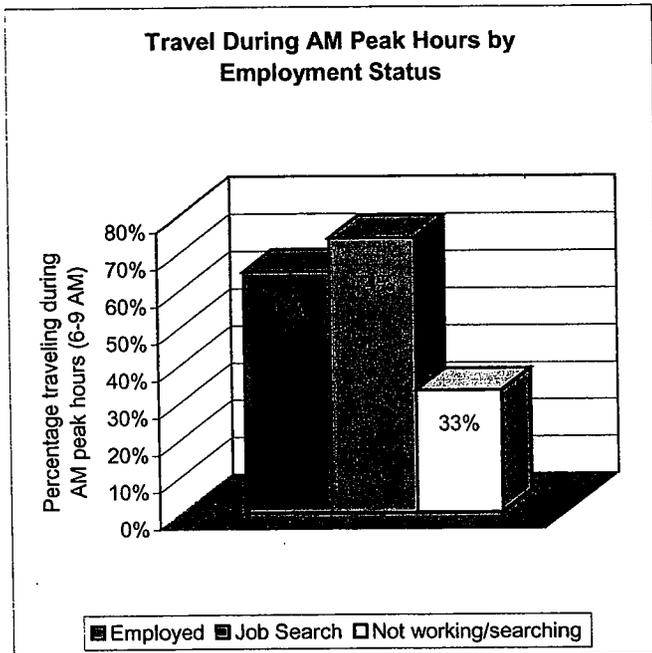
Source: CTNA Survey, 2000.

Most unemployed, non-exempt GAIN participants are required to enroll in Job Club, a three-week activity designed to help participants find full or part time employment. Job Club includes participation in activities such as a job-finding skills workshop, supervised job search and job interviews. The requirements of Job Club sometimes impose travel demands on participants that are difficult to meet even with adequate transportation. Consistently, participants express that getting to and from job interviews, job applications, Job Club, and other related activities is a complicated task, especially on public transportation. Three-fifths of those using transit and almost one-third of those using cars find travel for job search to be difficult.

Once a participant has found employment, travel tends to become less complex. The commute to work is usually perceived as relatively easy for those who use cars, but half of those relying on transit consider it to be difficult, as show by Figure 21, and participants usually perceive commuting to work on public transit as a burden.

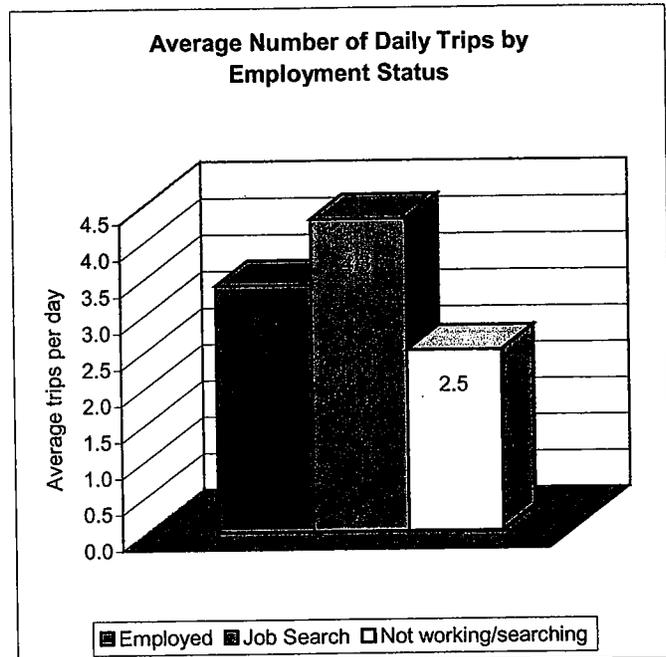
The rates of car ownership and usage are higher among employed participants than among the other two groups; having access to a car seems to facilitate finding and securing jobs, but it is also possible that employment allows participants to purchase cars.

**Figure 19**



Source: CTNA Survey, 2000.

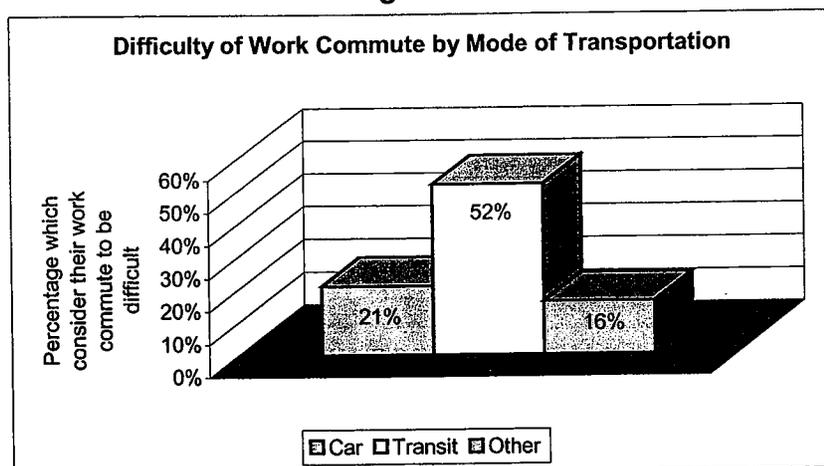
**Figure 20**



Source: CTNA Survey, 2000.

Most welfare-to-work participants find jobs at an average of 7 miles<sup>108</sup> from home, a distance that is lower than the average one-way commute for workers in the country (12-13 miles).<sup>109</sup> Despite the relatively short distance, it may take a long time on public transit, especially if the person must make one or more transfers. Additionally, many participants work weekends (57 percent) and non-standard hours (40 percent). These schedules pose difficulties, especially for those relying on public transit, because the level of transit service during off peak hours is considerably lower and safety concerns become more of an issue.

**Figure 21**



Source: CTNA Survey, 2000.

Although DPSS provides some assistance for transportation costs for welfare-to-work activities (bus passes, mileage reimbursement, cash for fare, etc.), only about one-tenth of participants report having received these payments.

As part of this study, we examined expected transportation costs, given the current and future travel patterns identified. These were broken down into the same three categories of travel: car drivers, car passengers, and those who travel by bus. Among those who drive, the average predicted distance county-wide is 9.7 miles (one way), which increases to 12 miles for those who share a ride.<sup>110</sup>

**Table 16. Market Rate by Mode of Travel, Los Angeles County, 2000**

Mode of Travel	% of Trips	Average Distance	Unit Cost x 2	Market Rate
Auto Driver	53%	9.7	\$0.325	\$6.30
Auto Passenger	18%	12.0	\$0.325	$\$7.80 / 2 = \$3.90$
Transit Rider	29%	10.7		\$3.20

Source: CTNA, 2000. See Appendix 11.

We also looked at the differences in travel length between those who reside in the North County versus those in the South County, and found that the travel distance is roughly the same for those who drive, but increases to 18.6 miles for those who share a ride. Applying standard reimbursement formulas of 32.5 cents a mile, this would translate to an average travel cost of \$6.30 (round trip) daily for those who drive alone, \$3.90 for those who share a ride in the South County (which is one half of the full cost of \$7.80), and \$6.05 for those who share a ride in the North County.

Turning to the predicted transit costs for the welfare-to-work population as a whole, the average trip time was 41 minutes from the arrival of the bus, with an average of one transfer, and an average fare of \$3.20 round trip. The methodology for these calculations can be found in Appendix 11.

While we urge caution in the use of these estimates, it does seem clear that current assistance and reimbursement rates offered by DPSS may in some cases not cover the full costs of transportation among participants. This point was frequently made by focus group participants, who felt that current transportation payments sometimes did not cover the added expenses associated with job search and employment.

Further, additional transportation assistance seems to be necessary to help participants, especially during the job search phase when participants face the greatest transportation difficulties, and where innovative programs can possibly yield very positive results. Creative programs, such as vans that drive groups of job seekers to potential employment sites, may facilitate the process and help participants find and secure employment.

## Study Summary and Policy Suggestions

The travel behaviors of the GAIN population are complex, and driven by a variety of factors: where they live, their employment status, what stage of the welfare-to-work process they find themselves in, and their available resources. This report, using the findings of the CalWORKs Transportation Needs Assessment (CTNA), has identified a series of transportation deficiencies that are centered around neighborhood characteristics, method of travel selected, types of family-related trips which are required, and transportation needs which are generated by the requirements of the system and process itself.

With this research we have been able to identify that a significant number of GAIN participants are disadvantaged by where they live relative to existing transportation services and the location of potential jobs. Since extending transit services may not be economically feasible in these areas, more creative programs may need to be devised to address these spatial deficiencies. For example, non-fixed route transportation, carpools and vanpools may help in these areas. Coordination with neighboring counties is also important when identifying areas with potential entry-level jobs and transit services.

As is expected in a city like Los Angeles, there is an overwhelming preference for travel by car among GAIN participants. Those who travel by private vehicle, either as a driver or passenger, report having a considerably easier time in all stages of the welfare-to-work process and with other supportive trips. Car ownership is positively correlated with employment status, those with cars are much more likely to be employed.

Collected data and analysis also shows there was considerable use of auto passenger trips among participants without consistent access to an automobile. Auto passengers generally resided in areas of low transit service, and in this respect, riding as passengers in private vehicles serves as a surrogate for public transit. Many participants rely on an informal system that offers rides for a fee, a practice that should be acknowledged in the design of transportation programs to serve the welfare population.

Participants who rely on public transit report a considerably more difficult time while job searching and commuting to work. Some of the most common transit problems identified are infrequent service and waiting for buses which are not on schedule, unfamiliarity with transit routes, how time consuming the trips are, overcrowding, difficulty in using transit with children and safety concerns.

Entry into the labor force increases the need for and use of childcare. The most common form of childcare used by participants involved friends and family taking care of the children. Using this type of care represented short travel distances to childcare. Access to health care can also be a problem without adequate transportation, especially in emergencies.

Welfare-to-work participants face the greatest number of transportation difficulties while seeking work. Requirements of the welfare-to-work program generate new transportation needs for participants that are not met by the services provided. Job search is likely to be difficult, not only because of the greater transportation needs, but because of a whole complex of demands made upon participants. Transportation assistance will likely have the greatest impact at this

stage of the process. Since the welfare-to-work program imposes programmatic requirements as well as additional travel, and participants must cope with a lack of transportation, a dual approach may be advisable. The GAIN program can adopt a more 'transportation-conscious' plan and perform a re-evaluation of programmatic elements, while transportation authorities design programs that supply transportation where it is currently unavailable.

Research described within this report has identified a number of problems and concerns expressed by welfare participants struggling to find or keep jobs. These problems and concerns suggest that a series of questions should be asked about any proposed mode of transportation. These questions and considerations are listed below:

- When is it available? Can the participant count on using it every day? Can the participant count on using it at all times of day, during non-peak hours? Limited availability, such as frequent mechanical failure in cars, and buses that do not run every day or only at specific hours, is a concern for all travelers, especially for those who rely on public transit and work non-traditional hours.
- How consistent is it? Can the participant count on trips taking roughly the same amount of time each day? For those who are employed, arriving on time to work is likely to be a major concern. If buses are not reliable in their schedules, or if buses are often full, public transit-reliant recipients may have to choose between allowing a large amount of extra time in their daily schedules or else risk being late. This is also likely to be a concern with carpools and vanpools, where the behavior of others might cause the shared vehicle to be late.
- How long does it take to reach a specific destination? Time spent traveling is time not available for other activities, such as study, job search, or child supervision. Travel time is likely to be a concern whenever jobs or services are not available near residences. Because public transit is almost always significantly slower than auto travel, this is a special problem for those who rely on public transit, particularly job seekers.
- Is information available for the planning of trips? How does a recipient find out how to get from here to there? Are there local transit practices (e.g., rules regarding the use of bus transfers) that will not be clear to job-seekers unfamiliar with a particular area? Road maps are widely available to drivers, but there is little easily accessible information for the public transit user. Information available from any specific transit agency is likely to be limited to only that agency and will not include information from other agencies. How is information available? For example, kiosks in welfare offices are unlikely to be useful during job search, since searches are not conducted out of the welfare office. A well-staffed phone service available from anywhere would likely be much more helpful.
- How complicated is it to negotiate actual travel? Are there problems of coordination that complicate the planning of trips? Carpooling and vanpooling require coordination and the exercise of responsibility. They also require the maintenance of positive social relations among pool members. Public transit, on the other hand, can impose a need for complicated planning when trying to "match" different schedules and transfers. It also requires people to interact with others using the same bus and to respect certain behavioral rules.

- Is it safe? This is mainly a concern with regard to mass transit, and especially applies at night. Many feel that it is not safe to walk to and stand at bus stops at night, for instance. Safety is also a legitimate concern for those whose trips are by walking alone, and those who travel in poorly maintained autos.
- Is it child-friendly? Since most welfare families are single women with children, traveling with kids is part of these families' routines. Although it is difficult to travel with children on a bus, it is not impossible. Vanpools, however, might not allow children at all.
- How much physical effort does it take? The nearest bus stop might be half a mile or more away from home and not all participants are physically well and without disabilities.
- How much does it cost? Though often left unmentioned by participants, cost is a key issue. Given their preference for auto travel, it seems likely that most participants, who do not have and use cars, do not have them because they cannot afford to purchase or maintain them. Bus fare can also be a concern, especially during the period of job search when participants or DPSS may not accurately anticipate the cost of a particular set of trips.

The above policy suggestions, in coordination with the data compiled by the needs assessment and the analysis provided by this report, will assist in the design of policies that address the identified transportation deficiencies. This next step should also involve a critical analysis of transportation programs for welfare participants already implemented around the country, which may help identify solutions that can be followed and implemented in Los Angeles County. An overview of programs implemented in different areas of the U.S. (see Appendix 12) has been included with this report. Although very little has been done to evaluate how effective/extensive the programs are, drawing upon past experience may help with the current development of new programs.

## Endnotes

<sup>1</sup> Nightingale, Demetra Smith. *Transportation Issues in Welfare Reform: Background Information*. Washington DC: The Urban Institute, December 1997. [INTERNET, WWW]

[http://www.urbaninstitute.org/welfare/transport\\_issues.html](http://www.urbaninstitute.org/welfare/transport_issues.html) [Accessed 04/20/2000], p. 3-4.

<sup>2</sup> Most CalWORKs participants in Los Angeles County are required to participate in the GAIN (Greater Avenue for Independence) program. GAIN is the employment/training component of welfare-to-work in Los Angeles, which was implemented prior to the initiation of welfare reform. Once a relatively small, optional program, GAIN is now the primary programmatic vehicle for employment, training and placement, and is a requirement for nearly all non-exempt CalWORKs participants. The program requires welfare recipients to participate in various welfare-to-work activities aimed at helping them secure employment.

<sup>3</sup> Los Angeles County Department of Public Social Services. *L.A. GAIN: Greater Avenues for Independence*. [Internet, WWW] [http://dpss.co.la.ca.us/gain/default\\_gain.cfm](http://dpss.co.la.ca.us/gain/default_gain.cfm) [Accessed May 1, 2000].

<sup>4</sup> See <http://dpss.co.la.ca.us/gain/exemptions.cfm> for situations for which exemptions apply. Some of the most common exemptions include persons under 16 or over 60, pregnant women, disabled persons, youth aged 16-18 who are full-time students, and persons providing care for an ill family member or a child under age one.

<sup>5</sup> Job search may not be a requirement if the person is exempted from GAIN after the appraisal, is already employed or participating in a vocational education/training program that meets GAIN requirements, or declares the need for immediate counseling for domestic violence, mental health or substance abuse.

<sup>6</sup> Los Angeles County Office of Education (LACOE) is the contractor that conducts Job Club for DPSS.

<sup>7</sup> L.A. GAIN Program Handbook, County of Los Angeles, Department of Public Social Services, M/L#1; Issue #1, Issued 2-26-99, section 712.1. Also see <http://dpss.co.la.ca.us/gain/jss.cfm>.

<sup>8</sup> This data was provided by Mary Williams, LACOE Coordinator for GAIN Job Services; email message to one of the authors, August 24, 2000.

<sup>9</sup> This data was provided by Mary Williams, LACOE Coordinator for GAIN Job Services, with authorization from DPSS. Mary Williams, email message to Jose Salgado, forwarded to one of the authors, May 23, 2000.

<sup>10</sup> Mental health care and substance abuse service facilities in contract with DPSS are mapped in Figure 1, Appendix 4. Domestic violence services, however, are not mapped due to confidentiality and security reasons; the locations of some shelters and offices are public, but others are only disclosed to the person in need.

<sup>11</sup> United States General Accounting Office. *Welfare Reform: Transportation's Role in Moving From Welfare to Work*. Report to the Chairman, Committee on the Budget, House of Representatives. GAO/RCED-98-161. Washington, DC: General Accounting Office, May, 1998, p. 1.

<sup>12</sup> Evelyn Blumenberg, Paul Ong and Andrew Mondschein. *Uneven Access to Opportunities: Welfare Recipients, Jobs and Employment Support Services in Los Angeles*. Paper presented at the 1999 Annual Fall Research Conference of the Association for Public Policy Analysis and Management, Washington, D.C., November 6, 1999.

<sup>13</sup> Neil Bania, Claudia Coulton and Laura Leete. *Welfare Reform and Access to Job Opportunities in the Cleveland Metropolitan Area*. Paper presented at the 1999 Annual Fall Research Conference of the Association for Public Policy Analysis and Management, Washington, D.C., November 6, 1999.

<sup>14</sup> Michael Rich. *Access to Opportunities: The Welfare-to-Work Challenge in Metropolitan Atlanta*. Paper presented at the 1999 Annual Fall Research Conference of the Association for Public Policy Analysis and Management, Washington, D.C., November 6, 1999.

<sup>15</sup> Margaret Pugh. *Barriers to Work: The Spatial Divide Between Jobs and Welfare Recipients in Metropolitan Area*. Discussion Paper. Washington, D.C.: Brookings Institution Center for Urban and Metropolitan Policy, 1998. [Internet, WWW] <http://www.brook.edu/es/urban/mismatch.pdf> [Accessed 05/05/2000].

<sup>16</sup> Evelyn Blumenberg and Paul Ong. "The Transportation-Welfare Nexus: Getting Welfare Recipients to Work." In Daniel Mitchell and Patricia Nomura, Eds. *California Policy Options, 1999*. Los Angeles, CA: UCLA School of Public Policy and Social Research and UCLA Anderson Forecast, 1999.

<sup>17</sup> Hilary Williamson Hoynes. *Local Labor Market Spells: So Demand Conditions Matter?* Unpublished manuscript, Department of Economics, University of California, Berkeley, 1996.

<sup>18</sup> Paul Ong. "Work and Car Ownership Among Welfare Recipients." *Social Work Research*, Vol. 2, No. 4, p. 255-262, December 1996.

- <sup>19</sup> Robert Cervero, Onesimo Sandoval and John Landis. *The Value of Transportation in Stimulating Welfare-to-Work Transitions: Evidence from San Francisco*. Paper prepared for the Annual Meeting of the Transportation Research Board, July, 1999.
- <sup>20</sup> Steven Raphael and Lorien Rice. *The Effect of Car Ownership on the Employment Rates of Welfare Recipients and Low Skilled Women: Evidence from Quasi-Experiments*. Paper presented at The Journey to Work: UCLA Symposium on Welfare Reform and Transportation, Los Angeles, CA, April 6-7, 2000.
- <sup>21</sup> Sandra Danziger et al. *Barriers to the Employment of Welfare Recipients*. Poverty Research and Training Center, School of Social Work, University of Michigan, Ann Arbor, MI, February, 2000. [INTERNET, WWW] <http://www.ssw.umich.edu/poverty/wesappam.pdf> [Accessed May, 2000].
- <sup>22</sup> Cervero et al., op. cit.
- <sup>23</sup> Katherine O'Regan and John M. Quigley. *Spatial Isolation, Transportation and Welfare Recipients: What Do We Know?* Paper presented at the UCLA Conference on Transportation and Welfare Reform, Los Angeles, CA, March, 1998.
- <sup>24</sup> Bania et al, op. cit.
- <sup>25</sup> Harriet Presser and Amy Cox. "The Work Schedules of Low-Educated American Women and Welfare Reform." *Monthly Labor Review*, Vol. 120, No. 4, p. 25-34, April 1997.
- <sup>26</sup> O'Regan and Quigley, op. cit.
- <sup>27</sup> Paul Ong and Evelyn Blumenberg. "Job Access, Commute and Travel Burden Among Welfare Recipients." *Urban Studies*, Vol. 35, No. 1, p. 77-93, 1998.
- <sup>28</sup> William D. Passero. "Spending Patterns of Families Receiving Public Assistance." *Monthly Labor Review*, Vol. 119, No. 4, p. 21-28, 1996.
- <sup>29</sup> John Kasarda. "The Implications of Contemporary Redistribution Trends for National Urban Policy." *Social Science Quarterly*, Vol. 61, p. 373-400, 1980.
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- <sup>30</sup> Joleen Kirschenman and Kathryn M. Neckerman. "We'd Love to Hire Them, But...: The Meaning of Race for Employers." In Christopher Jencks and Paul E. Peterson, Eds. *The Urban Underclass*. Washington, D.C.: The Brookings Institution, p. 203-232, 1991.
- <sup>31</sup> Neil Bania, Claudia Coulton and Laura Leete. *Welfare Reform and Access to Job Opportunities in the Cleveland Metropolitan Area*. Paper presented at the 1999 Annual Fall Research Conference of the Association for Public Policy Analysis and Management, Washington, D.C., November 6, 1999.
- Michael Rich. *Access to Opportunities: The Welfare-to-Work Challenge in Metropolitan Atlanta*. Paper presented at the 1999 Annual Fall Research Conference of the Association for Public Policy Analysis and Management, Washington, D.C., November 6, 1999.
- <sup>32</sup> Evelyn Blumenberg, Paul Ong and Andrew Mondschein. Uneven Access to Opportunities: Welfare Recipients, Jobs and Employment Support Services in Los Angeles. Paper presented at the 1999 Annual Fall Research Conference of the Association for Public Policy Analysis and Management, Washington, D.C., November 6, 1999.
- <sup>33</sup> Evelyn Blumenberg and Paul Ong. "Job Accessibility and Welfare Usage: Evidence from Los Angeles." *Journal of Policy Analysis and Management*, Vol. 17, No. 4, 1998.
- <sup>34</sup> Hilary Williamson Hoynes. *Local Labor Market Spells: So Demand Conditions Matter?* Unpublished manuscript, Department of Economics, University of California, Berkeley, 1996.
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- <sup>35</sup> Brian Taylor and Paul Ong. "Spatial Mismatch or Automobile Mismatch? An Examination of Race, Residence and Commuting in the U.S. Metropolitan Areas." *Urban Studies*, Vol. 32, No. 9, p. 1453-1474, November 1995.
- <sup>36</sup> Sandra Danziger et al. *Barriers to the Employment of Welfare Recipients*. Poverty Research and Training Center, School of Social Work, University of Michigan, Ann Arbor, MI, February, 2000. [INTERNET, WWW] <http://www.ssw.umich.edu/poverty/wesappam.pdf> [Accessed May, 2000].
- <sup>37</sup> See Paul Ong. "Work and Car Ownership Among Welfare Recipients." *Social Work Research*, Vol. 2, No. 4, p. 255-262, December 1996. (Aid to Families with Dependent Children, AFDC, was replaced by CalWORKs after welfare reform).

<sup>38</sup> Robert Cervero, Onesimo Sandoval and John Landis. *The Value of Transportation in Stimulating Welfare-to-Work Transitions: Evidence from San Francisco*. Paper prepared for the Annual Meeting of the Transportation Research Board, July 1999.

<sup>39</sup> Steven Raphael and Lorien Rice. *The Effect of Car Ownership on the Employment Rates of Welfare Recipients and Low Skilled Women: Evidence from Quasi-Experiments*. Paper presented at The Journey to Work: UCLA Symposium on Welfare Reform and Transportation, Los Angeles, CA, April 6-7, 2000.

<sup>40</sup> Cervero et al., op cit.

<sup>41</sup> O'Regan and Quigley, op cit.

<sup>42</sup> Harriet Presser and Amy Cox. "The Work Schedules of Low-Educated American Women and Welfare Reform." *Monthly Labor Review*, Vol. 120, No. 4, p. 25-34, April 1997.

<sup>43</sup> These numbers reflect rectangular distance, not actual travel distance. Note that the national average one-way work commute reported in the 1995 Nationwide Personal Transportation Survey is 12 miles and 20 minutes by automobile, and 13 miles and 42 minutes by public transit. See Patricia Hu and Jennifer Young, *Summary of Travel Trends, 1995 Nationwide Personal Transportation Survey*, working paper, Oak Ridge National Lab, Oak Ridge, Tennessee, January 8, 1999.

<sup>44</sup> O'Regan and Quigley, op cit.

<sup>45</sup> Evelyn Blumenberg and Paul Ong. "The Transportation-Welfare Nexus: Getting Welfare Recipients to Work." In Daniel Mitchell and Patricia Nomura, Eds. *California Policy Options, 1999*. Los Angeles, CA: UCLA School of Public Policy and Social Research and UCLA Anderson Forecast, 1999.

<sup>46</sup> William D. Passero. "Spending Patterns of Families Receiving Public Assistance." *Monthly Labor Review*, Vol. 119, No. 4, p. 21-28, 1996.

<sup>47</sup> The Nationwide Personal Transportation Survey (NPTS) is the most comprehensive national inventory of travel behavior available. The survey is conducted at irregular intervals by the U.S. Department of Transportation and was conducted most recently in 1995. The NPTS seeks to be the authoritative source of data on daily trips. It is broken into several sections that provide household demographics, vehicle usage, trip timing, trip duration, and numerous other travel related statistics. The central feature of the NPTS is the travel day trip diary, in which respondents were required to list the time, mode and destination of all trips taken during a randomly selected travel day. Here, we compare the travel behavior of two NPTS sub-populations with the travel behavior of CTNA respondents. The first comparison group selected only working age adults (18-60), but imposed no other geographic or demographic constraints. This group represents 95,360 people in 42,033 households. The second group selected only working age, low-income, single parents from large cities (metropolitan statistical areas greater than 1,000,000) from the NPTS based on the income categories used by Murakami and Young (Elaine Murakami and Jennifer Young, *Daily Travel by Persons with Low Income*, Paper for NPTS Symposium, Bethesda, MD, October 29-31, 1997). We selected this group because the vast majority of welfare participants are single mothers. As Section 2 demonstrates, the characteristics of this group were quite similar to the welfare participants included in our survey; however, since this only resulted in 366 people, caution should be used when interpreting the results of comparisons between CTNA respondents and this group. Note that the proportion of female respondents in the CTNA (93 percent) is larger than that in the GAIN population as a whole (82 percent in November of 1999); Appendix 1 describes how survey tabulations for this report were weighted to take this into consideration and to make results more representative of the population. For more information on the NPTS see <http://www-cta.ornl.gov/npts/1995/Doc/index.shtml>.

<sup>48</sup> A trip is defined as any time a person travels from one location to another, even if it is a short, walking trip. By trip we refer to a 'one-way' trip; for example, a work commute (traveling from home to work and then from work back home) involves two trips.

<sup>49</sup> John Pucher, Tim Evans and Jeff Wenger. "Socioeconomics of Urban Travel: Evidence from the 1995 NPTS." *Transportation Quarterly*, Vol. 52, No. 3, p. 15-33, Summer 1998.

Elaine Murakami and Jennifer Young. *Daily Travel by Persons with Low Income*. Paper for the NPTS Symposium, Bethesda, MD, October 29-31, 1997.

Sandra Rosenbloom. *Reverse Commute Transportation: Emerging Provider Roles*. Final Report prepared for the University Research and Training Program, Washington, D.C., 1992.

<sup>50</sup> John Pucher, Tim Evans and Jeff Wenger. "Socioeconomics of Urban Travel: Evidence from the 1995 NPTS." *Transportation Quarterly*, Vol. 52, No. 3, p. 15-33, Summer 1998.

<sup>51</sup> For this study, the morning peak hours are considered to be between 6 AM and 9 AM.

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<sup>52</sup> The percentage of females in the CTNA is higher than in the GAIN population in general. In November of 1999, the percentage of females in GAIN was 82%. See Appendix 1.

<sup>53</sup> Maya Felderman et al. "What Does it Mean to be Poor in America?" *Monthly Labor Review*, Vol. 119, No. 5, p. 3-17, May 1996.

<sup>54</sup> Coalition for Workforce Preparation. *Transportation Needs of CalWORKs Participants*. Paper presented at the CalWORKs Partnership Conference, Anaheim, CA, December 15-17, 1999.

<sup>55</sup> Rex S. Green et al. *Alameda County CalWORKs Needs Assessment: Barriers to Working and Summaries of Baseline Status*. Public Health Institute, Berkeley, CA. 2000.

<sup>56</sup> Danziger et al., op cit.

<sup>57</sup> Murakami and Young, op cit.

<sup>58</sup> Alan Pisarski. *Commuting in America II: The Second National Report on Commuting Patterns and Trends*. Prepared under the direction of the Committee for the National Commuting Study. Lansdowne, VA: The Eno Trans Foundation, 1996.

<sup>59</sup> This percentage should be interpreted cautiously since many participants may be exempt from welfare to work requirements. Also, in some two-parent households, the parent who did not respond to the survey may be undertaking job-search. In this case, the respondent may not be required to participate in job search.

<sup>60</sup> The distances are based on the rectangular distance between place of residence and the nearest GAIN office and Job Club. This estimate is a relative measure that is useful since much of the Los Angeles road system is on a grid system

<sup>61</sup> Locations of GAIN/CalWORKs offices are mapped in Appendix 4.

<sup>62</sup> This estimate is based on a combination of survey questions that offer a very approximated measure of the time spent between initially leaving home one particular morning, and the time the participant is usually scheduled to begin work. This measure should therefore be taken with caution. It may include trip chains that the participant engaged in before reaching work (such as dropping off children at childcare), and arrangements to meet bus schedules (time may be spent waiting for transit, in transfers, or participants may arrive at their workplace earlier than needed because of transit schedules).

<sup>63</sup> *AFDC Job Readiness Survey, Study Months of May, June or July 1996*. California: California Department of Social Services, 1996.

<sup>64</sup> This information was provided by Mary Williams, LACOE Coordinator for GAIN Job Services, with authorization from DPSS. Mary Williams, email message to Jose Salgado, forwarded to one of the authors, May 23, 2000.

<sup>65</sup> These employment ratios, however, may be slightly misleading since a disproportionately high percent of those with limited access to a car are in two-parent households. Since one parent in two parent households may not be required to participate in welfare-to-work activities, this group may contain a disproportionate number of parents not in the labor force.

<sup>66</sup> Steven Raphael and Lorien Rice. *The Effect of Car Ownership on the Employment Rates of Welfare Recipients and Low Skilled Women: Evidence from Quasi-Experiments*. Paper presented at The Journey to Work: UCLA Symposium on Welfare Reform and Transportation, Los Angeles, CA, April 6-7, 2000. Ong, Paul. *Car Access and Welfare-to-Work*. Unpublished working paper, UCLA Lewis Center for Regional Policy Studies, Los Angeles, CA, May 4 2000.

<sup>67</sup> The time between leaving home and starting work may include some trips besides the actual commute to work, such as dropping children off at childcare, or time spent in order to meet bus schedules and transfers. Additionally, the times presented on Table 5 are a gross estimate, and are not based on actual objective measures of travel time to work.

<sup>68</sup> This group includes children who are 5 years old and do not go to school.

<sup>69</sup> Childcare may include unpaid care or babysitting by a relative or friend.

<sup>70</sup> DPSS now pays for family or friends who serve as childcare providers in addition to licensed child care.

<sup>71</sup> Due to the design of the survey and questionnaire, we have very limited information on the reasons why participants are not working or actively seeking work, that is, why they fall into our previously defined group of "not in the labor force". If the reason for this is that they have been exempted from GAIN, they do not receive payments for childcare, which those enrolled in GAIN do receive. If they do not receive these payments, and must spend out of pocket for childcare, it is quite likely that their use of childcare will also be lower.

<sup>72</sup> Analysis of travel distance to childcare is based on the locations at which participants received childcare based on CalWORKs payments for Stage 1 childcare services. The geographic locations that participants received childcare

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were compared to their residential location to derive travel distance. Appendix 4 and Appendix 9 provide additional details on this analysis.

<sup>73</sup> The Licensing Information System File for December 1999 was obtained from LADPSS and provides details on the geographic location of all licensed providers in Los Angeles County regardless of whether they provided service to CalWORKs participants. This provides more comprehensive detail on all respondents, since only certain respondents were asked about their younger children. See Appendix 4 for additional details on this data.

<sup>74</sup> The Long-Term Family Self Sufficiency Plan approved by the Board of Supervisors on October 29, 1999, required that the transportation needs assessment be expanded to include this medical component because of the importance that adequate access to health care has for CalWORKs families. Adults need to be in good health in order to work or participate in welfare to work activities. If parents and their children are healthy, they are less likely to have absentee-related problems or be unemployed. Additionally, children who have regular medical check-ups and immunizations have a greater probability of having an optimum development, staying in school and graduating from high school. If families obtain preventive health care services regularly, health problems can be treated at early stages and have fewer chances of turning into cases of extreme illness or emergencies. Families will access health care to a greater degree if transportation is available to and from medical sites; on the other hand, lack of transportation prevents families from utilizing available health care services.

<sup>75</sup> Medi-Cal is California's implementation of the federal Medicaid program. Persons who are not citizens or legal residents are only eligible for prenatal, emergency and some long-term care under Medi-Cal.

<sup>76</sup> Legislative Analyst Office, State of California. *Analysis of the 2000-01 Budget Bill: Health and Social Services*, 1999. [WWW] [http://www.lao.ca.gov/analysis\\_2000/health\\_ss/hss\\_9\\_Medi-Cal\\_an100.htm](http://www.lao.ca.gov/analysis_2000/health_ss/hss_9_Medi-Cal_an100.htm) [Accessed March 28, 2000].

<sup>77</sup> Unfortunately, there is no information on whether a participant owns the car in the household. It is likely that those with unlimited access are also car owners. A person with limited access, however, not only shares a household car, but the vehicle may belong to a member of the household who is not a part of the welfare case.

<sup>78</sup> In both the survey and focus groups, participants were presented with a choice of four automobile-oriented programs and four public transit programs. They were asked to rank those programs from most to least helpful. The survey and focus group approaches allow for slightly different, yet complementary types of information on participant preferences. The controlled nature of the survey allows for the assembly and discussion of descriptive statistics of preferences, whereas the focus groups allow more extensive commentary on participants' perspectives and opinions. The results from both methods should be interpreted with some caution since each presented participants with a prescribed list of options. While this approach resulted in clear feedback on the specific programs listed, this list may have precluded participant comments and input on other potential program options that were not listed.

<sup>79</sup> Row Percentages Add to 100 percent, except when due to rounding.

<sup>80</sup> These are not absolute categories since they are based only on travel for one day. It is possible that those who are only passengers for the reference day may use public transit the next day. Despite this limitation, the following analysis provides useful profiles.

<sup>81</sup> Evelyn Blumenberg, Steven Moga and Paul Ong. *Getting Welfare Recipients to Work: Transportation and Welfare Reform. Summary of Conference Proceedings*. Los Angeles, CA: UCLA School of Public Policy and Social Research, 1998, p. 19.

<sup>82</sup> Figure 3 shades the difference between the number of auto trips for work per TAZ estimated by SCAG and the estimated number of participant household cars. The shading represents the excess number of car trips that must be supplied by friends or relatives that are probably not a part of the welfare case. Unfortunately, we do not know the average number of work-related car trips supplied by a household where an adult participant owns a car. The analysis uses a plausible range from 1.5 to 2.0. Although the estimates of excess demand vary directly with the assumption of the household supply, the relative distribution by TAZ is very similar. See Appendix 9 for additional details.

<sup>83</sup> In addition to being asked to rank the automobile oriented programs described earlier, survey respondents were asked to rank four public transit programs from most to least helpful to them. The public transit options presented were: (1) a transit pass that allows you to ride for free any time on any public transit system in LA County; (2) More frequent bus service (for example, buses that run every 10 minutes); (3) a lift home from work if you need to get home in case of any emergency; and (4) a shuttle or van that picks you up at home, drops you at work, and then takes you home at the end of the day.

<sup>84</sup> The CTNA focus groups and survey were primarily designed to document transportation needs and deficiencies of participants and, in that way, did not explicitly target positive perceptions and comments on the transit system.

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<sup>85</sup> This number is based on respondents' personal perception of the time they spent waiting for the bus during their last trip; it is not an objective measure of the actual bus schedules and timing.

<sup>86</sup> The GAIN Employment Activity and Reporting System, or GEARS, is the administrative database used to track recipients who participate in GAIN.

<sup>87</sup> A transportation analysis zone (TAZ) is a small geographic unit similar to a census tract, which is used for transportation planning and analysis purposes. In this particular case, it closely mirrors whole census tracts in Los Angeles County.

<sup>88</sup> Information based on the American Business Information (ABI) database for Los Angeles County for 1998. The gender composition of occupations was based on the 1998 Current Population Survey and the educational level was based on data from the California Cooperative Occupational Information System (CCIOS) conducted by California's Labor Market Information Division (EDD). These two sources of information were used to identify occupations that were predominantly female and where a majority of the firms require no more than a high school education. That information, then, was used with Employment Development Department's occupation-industry matrix (unpublished summary data) to estimate the number of low-education jobs held primarily by women in each industry in the ABI database for Los Angeles County.

<sup>89</sup> Note that it is rectangular distance, not actual travel distance.

<sup>90</sup> Unfortunately, there is no detailed longitudinal study on the dynamics in the change in car-ownership status. One study using data for AFDC recipients finds that over a period of approximately two years, a quarter of owners lost their cars and a fifth of non-owners became owners (Doug Miller and Paul Ong. *Technical Report: Analysis of Transportation Access and Employment Using Q5 and Related Surveys*, unpublished paper, UCLA Lewis Center for Regional Policy Studies, Los Angeles, CA, November 1999).

<sup>91</sup> CalWORKs chose to adopt the same vehicle asset limits used by the Food Stamp program. The CalWORKs, Food Stamps and Medi-Cal asset limit for vehicles—established in 1977 and raised only 3% since—is \$4650 and refers to the wholesale market value of the vehicle.

<sup>92</sup> The data come from cars advertised in the Sunday edition of the Los Angeles Times, May 28, 2000. A total of 50 used cars were identified.

<sup>93</sup> Analysis of CTNA survey data and national transportation data strongly indicate that welfare recipients and the working poor are limited to the low end of the used car market. Nationwide, the average age of vehicles owned is correlated with income level. Lower income households on average own much older vehicles. The average age of vehicles owned by families earning \$15,000 or less is over ten years. Results from the CTNA found that among recipients with vehicles in their household, over 69% owned vehicles that were 10 years old or greater. Furthermore, Q5 survey data conducted by the California Department of Social Services with California welfare recipients show that the average age of vehicles registered to welfare recipients is 14 years.

<sup>94</sup> For example, The Foundation for Taxpayer and Consumer Rights indicates that 1997 data for State Farm Mutual Insurance Company show that the company lacks agents in most of the zip codes in central and south-central Los Angeles, areas that have high concentrations of welfare recipients (J. M. Glionna, "State Farm Suit Seeks Return of Data, Critics Say Indicating Redlining," *Los Angeles Times*, Sunday, December 5, 1999). Only two of the 25 company's claims offices are located in low-income neighborhoods.

<sup>95</sup> Lyn Hunstad. *Characteristics of Uninsured Motorists*, California Department of Insurance, Sacramento, February 1999. [INTERNET, WWW] [www.insurance.ca.gov/PRP/Policy\\_Research/Auto/char\\_um.pdf](http://www.insurance.ca.gov/PRP/Policy_Research/Auto/char_um.pdf) [Accessed 06/01/00].

<sup>96</sup> Possible penalties include large fines and vehicle impoundment. Additionally, Proposition 213 limits the amount an uninsured driver can collect if he or she is the victim of an accident.

<sup>97</sup> There may be some forthcoming relief for the high automobile insurance premiums. Last year, as part of the legislation that requires minimum coverage, Governor Davis approved a "Lifeline Insurance Program." This pilot program requires that all insurance companies offer flat rate insurance to residents of Los Angeles and San Francisco counties who are qualified drivers that earn less than 150 percent of the official poverty line, at a \$450 flat fee rather than an area based rate. However, the rules proposed for this program are likely to discourage many drivers because they require participants to make an initial payment of \$100. Another rule prevents a driver from participating in the program if any other person in the household already possesses insurance. Nonetheless, this program, if fully implemented without major barriers, can promote car ownership and insurance rates for a significant number of individuals. Taking advantage of the Lifeline Insurance Program can dramatically decrease the cost of car ownership for a recipient; a Lifeline premium would decrease monthly costs by 16% to 20%.

<sup>98</sup> Margaret Pugh. *Barriers to Work: The Spatial Divide Between Jobs and Welfare Recipients in Metropolitan Area*. Discussion Paper. Washington, D.C.: Brookings Institution Center for Urban and Metropolitan Policy, 1998. [Internet, WWW] <http://www.brook.edu/es/urban/mismatch.pdf> [Accessed 05/05/2000], p. 34.

<sup>99</sup> Southern California Association of Governments. *1998 State of the Commute Report*. Los Angeles, CA: Southern California Association of Governments, 1998.

<sup>100</sup> Eric Mann. "Confronting Transit Racism in Los Angeles" In Robert D. Bullard and Glenn S. Johnson (Eds.) *Just Transportation: Dismantling Race and Class Barriers to Mobility*. Stony Creek, CT: New Society Publishers, 1997, p. 68.

<sup>101</sup> Internal analysis conducted by MTA staff and reported in written communication by Ashok Kumar of the Transit Planning Section.

<sup>102</sup> Access Services Incorporated (ASI) is L.A. County's Consolidated Transportation Service Agency (CTSA). This agency is a state-mandated department, which is charged with the development, implementation and regional coordination of services pertaining to social service transportation within the County. ASI offers specialized transportation for persons with disabilities and contracts with private taxi and van service companies to provide requested services. ASI determines eligibility, and serves to dispatch needed services based upon individual demand. These services are funded out of County Proposition C funds, and Section 5310 capital grant funds.

<sup>103</sup> This program is the Countywide Welfare to Work Unanticipated Transportation Needs Service (U-TRANS), developed by MTA's Transit Planning.

<sup>104</sup> Community based organizations (CBOs) were contacted from a list provided by Los Angeles County's DPSS. Appendix 10 contains the questionnaire used to interview the CBOs.

<sup>105</sup> Potential jobs are identified as low-education jobs held primarily by women, as discussed in Appendix 4 and Appendix 9.

<sup>106</sup> This number is based on rectangular distance, not actual travel distance.

<sup>107</sup> Participants who are not working and not seeking work may or may not be engaged in other welfare-to-work activities.

<sup>108</sup> This number is based on rectangular distance, not actual travel distance.

<sup>109</sup> See Patricia Hu and Jennifer Young, *Summary of Travel Trends, 1995 Nationwide Personal Transportation Survey*, working paper, Oak Ridge National Lab, Oak Ridge, Tennessee, January 8, 1999.

<sup>110</sup> These predicted distances are longer than the average home to work travel distances found among those GAIN participants who are currently employed (7 miles). Because these estimates are projected rather than actual, and because this includes the entire GAIN population (and not just those employed), the model anticipates a slightly longer home to work trip than what has been measured to date. The same holds true for predicted transit travel times derived from calculating TranStar trip itineraries. The average predicted time from TranStar was 41 minutes once the bus had arrived, which when combined with the 22 minute average wait for the bus, falls short of the 103 minute average estimated from the survey data. The difference could be accounted for by the walk times on either end of the transit trip, but also due to the differences in methodologies used to estimate such times. Such differences, while inherent in different methods of estimation, should not take away from the larger points: the average home to work travel distance will be in the 7-10 mile range for most participants, with those taking transit spending considerably longer in their journey to work. Additionally, existing transportation subsidies do not cover the full cost of transportation.



# ASSESSING THE TRANSPORTATION NEEDS OF WELFARE-TO-WORK PARTICIPANTS IN LOS ANGELES COUNTY

## APPENDICES



Urban Research Division  
Chief Administrative Office  
County of Los Angeles

Manuel Moreno  
Nicole Eisenberg

Lewis Center for Regional Policy Studies  
University of California at Los Angeles

Paul Ong  
Doug Houston

GIS/Trans, Ltd.

Terry Bills

John Horton, University of California at Los Angeles

Linda Shaw, California State University at San Marcos

*In collaboration with*

Social Science Research Center, California State University, Fullerton

Southern California Association of Governments

November 2, 2000

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Urban Research Division (URD)  
Chief Administrative Office (CAO)  
County of Los Angeles

David E. Janssen, Chief Administrative Officer, CAO

Walter J. Kelly, Assistant Administrative Officer, SIB

Sharon Yonashiro, Assistant Administrative Officer, FAMB

Wayne Bannister, Assistant Division Chief, URD

Manuel Moreno, Project Director, URD

The assessment research described in this report was prepared for the Los Angeles County Department of Public Social Services.

<http://dpss.co.la.ca.us>

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# **Appendix 1. Telephone Survey Methodology**

## ***Development of Survey Instrument***

UCLA Lewis Center for Regional Policy Studies developed the survey instrument in conjunction with leading experts on welfare and transportation policy, and with the Urban Research Division of the Los Angeles County. In particular, the Technical Advisory Committee (TAC) composed of members of the Transportation Interagency Task Force (TIATF) reviewed the design and conduct of the study. The TIATF was established to facilitate input from community groups and interested parties regarding the goals and policies of this transportation needs assessment and the survey instrument used to obtain information on the transportation needs of participants. In addition, the Social Science Research Center (SSRC) at California State University suggested several improvements to the survey and conducted a pilot pretest of the final telephone survey instrument, which resulted in substantial changes to the original instrument.

## **Survey Sampling Methods**

This section details the data sources and methods used to generate a stratified, representative and random sample of participants in GAIN, Los Angeles' welfare-to-work program, for the CalWORKs Transportation Needs Assessment (CTNA) survey. It describes the sampling methods and supplemental administrative data used to derive additional personal and contact information about each sampled case. With the guidance of the Urban Research Division of the County of Los Angeles, the UCLA Lewis Center for Regional Policy Studies drew and processed the random sample and merged supplemental information necessary for the surveys.

Survey participants were selected from a list of 19,996 randomly sampled GAIN cases. The sample was stratified by supervisory district, based on the overall distribution of GAIN cases among districts in order to ensure sufficient response rates for each district. The stratification process involved geocoding the sample in order to determine the supervisory district for each case. The sample was also stratified by aid type—one-parent, family group (FG) cases and two-parent, unemployed (U) cases—based on their distribution in the overall GAIN population. Stratification by aid code was done to ensure sufficient response rates by household type.

The 19,996 cases used to draw the sample surveys were randomly selected from the GAIN Employment Activity and Reporting System (GEARS) database for September 1999, which contained approximately 111,560 cases in total. The GEARS database contains information on all recipients required to participate in the GAIN program, which includes the overwhelming majority of welfare recipients. The GEARS database represents the most comprehensive universe of welfare-to-work participants in Los Angeles County. However, a small proportion of welfare cases may not be represented in the GEARS database. Some cases in GEARS are exempt from work requirements due to disabilities or the presence of small children and cases with recipients working full-time are not required to participate in the GAIN program. The GEARS database for September 1999 was the most recent GAIN data available at the time when we began the sampling process in November 1999.

### *Supplemental Contact Information*

The case data in the GEARS database was supplemented with information from other databases. See Appendix 4 for additional information on data sources used to draw and supplement the sample. In all, the sample used for interviews contained data from four sources:

GEARS – contains information on GAIN participants in September 1999;

DPSS Casepart (July) File – contains case name and phone number information on CalWORKs participants, and is current as of July 1999;

DPSS Casepart (November) File - contains case name and phone number information on CalWORKs participants, and is current as of November 1999;

FOCUS (IBPS/CDMS) – contains age, case primary language and address information on CalWORKs participants in October 1999.

Once the sample was drawn from GEARS, the contact information for each case (case name and phone number) was derived from the DPSS Casepart files for July 1999 and November 1999. These files represent the most recent contact information available from DPSS. Additional case information including the case primary language and the age of the two oldest adults, sex of the two oldest adults, and the case address was then derived from the FOCUS database for October 1999. This database contains records for all CalWORKs cases in Los Angeles County.

A number of limitations were introduced in the process of merging contact and case information from the supplemental databases. For a number of reasons, the databases do not match exactly. For instance, the completeness and reliability of each dataset may vary. These datasets also cover slightly different periods in time and each is updated and maintained separately.

This introduced a number of data limitations in the survey process. First, since the sample was stratified by supervisorial district, all cases in the random sample used for interviews needed to be assigned a district number. District numbers were assigned by geocoding the addresses of the GAIN participants selected for the sample. This was not possible in all instances because not all cases in the random sample from GEARS matched with addresses in the FOCUS database. Cases without address information were not geocoded. Despite a high success rate of geocoding available addresses, some addresses were not geocoded and therefore not assigned a district number. Only cases with a district number at the end of the geocoding process were included in the sample.

A second data limitation was that the contact information was often unreliable. The GEARS database used to draw the sample did not provide a case phone number. Therefore, a phone number for July 1999 and for November 1999 was derived from the DPSS contact information. A number of cases had no matching phone number in the DPSS files. In addition, often the contact information and phone numbers were not valid.

Another limitation introduced by the use of supplemental information was that the GEARS database did not provide a case name. The case name used for surveys was derived from the FOCUS database maintained by DPSS, which indicates the official person designated to conduct the business of the welfare case with DPSS. The case name used for surveying purposes was derived from a different source than the case phone numbers. Therefore, some sampled cases with phone numbers did not have a case name and vice versa. Another issue regarding case names involved the disproportionate presence of female case names, even for two-parent (U) cases in which a male is usually present in the household. Therefore, when interviewers were contacting two-parent (U) families, they were disproportionately surveying the woman associated with the case. Although the oldest person on cases sampled was approximately 15% male (based on FOCUS data), the initial male response rate was considerably lower. Adjustments were made to the surveying process to compensate for this limitation (described in the "Survey Implementation" section below).

To respond to the low male response rate introduced by the fact that case names are disproportionately female, 100 supplemental interviews of two-parent (U aid type) cases were conducted to increase the male response rate. The UCLA Lewis Center sampled additional cases and funded the supplemental interviews, which targeted two-parent (U) cases because males are most prevalent in this type of welfare case. The process of sampling additional two-parent (U) cases for these interviews resulted in an overall CTNA sample that contains a disproportionately large number of two-parent (U) cases (described in more detail below). Also, the sample drawn for these additional 100 supplemental interviews were not geocoded and assigned a supervisorial district since the first wave of 1545 interview adequately represented all districts.

#### *Description of Stratified Random Sample*

The following describes the randomly sampled GAIN cases with regard to the data limitations described above:

Initial random sample:	19,996 (100%)
Cases with addresses:	15,595 (78%)
Estimated cases with valid residential phone number:	12,629 (63%)
Total completed surveys:	1,645 (8%)

Despite the limitations in data and contact information described above, the overall randomness of the sample and survey were preserved. As shown in Table 1, the composition of the sample population and final survey respondents is representative of the entire GAIN population. There are slight differences, primarily in terms of household aid type and case primary language, which can largely be attributed to the over-sampling of two-parent (U) cases to increase the male response rate. The over-sampling of two-parent cases may also explain the observed differences in primary language. Non-English cases are more prevalent among two-parent (U) cases. Since U cases are over-represented among survey respondents, survey tabulations for this report are weighted in order to assure that that tabulations are representative of the welfare to work population in Los Angeles County (as described in more detail below).

**Table 1. Comparison of Characteristics of the GAIN Population, Sampled Population, and Survey Respondents, Los Angeles County, 1999**

Case Characteristics	GAIN Cases, September, 1999	Random Sample	Geocoded Sampled Cases*	Survey Respondents
Total	111,560	19,996	10,686	1,645
Case Aid Type				
Single-Parent (FG)	81%	74%	60%	76%
Two-Parent (U)	19%	26%	40%	24%
Supervisorial District**				
1	n.a.	n.a.	26%	24%
2	n.a.	n.a.	32%	35%
3	n.a.	n.a.	14%	13%
4	n.a.	n.a.	11%	13%
5	n.a.	n.a.	16%	16%
Primary Language***				
English	75%	72%	67%	70%
Spanish	17%	18%	20%	24%
Armenian	4%	6%	8%	5%
Vietnamese	2%	2%	3%	1%
Other	2%	2%	3%	0%
Previous Employment****	33%	32%	30%	31%

\* This column represents the geocoded sample sent to Cal State Fullerton for the initial 1545 surveys. The sample for the additional 100 interviews is not included in this column since this additional sample was not geocoded and assigned a supervisorial district. Also, the Case Aid Type varies for the random sample and the geocoded sampled cases columns. This is because the sample used for surveys was stratified and separated by aid type. The survey method utilized targets for aid types in each district and therefore the overall aid types of survey responses are comparable to the aid type distribution of the overall GAIN population.

\*\* Supervisorial District was derived only for those cases that were geocoded after the sampling process.

\*\*\* Represents the case language as assigned by supplemental administrative data. See the survey tabulations for details on the language in which the interview was conducted.

\*\*\*\* Previous employment is based on Base Wage employment records. A case is flagged as having previous employment if the two oldest adults on the case worked at least two quarters combined during the 3<sup>rd</sup> and/or 4<sup>th</sup> quarters of 1998.

The rate of previous employment (Table 1) is used as an external measure of the randomness of the sample and survey results. Previous employment was derived from the Base Wage database, which was obtained through the California Department of Social Services (CDSS) via the California Employment Development Department (EDD). A case was flagged as having previous employment if the two oldest adults on the case worked at least two quarters combined during the 3<sup>rd</sup> and/or 4<sup>th</sup> quarters of 1998. The rate of previous employment of the overall GAIN population (33%), the random sample (32%) and the survey respondents (31%) is remarkably similar.

## Weighting

Based on the similar distributions of the demographic characteristics outlined in Table 1, the survey respondents are largely representative of the entire GAIN population, with the exception

of two-parent (U) cases being over-represented. Weights were derived to adjust for the over-sampling of two-parent (U) cases that was necessary to increase the male response rate. The survey tabulations presented in this report are weighted in order to assure that that tabulations are representative of the welfare-to-work population in Los Angeles County.

## Survey Implementation

The CalWORKs Transportation Needs Assessment Survey was conducted by the Social Science Research Center (SSRC) at California State University, Fullerton using a random sample of GAIN participants extracted from DPSS files by the UCLA Lewis Center. This sample was again randomized prior to importing it into the *Sawtooth CI3* software program utilized by the SSRC for computer-assisted telephone interviewing (CATI) studies. *Sawtooth* call management software helps to preserve the random nature of the sample by monitoring the status of all calls so that no qualified subjects are inadvertently skipped. Of the 7,988 sample cases provided to the SSRC, 1,496 (18.7%) cases did not contain useable phone numbers and/or case names. These cases were deleted prior to importing the sample into the CATI system. Interviewers subsequently contacted CalWORKs participants in the order in which this randomized sample was released.

To reach the 1,496 CalWORKs participants without telephone numbers that were selected into the random sample extracted by the UCLA Lewis Center, the SSRC mailed a letter to the case address asking the GAIN participant to call an 800 number established specifically to receive these calls. This invitation was printed in English and Spanish, detailed the purpose of the survey, and informed the participant that they would receive a pre-paid phone card worth approximately 30 minutes of calling time if they phoned in and completed the survey (see letter copy below). Only seven participants (0.47% – about half of one percent) contacted the Social Science Research Center in response to this letter. This low response to the mailing may be due in part to the use of addresses obtained from the FOCUS database that may have been old or inaccurate as described above.

Because the sample contained the name of the GAIN participant, interviewers at the SSRC asked for the participant by name to conduct the telephone survey. One adjustment was made during the surveying procedure in terms of contacting and identifying the appropriate respondent. As discussed above, the case names were disproportionately female, which initially resulted in a disproportionate number of surveys completed by women. To increase the number of surveys completed by male participants, interviewers with the SSRC began asking for the male head of household for cases pre-identified as two-parent (U) households. With this adjustment, the number of males interviewed increased.

Prior to entering the field to collect data, the SSRC conducted a pilot pretest of the final telephone survey instrument. The pilot test was conducted between November 18, 1999 and November 21, 1999. Two hundred and ninety sample cases were provided to the SSRC for the pilot test and contact was attempted on every sample case.

Interviewing commenced on December 4, 1999 and continued until February 26, 2000. Interviews were initiated between the hours of 4:00 p.m. to 9:00 p.m. on Monday through Thursday, between 9:00 a.m. and 3:00 p.m. on Fridays, between 9:00 a.m. and 3:00 p.m. on Saturdays, and between 1:00 p.m. and 7:00 p.m. on Sundays. Interviews were conducted only in English during the first week of data collection. After translations of the survey instrument were completed, interviews were conducted in Spanish, Vietnamese and Armenian by bilingual staff at the SSRC. All survey respondents were mailed a pre-paid phone card worth approximately 30 minutes of phone time to thank them for participating.

The response rate for the survey was 73.4%, 1,645 completed interviews out of 2,346 eligible households. In all, 6,019 cases were attempted for the survey. Of these, 3,132 were not eligible due to disconnected phones, unavailability of the CalWORKs participant at the residence contacted, and wrong phone numbers. Of the remaining 2,887 sample cases attempted, 330 were refusals, incomplete interviews, or cases that otherwise did not result in a completed interview. Eligibility was indeterminate in 1,021 cases resulting from final dispositions of busy, answering machine, no answer, and language other than English, Spanish, Vietnamese, or Armenian. Based upon a conventional algorithm, 36.3% of these indeterminate cases (371) were estimated to represent eligible respondents ( $1645 + 330 + 371 = 2346$ , which is the denominator used in the response rate calculation).

To obtain 1,645 completed interviews, the SSRC initiated 58,938 attempts to reach the participants' households. Of the 1,645 completions, 14% (230) were completed on the first call, 13.7% (226) on the second call, 11.1% (183) on the third call, 9.6% (158) on the fourth call, 7.2% (118) on the fifth call, 6.2% (102) on the sixth call, 5% (82) on the seventh, and the remaining 33.2% (546 interviews) required eight or more calls to contact the respondent and complete the interview.

The CalWORKs participants' interest in the survey topics and cooperation with the interviewer were generally high. Fully 92.3% of those interviewed were rated by the interviewer as "very cooperative". One thousand one hundred and eighty-eight interviews (72.2%) were conducted in English, 376 (22.9%) in Spanish, 60 (3.6%) in Armenian, 16 (1%) in Vietnamese, and five (0.3%) in a mix of Spanish and English.

Two types of questions produced responses that required coding by the SSRC. Several "open-ended" questions were designed to collect short answer information for which pre-established response options did not exist. These questions included items such as "What would you say are the two biggest problems with finding or keeping a job?" and "The last time you took the bus to go somewhere, where did you go?" The second type of questions requiring coding involved response options that included an "other" category. For instance, during the trip diary portion of the survey, respondents were asked "How did you get there (destination of trip)?" The respondent was read the options: walk, drive a car, ride in a car, take the bus, take the train, or other. If the respondent reported "other", an additional survey field was accessed and the exact response was recorded.

In all, forty survey response items required coding. At the conclusion of the survey, the text responses of the survey respondents were examined and preliminary coding categories

established. These categories were provided to the Urban Research Division for approval. Upon receiving this approval, each open-ended response was assigned a numeric code. These numeric codes were then integrated with the quantitative data in the final database submitted to the County.

### *Questionnaire Design and Implementation*

The SSRC utilized *Sawtooth CI3* software to create and administer the computer-assisted telephone interviewing (CATI) for this study. The survey questionnaire authoring component of the software is "Ci3 for Windows." The Ci3 software allows the researcher to accept a wide variety of responses including single, multiple, numeric, ranked, and open-ended responses. In addition, there are many options for sequencing questions including skipping, branching and randomizing.

The Urban Research Division of Los Angeles County provided a draft survey instrument developed by the Lewis Center for Regional Policy Studies at UCLA. The SSRC, Dr. Ronald Hughes, and personnel from the Urban Research Division contributed edits to the survey draft. When a final survey instrument was completed, substantial modifications were again required to bring the questionnaire format into alignment with the Ci3 programming format.

The basic structure for a Ci3 question is a question name (Q:), the text that the interviewer will see on the screen, and then instructions that tell Ci3 the order in which to present survey items and what to do with the resulting responses.

The final Ci3 version of the Transportation Needs Assessment instrument consisted of 158 questions. This number was computed based on the number of times the Ci3 system encountered a command that began with the letter "Q" followed by a colon. This sum includes system variables and interviewer coded questions that are not read to the respondent. There were approximately 140 questions that resulted in survey data. However, the number of questions asked of any one respondent was less than this because there were numerous skip patterns imbedded in the questionnaire that were dependent on the respondent's answers to previous questions. The 158 questions also include 11 transitional statements that were read to respondents, but did not result in survey data.

The most frequently used question type for this survey was a "key" instruction. This is the simplest type of question and instructs Ci3 to accept only designated single-stroke numbers or letters as valid answers. This type of question is used when the response options are pre-assigned, such as "yes" or "no". One value is usually specified as "other" and opens a data-entry "window" so that the interviewer can collect answers from respondents for which no pre-determined codes exist. This type of question was used 71 times in the program for this survey.

The next most frequently used question type was the "open" instruction, which acts like the "other" option by opening a data-entry window. This question type was used 26 times to collect short answer information such as the name of the randomly selected child in the household, as well as detailed responses to questions such as, "Why haven't you taken the bus at all in the last six months?"

As part of the "trip diary" information that was collected in the beginning of the interview, respondents were asked at what time they left their house for the first time and then on subsequent trips, how long they stayed at each location. Later in the survey, respondents were asked for the time they began and ended work, if the times did not fluctuate. Each time these variables were encountered, Ci3 was programmed to accept a special type of key instruction, a "time" response, which either denoted a time or the number of hours and minutes. This response type was used 11 times to program the survey instrument.

Another special type of key instruction collects a five-digit zip code. During the survey, respondents were asked for the zip code of their place of employment. At the conclusion of the telephone survey, respondents were asked to provide their home zip code so that they could receive the incentive offer of a pre-paid phone card.

Several times during the survey respondents were asked questions that required a numeric response, but for which the "key" instruction could not be used because the answer could have resulted in a number that was more than one character in length. For example, respondents were asked the number of times over the past three months that their car failed to get them where they needed to go because of mechanical problems.

Most of the questions programmed for this survey required the respondent to provide only one answer. However on two occasions, answers were solicited for which the respondent could select one or more items from a set of response categories. First, respondents who indicated that there was a car in the household were asked for the two biggest problems associated with owning the car. In addition, all respondents were asked if they received any of four types of assistance from the County for their transportation costs.

The last type of question, used twice during this study, was a special type of a "select" question. Respondents were first read a list of four possible public transportation programs and then four possible programs for car ownership. For each question, respondents were asked to rank each of the options from most to least helpful. These questions were programmed to cause each answer choice to be marked with a rank order. The first answer chosen is marked 1, the second-chosen is marked 2, etc. This allows the interviewer to keep all of the choices on his or her screen and allows the respondent to change his or her mind. The interviewer can click again on any answer to de-select it and the remaining rank orders are recalculated automatically.

### *Questionnaire Revisions*

Several revisions were incorporated to the instrument after the pre-test. Additionally, a series of questions addressing transportation and access to health care were incorporated due to a request from the Board approved Long-Term Self-Sufficiency Plan. Four questions that asked respondents about trips that involve getting to health care facilities, such as hospitals, health care centers, emergency rooms, etc., were added to the questionnaire. These questions were added on December 8, 1999 after four days of interviewing with the finalized survey instrument. The additional health questions included were: 1) "Have you, or has anyone in your household that depends upon you for transportation, visited a health care facility for any reason in the past 6

months?" 2) "The last time you traveled to receive health care, or took a member of your household that depends on you for transportation to receive health care, how did you get to the health care facility?" 3) In general, is transportation a problem that makes it difficult for you, or members of your household that depend upon you, to receive health care?" and 4) Has a lack of transportation ever prevented you, or a member of your household that depends upon you, from receiving health care of any kind or from going to a health care facility?"

## **Invitation Letter**

[Cal State Fullerton Letterhead]

Name of Recipient  
Address

Dear <Name>,

Cal State Fullerton and UCLA are conducting a survey of people who have been in the Los Angeles County welfare-to-work program (GAIN). The purpose of the survey is to learn about your transportation needs and how you now travel from place to place. Is it easy or difficult for you to get to work, to childcare or to support services? Is transportation a barrier to your participation in GAIN? The survey results will be used to create programs to help people get to those places that are important to welfare-to-work activities. Your answers to the survey questions will be confidential. The University will not identify any individual person nor will the information you provide be given to the County welfare staff.

Your help with this survey is important to make life easier for everyone in the GAIN program. If you complete the survey, we will send you a free 30-minute prepaid phone card, which can be used for local, long distance, and even international calls. You do not have to report this card as income.

If you would like to participate in the survey and earn a free calling card, please contact us by calling 1-800-XXX-XXXX, free of charge, any day of the week between XX am and XX pm. Please call us as soon as you can. Once you have completed the survey, the University will mail your pre-paid calling card to the address you provide. We will be happy to answer any questions. Please take a minute now and give us a call.

Thanks in advance for your help,

Gregory Robinson, Ph.D.  
Director, Social Science Research Center  
California State University at Fullerton

## **Telephone Survey Instrument**

SHELLO Hello, this is \_\_\_\_\_, calling from the Social Science Research Center at Cal State Fullerton on behalf of UCLA and the County of Los Angeles. Have I reached [READ RESPONDENT'S PHONE NUMBER]?

SCONTACT May I please speak with [RESPONDENT'S NAME]?

1. YES [SKIPTO INTRO]
2. NO
3. DON'T KNOW
4. REFUSED

SCALBAK1 Is there a better time that we can call back to reach [PARTICIPANT]?

INTRO We're conducting a survey in Los Angeles County to learn how transportation can be improved for people moving from public assistance to work. We would like to hear what you think about this issue.

Your participation is voluntary and your responses will remain completely confidential. Can we count on your participation in the survey?

If you complete the survey, we'll mail you a pre-paid phone card worth about 30 minutes of calling. I can go through it right now. It should only take about 15 minutes, depending on how much you have to say.

INTERVIEWER: PRESS '1' TO CONTINUE

INTRO2 I should also mention that this call may be monitored by my supervisor for quality control purposes only.

Is it alright to ask you these questions now?

1. YES [SKIPTO TRANS1]
2. NO

SCALBAK2 Is there a better time to call you back?

ICDIST INTERVIEWER: PLEASE CODE THE NUMBER THAT APPEARS BELOW.

- 1.
- 2.
- 3.
- 4.
- 5.

ICAID INTERVIEWER: PLEASE CODE THE NUMBER THAT APPEARS BELOW.

- 1.
- 2.

TRANS1 Most of the questions I'll ask you are about transportation and how you get to and from your different activities. For starters, though, we'd like to get a general sense of what makes it hard for you to get a job or keep a job you already have.

QPROBS What would you say are the two biggest problems with finding or keeping a job?

OPN

TRANS2 Now, I'm going to ask you some questions about transportation and the trips you make each day. We'd like to get an idea of how you get around. I am going to ask you about the places you went yesterday and how you got there, even the places you walked to. I'd like to know about all the trips you made yesterday, so even if you stopped at the grocery store on the way somewhere that's considered a separate trip.

Q1. First, did you leave home yesterday?

1. YES
2. NO
7. DON'T KNOW
9. REFUSED

[SKIPTO TRANS3]  
[SKIPTO TRANS3]  
[SKIPTO TRANS3]

TIME Okay, let's start with the beginning of your day yesterday, after you woke up. Do you remember roughly when you first left the house yesterday?

TIME>

1258. DON'T KNOW

[SKIPTO Q2]

1259. REFUSED

]SKIPTO Q2]

TIME2 Was that AM or PM?

1. AM
2. PM
7. Don't know
9. Refused

Q2 Where did you go?

PROMPT ONLY IF NECESSARY

1. WORK
2. LOOKING FOR A JOB, PICKING UP A JOB APPLICATION, APPLYING FOR A JOB
3. CHILDCARE / AFTER SCHOOL CARE OR ACTIVITY
4. AFDC/TANF OFFICE, JOB CLUB, SCHOOL, OR OTHER SOCIAL SERVICE
5. SHOPPING
6. OTHER \_\_\_\_\_
7. DON'T KNOW
9. REFUSED

Q2A How did you get there?  
Did you...

1. Walk
2. Drive a car
3. Ride in a car
4. Take the bus
5. Take the train, or
6. Other (taxi / bicycle / \_\_\_\_\_ )
7. DON'T KNOW
9. REFUSED

Q2B How long did you stay there?

HOURS AND MINUTES>

1257. STAYED THERE REST OF DAY [WENT NOWHERE ELSE, NOT EVEN HOME] [SKIP TO Q7]

1258. DON'T KNOW

1259. REFUSED

Q3 Where did you go next?

1. WORK

2. HOME

3. LOOKING FOR A JOB, PICKING UP A JOB APPLICATION, APPLYING FOR A JOB

4. CHILDCARE / AFTER SCHOOL CARE OR ACTIVITY

5. AFDC/TANF OFFICE, JOB CLUB, SCHOOL, OR OTHER SOCIAL SERVICE

6. SHOPPING

7. OTHER (Please specify)

8. DON'T KNOW

9. REFUSED

Q3A How did you get there?  
Did you...

1. Walk

2. Ride in a Car

3. Drive a Car

4. Take the Bus

5. Take the Train, or

6. Other (taxi / bicycle / \_\_\_\_\_ )

7. DON'T KNOW

9. REFUSED

Q3B How long did you stay there?

HOURS AND MINUTES>

1257. STAYED THERE REST OF DAY [WENT NOWHERE ELSE, NOT EVEN HOME] OK [SKIP TO Q7]

1258. DON'T KNOW

1259. REFUSED

Q4

Where did you go next?

1. WORK
2. HOME
3. LOOKING FOR A JOB, PICKING UP A JOB APPLICATION,  
APPLYING FOR A JOB
4. CHILDCARE / AFTER SCHOOL CARE OR ACTIVITY
5. AFDC/TANF OFFICE, JOB CLUB, SCHOOL, OR OTHER SOCIAL  
SERVICE
6. SHOPPING
7. OTHER (Please specify)
8. DON'T KNOW
9. REFUSED

Q4A

How did you get there?

Did you...

1. Walk
2. Ride in a Car
3. Drive a Car
4. Take the Bus
5. Take the Train, or
6. Other (taxi / bicycle / \_\_\_\_\_ )
7. DON'T KNOW
9. REFUSED

Q4B

How long did you stay there?

HOURS AND MINUTES>

1257. STAYED THERE REST OF DAY [WENT NOWHERE ELSE, NOT  
EVEN HOME] OK [SKIP TO Q7]

1258. DON'T KNOW

1259. REFUSED

Q5 Where did you go next?

1. WORK
2. HOME
3. LOOKING FOR A JOB, PICKING UP A JOB APPLICATION, APPLYING FOR A JOB
4. CHILDCARE / AFTER SCHOOL CARE OR ACTIVITY
5. AFDC/TANF OFFICE, JOB CLUB, SCHOOL, OR OTHER SOCIAL SERVICE
6. SHOPPING
7. OTHER (Please specify)
8. DON'T KNOW
9. REFUSED

Q5A How did you get there?

Did you...

1. Walk
2. Ride in a Car
3. Drive a Car
4. Take the Bus
5. Take the Train, or
6. Other (taxi / bicycle / \_\_\_\_\_ )
7. DON'T KNOW
9. REFUSED

Q5B How long did you stay there?

HOURS AND MINUTES>

1257. STAYED THERE REST OF DAY [WENT NOWHERE ELSE, NOT EVEN HOME] OK [SKIP TO Q7]

1258. DON'T KNOW

1259. REFUSED

Q6 Okay, this is the last trip. We're almost done with this section.  
Where did you go next?

1. WORK
2. HOME
3. LOOKING FOR A JOB, PICKING UP A JOB APPLICATION,  
APPLYING FOR A JOB
4. CHILDCARE / AFTER SCHOOL CARE OR ACTIVITY
5. AFDC/TANF OFFICE, JOB CLUB, SCHOOL, OR OTHER SOCIAL  
SERVICE
6. SHOPPING
7. OTHER (Please specify)
8. DON'T KNOW
9. REFUSED

Q6A How did you get there?

Did you...

1. Walk
2. Ride in a Car
3. Drive a Car
4. Take the Bus
5. Take the Train, or
6. Other (taxi / bicycle / \_\_\_\_\_ )
7. DON'T KNOW
9. REFUSED

Q6B How long did you stay there?

HOURS AND MINUTES>

1257. STAYED THERE REST OF DAY [WENT NOWHERE ELSE, NOT  
EVEN HOME] OK

1258. DON'T KNOW

1259. REFUSED

Q7 Would you say that in general it was easy or difficult to get around  
yesterday?

1. Very easy
2. Somewhat easy
3. Somewhat difficult
4. Very difficult
7. DK
9. REFUSED

[SKIPTO TRANS3]  
[SKIPTO TRANS3]

Q8 What would you say made getting around yesterday [RESPONSE FROM Q7]

OPN

TRANS3 The trips that you make for work or childcare or to look for a job are very important for understanding your transportation needs. I would like to ask you some more detailed questions about some of these activities.

Q9 Are you currently working?

- 1. YES
- 2. NO [SKIPTO 27]
- 7. DK [SKIPTO 27]
- 9. REFUSED [SKIPTO 27]

Q10 Do you currently hold more than one job?

- 1. YES
- 2. NO [SKIPTO 11]
- 7. DK [SKIPTO 11]
- 9. REFUSED [SKIPTO 11]

TRANS4 Okay. Please answer the following questions about your main job. That's the job where you work the most hours.

Q11 What city do you work in?

- 1. WITHIN THE CITY OF LONG BEACH [CONTINUE]
- 2. WITHIN THE CITY OF LOS ANGELES [SKIPTO Q12A]
- 3. OTHER (Please specify) [SKIPTO Q13]
- 7. DK [SKIPTO Q15]
- 9. REFUSED [SKIPTO Q15]

Q12 What neighborhood in Long Beach is your job in?

OPN [SKIPTO Q13]

Q12A. What neighborhood in Los Angeles is your job in?

OPN

Q13 Can you tell me the two cross streets nearest to your job?

OPN

Q14 Can you tell me the zip code at your job?

ZIP>

99998. DK

99999. REFUSED

Q15 How often do you work weekends? Would you say that you work...

1. Never
2. Occasionally or Sometimes.
3. Very often.
4. Always
7. DK
9. REFUSED

Q16 Do you always work the same hours?

1. YES.
2. NO, MY WORK SCHEDULE CHANGES. [SKIPTO Q19]
7. DK [SKIPTO Q19]
9. REFUSED [SKIPTO Q19]

Q17 What time are you usually scheduled to begin work?

TIME> \_\_\_\_\_

1258. DK

1259. REFUSED

[SKIPTO Q18]

[SKIPTO Q18]

Q17A Is that AM or PM?

1. AM
2. PM
7. DK
9. REFUSED

Q18 What time are you usually scheduled to end work?

TIME> \_\_\_\_\_

1258. DK

1259. REFUSED

[SKIPTO Q19]

[SKIPTO Q19]

Q18A Is that AM or PM?

1. AM
2. PM
7. DK
9. REFUSED

Q19 How do you usually get from home to work?

1. WORK AT HOME [ALL EXCEPT 6 SKIPTO Q22]
2. WALK
3. DRIVE MY OWN CAR
4. DRIVE A CAR THAT I BORROWED FROM A RELATIVE OR FRIEND
5. GET A RIDE FROM SOMEONE
6. BUS [CONTINUE]
7. TRAIN
8. OTHER (TAXI / BICYCLE / \_\_\_\_\_ )
- I. DON'T KNOW
- J. REFUSED

Q20 How far is the closest bus stop from your house?

- BLOCKS>
98. DK
  99. REFUSED

Q21 What bus lines do you usually take to get there?

OPN

Q22 How do you usually get home from work?

1. WORK AT HOME [ALL EXCEPT 6 SKIPTO Q25]
2. WALK
3. DRIVE MY OWN CAR
4. DRIVE A CAR THAT I BORROWED FROM A RELATIVE OR FRIEND
5. GET A RIDE FROM SOMEONE
6. BUS [CONTINUE]
7. TRAIN
8. OTHER (TAXI / BICYCLE / \_\_\_\_\_ )
- I. DON'T KNOW
- J. NO RESPONSE

Q23 How far is the closest bus stop from your workplace?

BLOCKS>  
98. DK  
99. REFUSED

Q24 What bus lines do you usually take to get home?

OPN

Q25 Would you say that in general it's easy or difficult to get to and from work?

1. Very easy
2. Somewhat easy
3. Somewhat difficult
4. Very difficult
7. DK
9. REFUSED

[SKIPTO Q27]  
[SKIPTO Q27]

Q26 What would you say makes getting to and from work [ANSWER FROM Q25]

OPN

[ALL SKIPTO TRANS5]

Q27 Are you currently looking for a job?

1. YES
2. NO
7. DK
9. REFUSED

[SKIPTO TRANS5]  
[SKIPTO TRANS5]  
[SKIPTO TRANS5]

Q28 Have you had to make a trip anywhere in the last week to look for a job, such as going to Job Club, picking up job application or whatever?

1. YES
2. NO
7. DK
9. REFUSED

[SKIPTO TRANS5]  
[SKIPTO TRANS5]  
[SKIPTO TRANS5]

Q29 The last time that you left your home to do something to find a job, how did you get there?

1. WALK [ALL BUT 6 SKIPTO Q30]
2. DRIVE MY OWN CAR
3. DRIVE A CAR THAT I BORROWED FROM A RELATIVE OR FRIEND
4. GET A RIDE FROM SOMEONE
5. BUS [CONTINUE]
6. TRAIN
7. OTHER (TAXI / BICYCLE / \_\_\_\_\_ )
8. DON'T KNOW
9. NO RESPONSE

Q29A How far was the closest bus stop from your house?

- BLOCKS>
98. DK
  99. REFUSED

Q30 Would you say that it was easy or difficult for you to travel to your last appointment to look for a job, an interview, or to pick up an application?

1. Very easy
2. Somewhat easy
3. Somewhat difficult
4. Very difficult
7. DK [SKIPTO TRANS5]
9. REFUSED [SKIPTO TRANS5]

Q31 What made the trip [ANSWER FROM Q30]?

OPN

TRANS5 I'm going to ask you some questions now about trips made that involve children in your household, okay? We're trying to learn what transportation improvements would benefit children too.

INTERVIEWER: INCLUDES ALL CHILDREN RESPONDENT IS LEGALLY RESPONSIBLE FOR. "ANY CHILD ON THE WELFARE CASE."

Q32 How many children under age 18 live in your household? This includes infants too.

NUMBER>

[IF ZERO, SKIP TO TRANSNEW]  
[IF 1, CONTINUE]  
[IF > 1, SKIPTP Q33A}

Q33 What's the child's name?

(NAME) \_\_\_\_\_

[SKIP TO Q34]

98. DK

99. REFUSED

Q33A We're going to ask you some transportation questions about one child from your family. Let's talk about the child in your family with the next birthday? What's that child's name?

(NAME) \_\_\_\_\_

98. DK

99. REFUSED

Q34 How old is (NAME)?

1. LESS THAN 1 YEAR TO 4 YEARS

[SKIPTO Q36]

2. 5 YEARS

[CONTINUE]

3. 6 TO 12 YEARS

[SKIPTO Q42]

4. 13 TO 18 YEARS

[SKIPTO Q47]

7. DK

9. REFUSED

Q35 Is [NAME] in school?

1. YES

[SKIPTO Q42]

2. NO

[CONTINUE]

7. DK

9. REFUSED

Q36 Do you currently use some kind of childcare for (NAME)? This could include unpaid childcare or babysitting by a relative or friend.

1. YES

2. NO

[SKIPTO TRANSNEW]

7. DK

[SKIPTO TRANSNEW]

9. REFUSED

[SKIPTO TRANSNEW]

Q37 What type of care do you use most often for (NAME)?

1. Unpaid relative, friend or neighbor
2. Paid relative, friend or neighbor
3. Day care center
4. Day care home
5. Other \_\_\_\_\_
7. DK
9. REFUSED

Q38 Who **usually** takes (NAME) to childcare?

- |                                |                   |
|--------------------------------|-------------------|
| 1. CHILD IS CARED FOR IN HOME. | [SKIPTO TRANSNEW] |
| 2. I DO                        | [CONTINUE]        |
| 3. MY SPOUSE DOES              | [SKIPTO Q40]      |
| 4. OTHER _____                 | [SKIPTO Q40]      |
| 7. DK                          | [SKIPTO Q40]      |
| 9. REFUSED                     | [SKIPTO Q40]      |

Q39 What transportation do you usually use to take (NAME) to childcare.

1. BUS
2. WALK
3. CAR
4. TRAIN
5. OTHER \_\_\_\_\_
7. DON'T KNOW
9. REFUSED

Q40 Who **usually** picks (NAME) up from childcare?

- |                               |              |
|-------------------------------|--------------|
| 1. CHILD IS CARED FOR IN HOME | [SKIPTO Q52] |
| 2. I DO                       |              |
| 3. MY SPOUSE DOES             | [SKIPTO Q52] |
| 4. OTHER _____                | [SKIPTO Q52] |
| 7. DK                         | [SKIPTO Q52] |
| 9. REFUSED                    | [SKIPTO Q52] |

Q41- Once you pick up (NAME) up from childcare, what transportation do you usually use to get home or wherever you go next?

- 1. BUS [SKIPTO Q52]
- 2. WALK [SKIPTO Q52]
- 3. CAR [SKIPTO Q52]
- 4. TRAIN [SKIPTO Q52]
- 5. OTHER \_\_\_\_\_ [SKIPTO Q52]
- 7. DON'T KNOW
- 9. REFUSED

Q42 What does (NAME) usually do after school?

- 1. Comes home [SKIPTO Q45]
- 2. Goes to home of *unpaid* relative, friend or neighbor [SKIPTO Q43]
- 3. Goes to home of *paid* relative, friend or neighbor [SKIPTO Q43]
- 4. Remains at school for after school program [CONTINUE]
- 5. Leaves school and goes to community/other after school program
- 6. Other \_\_\_\_\_ [SKIPTO Q43]
- 7. DON'T KNOW [SKIPTO TRANSNEW]
- 9. REFUSED [SKIPTO TRANSNEW]

Q42A What is the name of the after-school activity that (NAME) attends?

- SPECIFY> \_\_\_\_\_
- 7. DON'T KNOW
  - 9. NO RESPONSE

Q43 How does (NAME) **usually** get to that after-school activity or care?

- 1. Activity / care is at school. No transportation required. [SKIPTO Q45]
- 2. I take the child. [CONTINUE]
- 3. My spouse takes the child. [SKIPTO Q45]
- 4. The child goes by himself / herself. [SKIPTO Q45]
- 5. Other \_\_\_\_\_ [SKIPTO Q45]
- 6. DON'T KNOW [SKIPTO Q45]
- 9. REFUSED [SKIPTO Q45]

Q44 What transportation do you usually use to take (NAME) to that after-school activity or care?

1. BUS
2. WALK
3. CAR
4. TRAIN
5. OTHER \_\_\_\_\_
7. DON'T KNOW
9. REFUSED

Q45 How does (NAME) usually get home from there?  
**INTERVIEWER, CHECK ALL THAT APPLY.**

1. I pick up the child.
2. My spouse picks up the child. [SKIPTO Q52]
3. The child goes by himself / herself. [SKIPTO Q52]
4. Other \_\_\_\_\_ [SKIPTO Q52]
7. DK [SKIPTO Q52]
9. REFUSED [SKIPTO Q52]

Q46 Once you pick up (NAME) from that after-school activity or care, what transportation do you use to get home or to wherever you go next?

1. BUS [ALL SKIPTO Q52]
2. WALK
3. CAR
4. TRAIN
5. OTHER \_\_\_\_\_
7. DON'T KNOW
9. REFUSED

Q47 What does (NAME) usually do after school?  
**INTERVIEWER, CHECK ALL THAT APPLY.**

1. Comes home [SKIPTO Q50]
2. Goes to home of *unpaid* relative, friend or neighbor [SKIPTO Q48]
3. Goes to home of *paid* relative, friend or neighbor [SKIPTO Q48]
4. Remains at school for after school program [CONTINUE]
5. Leaves school and goes to community/other after school program [CONT]
6. Other \_\_\_\_\_ [SKIPTO Q48]
7. DON'T KNOW [SKIPTO TRANSNEW]
9. REFUSED [SKIPTO TRANSNEW]

Q47A What is the name of the after-school activity that (NAME) attends?

OPN

Q48 How does (NAME) get to that after-school activity or care?

1. Activity / care is at school. No transport required.[ALL OTHERS SKIPTO Q50]
2. I take the child. [CONTINUE]
3. My spouse takes the child.
4. The child goes by himself / herself.
5. Other \_\_\_\_\_
6. DK
9. REFUSED

Q49 What transportation do you usually use to take (NAME) to that after-school activity or care?

1. BUS
2. WALK
3. CAR
4. TRAIN
5. OTHER \_\_\_\_\_
7. DON'T KNOW
9. REFUSED

Q50 How does (NAME) get home from there?

1. I pick up the child. [CONTINUE]
2. My spouse picks up the child. [SKIPTO Q52]
3. The child goes by himself / herself. [SKIPTO Q52]
4. Other \_\_\_\_\_ [SKIPTO Q52]
7. DON'T KNOW [SKIPTO Q52]
9. REFUSED [SKIPTO Q52]

Q51 What transportation do you usually use to take (NAME) home from the after-school activity or care?

1. BUS
2. WALK
3. CAR
4. TRAIN
5. OTHER \_\_\_\_\_
7. DON'T KNOW
9. REFUSED

Q52 Would you say that in general it's easy or difficult to get to and from childcare or after-school activities?

1. Very easy
2. Somewhat easy
3. Somewhat difficult
4. Very difficult
7. DK
9. REFUSED

[SKIPTO TRANSNEW]  
[SKIPTO TRANSNEW]

Q53 What would you say makes getting to and from childcare or after-school activities [ANSWER FROM Q52]?

OPN

[IF Q52 = 1, SKIPTO TRANSNEW]

Q54 What would make this easier?

1. Please specify
7. DK
9. REFUSED

TRANSNEW Now I'm going to ask you some questions about trips that involve getting to health care facilities, such as hospitals, health care centers, emergency rooms, community clinics, pharmacies, etc.

PRESS '1' TO CONTINUE

VISHLTH Have you, or has anyone in your household that depends upon you for transportation, visited a health care facility for any reason in the past 6 months?

1. YES
2. NO
7. DON'T KNOW
9. REFUSED

[SKIPTO TRANPROB]  
[SKIPTO TRANPROB]  
[SKIPTO TRANPROB]

TRAVHLTH The last time you traveled to receive health care, or took a member of your household that depends on you for transportation to receive health care, how did you get to the health care facility?

Did you...

1. Walk
2. Ride in a car
3. Drive a car
4. Take the bus
5. Take the train
6. Take a taxi
7. Other (bicycle, etc.)
8. DOCTOR OR PARAMEDIC VISITED MY HOME;  
DIDN'T HAVE TO GO THE MEDICAL CENTER
9. DON'T KNOW
- J. REFUSED

TRANPROB In general, is transportation a problem that makes it difficult for you, or members of your household that depend upon you, to receive health care?

Would you say that transportation has been a...

1. Big problem
2. Somewhat of a problem
3. A very small problem, or
4. Not a problem
7. DON'T KNOW/ NO RESPONSE
9. REFUSED

TRANPREV Has a lack of transportation ever prevented you, or a member of your household that depends upon you, from receiving health care of any kind or from going to a health care facility?

1. YES
2. NO
7. DON'T KNOW
9. REFUSED

TRANS6 Thanks for your answers so far. We've made a lot of progress. I am going to ask you some questions about any cars, trucks or other vehicles that are used by your household. I want to remind you that your answers are completely confidential and that none of this information will be shared with welfare staff.

Q55 Do you know how to drive?

1. YES
2. NO
7. DK
9. REFUSED

Q56 Do you have a valid California driver's license?

1. YES
2. NO
7. DK
9. REFUSED

Q57 How many vehicles (including cars, vans, trucks) do you own? This includes your family or household.

NUMBER>

7. DK
9. REFUSED

[IF ANSWER =0, SKIPTO Q64]

[IF ANS = 1, SKIPTO Q58]

[SKIPTO Q64]

TRANS7 Okay, please answer these questions about the vehicle you use most often.

Q58 Is your vehicle 10 years old or older?

1. YES, 10 YEARS OR OLDER
2. NO, UNDER 10 YEARS
7. DK
9. REFUSED

Q59 How often would you say you can use the car?

Would you say...

1. Whenever you want?
2. A few hours a day for you to use?
3. 1 – 3 day(s) per week for you to use?
4. 4 – 6 days per week?
5. Other \_\_\_\_\_
6. DK
9. REFUSED

Q60 How many times in the last 3 months has the car failed to get you where you needed to go because of mechanical problems?

NUMBER>

98. DK
99. REFUSED

Q61 Do you have car insurance?

1. YES
2. NO
7. DK
9. REFUSED

Q62 What are the two biggest problems you have owning a car?

- |   |               |
|---|---------------|
| 1. MAINTENANCE PROBLEMS / COSTS.                          | [SKIP TO Q64] |
| 2. INSURANCE COSTS.                                       | [SKIP TO Q64] |
| 3. PROBLEMS WITH PARKING TICKETS<br>AND OTHER VIOLATIONS. | [SKIP TO Q64] |
| 4. COST OF GASOLINE.                                      | [SKIP TO Q64] |
| 5. OTHER  | [SKIP TO Q64] |
| 7. DK   |               |
| 9. REFUSED  |               |

Q63 What keeps you from owning a car?

1. I DON'T WANT ONE.
2. DON'T NEED ONE.
3. CAN'T AFFORD TO BUY ONE.
4. CAN'T AFFORD INSURANCE.
5. TOO MANY TICKETS / VIOLATIONS TO PAY FOR.
6. OTHER (Please specify)
7. DK
9. REFUSED

Q64 How often have you borrowed a car or other vehicle in the last month?

1. None
2. 1 to 2
3. 3 to 4
4. 5 to 6
5. 7 to 8
6. 9 to 10
7. More than 10 times
8. DK
9. REFUSED

Q65 If you had to borrow a car today for some reason, how easy or difficult would it be? Would you say...

1. Very difficult
2. Somewhat difficult
3. Somewhat easy
4. Very easy
7. DK
9. REFUSED

TRANS8 We are almost at the end of the survey. Thanks for your patience. To finish up, I'd like to ask you some questions about your experience with the area's public transit system.

Q66 How many days did you take the train last week?

- NUMBER>
98. DON'T KNOW
  99. REFUSED

Q67 How many days did you take the bus last week?

NUMBER>

[IF ANSWER = 0, SKIPTO Q75]

98. DK

99. REFUSED

TRANS9 Okay, I'd like to ask you some questions about the last bus trip you took.

Q68 The last time you took the bus to go somewhere, where did you go?

OPN

Q69 When you started that trip, approximately how long did you spend waiting for the bus?

INTERVIEWER: WAITING TIME IS DESIRED FOR ONLY THE FIRST BUS THEY TOOK.

HOURS AND MINUTES>

1258. DK

1259. REFUSED

Q70 During your trip, how many transfers did you make?

1. None.

2. One transfer.

3. Two transfers.

4. Three transfers.

5. Four or more transfers.

7. DK

9. REFUSED

Q71 Approximately how long did it take you in total, to get to where you were going?

HOURS AND MINUTES>

1258. DK

1259. REFUSED

Q72 For that trip, did you take the bus to get back home?

1. YES

2. NO

7. DK

9. REFUSED

[SKIPTO Q76]

[SKIPTO Q76]

[SKIPTO Q76]

Q73 On the way home, how many transfers did you make?

- 1. None.
- 2. One transfer.
- 3. Two transfers.
- 4. Three transfers.
- 5. Four or more transfers.
- 7. DK
- 9. REFUSED

Q74 Approximately how long did it take you in total to get to home from where you were?

HOURS AND MINUTES>

1258. DON'T KNOW

1259. REFUSED

[ALL SKIPTO Q76]

Q75 Have you taken the bus at all in the last six months?

- 1. YES
- 2. NO
- 7. DK
- 9. REFUSED

[SKIP TO Q76]

[CONTINUE]

[SKIP TO Q76]

Q75A Why haven't you taken the bus at all in the last six months?

OPN

[SKIP TO Q83]

Q76 In general, when you are waiting for the bus, would you say that the bus you want Never, Occasionally, Very often, or Always passes you by at the bus stop?

- 1. Never
- 2. Occasionally / Sometimes
- 3. Very often
- 4. Always
- 7. DK
- 9. REFUSED

Q77 Would you say that you feel unsafe or threatened Never, Occasionally, Very Often, or Always while waiting at the bus stop or riding on the bus?

- 1. Never [SKIP TO Q79]
- 2. Occasionally / Sometimes
- 3. Very often
- 4. Always
- 7. DK [SKIP TO Q79]
- 9. REFUSED [SKIP TO Q79]

Q78 How does the lack of safety affect how you use the bus?

OPN

Q79 Do you use a monthly bus pass?

- 1. YES [SKIPTO Q81]
- 2. NO [CONTINUE]
- 7. DK [SKIPTO Q81]
- 9. REFUSED [SKIPTO Q81]

Q80 Why don't you use a monthly bus pass?

OPN

Q81 We'd like to know if you receive any assistance from the County for your transportation costs. Do you receive any of the following types of assistance from the County?

- 1. Cash for your bus fare
- 2. Free bus pass
- 3. Free tokens
- 4. Mileage reimbursement
- 5. Anything else / other \_\_\_\_\_
- 6. NONE
- 7. DK
- 9. REFUSED

Q82 What are the two biggest problems with using the bus?

OPN

Q83 What would make it easier for you to use the bus?

OPN

TRANS10 As I said when we began the survey, the County is trying to decide which transportation programs would be most useful. We'd like to know your opinion on some of these programs.

Q84 I'm going to list four possible public transportation programs that might be of use to you. Please rank the options from the most helpful to you (1) to the least helpful to you (4).

INTERVIEWER: SELECT IN ORDER FROM MOST  
TO LEAST USEFUL.

1. A transit pass that allows you to ride for free any time on any public transit system in LA County
2. More frequent bus service (for example buses that run every 10 minutes)
3. A lift home from work if you need to get home in case of an emergency
4. A shuttle or van that picks you up at home, drops you at work, and then takes you home at the end of the day
7. DK
9. REFUSED

Q85 Is there anything we didn't list that you think would help you get around more easily?

OPN

Q86 The County is also considering programs for car ownership. I am going to read you four options. Please rank the options from the most helpful to you (1) to the least helpful to you (4).

INTERVIEWER: SELECT IN ORDER FROM MOST  
TO LEAST USEFUL.

1. One, a program to help you get a car loan.
2. Two, a program to help you maintain a car and provide emergency road service.
3. Three, a program to enable you to buy liability insurance at a lower cost.
4. Four, a program to help you clear parking tickets.
7. DK
9. REFUSED

Q87 Okay, we are nearly at the end of the survey. I'd like to ask if you have any other comments about your transportation needs. We've covered a lot of questions, but maybe we have left something out. Is there anything else about your transportation needs you can tell us?

OPN

D88 Before I hang up, I need two simple facts about your household. Besides yourself, how many other people over 18 live in your household?

NUMBER>

98. DK

99. REFUSED

D89 How much school have you completed?

1. No school attended
2. Kindergarten
3. 1<sup>st</sup> - 4<sup>th</sup> grade
4. 5<sup>th</sup> - 8<sup>th</sup> grade
5. Some high school
6. GED
7. High school degree
8. Completed some college level courses
9. Associate degree
- J. Bachelors degree or higher
- K. DK
- L. REFUSED

CONCLUDE Okay, GREAT! Thanks for staying with me and completing the survey. Your answers will be extremely helpful to the County.

ICADDRS IF ADDRESS SHOWS BELOW, PRESS '1'  
IF NO ADDRESS IS HERE, PRESS '2' SKIPTO NOADDRS

ISADDRS To make sure you receive your pre-paid phone card, can we please verify your current home address. Our records indicate your address is

[ADDRESS ON FILE]

Is this correct?

1. YES
2. NO

SKIPTO CNCLDE2

NEWADDRS Can we please have your current home address, or the address you would like the card mailed to. Please start with your street address.

OPN

NEWCITY And the city?

NEWZIP And the zip?

ZIP>

[SKIPTO CONCLDE2]

NOADDRS To make sure you receive your pre-paid phone card, can we please have your current home address, or the address you would like the card mailed to. Please start with your street address.

OPN

NOCITY And the city?

NOZIP And the zip code?

ZIP>

CNCLDE2 That concludes our survey. Thank you very much for your participation.

INTERVIEWER: PRESS '1' TO CONTINUE WITH  
IC QUESTIONS

## Appendix 2. Focus Group Methodology

This section provides an overview of focus group data and our criteria for selecting participants, a discussion of the specific contributions of our qualitative methodology, an explanation of the conduct of the focus group, and copies of our research instruments (consent form, questionnaire, and focus group discussion questions).

Most of the focus group data comes from eight transportation focus groups conducted from November 1999 to February 2000. At the beginning of the focus group sessions, we asked participants to fill in a brief written questionnaire; the groups conducted yielded forty-three interviews. We supplemented our data with information on transportation issues gleaned from eight other focus groups conducted with GAIN participants for a CalWORKs evaluation project conducted by URD in the spring and winter of 1999. These groups yielded an additional thirty-one interviews, giving us a total of seventy-four interviews for our research. All participants were given a \$50.00 grocery certificate valid at *Ralph's* and related stores for their willingness to take part in the focus groups.

The eight transportation groups were selected specifically to target the following populations and geographical areas: 1) Hispanic (English and primarily Spanish-speaking) and African-American participants (because they were the two largest groups in the County welfare population); 2) probable transportation problem areas outside the central city characterized by a mismatch between participants' residence and available jobs; 3) a mix of unemployed and part-time or full-time employed participants who were still on aid; 4) representation from the five supervisorial districts of Los Angeles County. The six additional groups also happened to fit these criteria.

With the help of DPSS and LACOE<sup>1</sup> staff, we recruited participants from Job Club and GAIN Regional Offices in the southern part of LA County, the eastern San Gabriel Valley, and the western and northeastern sections of the San Fernando Valley. For a profile of participants in our eight transportation groups, see the Appendix 6 (Focus Group Findings and Analysis). Here we note that the majority were women and Hispanic followed by African American and Anglo or Middle Eastern American. Most focus group participants were unemployed, and their mean age was 34.

### ***Methodological Contribution: Revealing Patterns from the Participants' Perspectives***

Deliberately targeting specific groups and areas to maximize probable transportation difficulties, our findings cannot be generalized to the County welfare population as a whole. What our focus groups provide is a vivid sense of how participants in GAIN – who live in outlying areas of the County and are in specific phases of welfare to work – actually think about and try to solve transportation problems related to their quest for economic independence. Because our findings reflect the lived experience of participants, they often reveal patterns and connections not visible in the predetermined categories of surveys. One such pattern is the interconnection of work and

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<sup>1</sup> Los Angeles County Office of Education (LACOE) is responsible for conducting Job Club for DPSS.

family life. Specifically, work-related trips are one part of a complex nexus of travel necessary for family self-sufficiency: looking for work, going to work, going to school, going to welfare offices and CalWORKs services, taking kids to child care, school, and after school activities, shopping for food, going to doctors and clinics, etc. Understanding the interconnection of trips, participants made it very clear to us that the family, not work divorced from the family, was their unit of analysis.

Following this reasoning revealed in focus group discussions, we stress that the family is really our unit of analysis, rather than a single parent attempting the journey from welfare to self-sufficiency. An exclusive focus on trips directly related to work neglects the transportation needs of children and trips central to family self-sufficiency. Consequently, in this section we take family related trips into account because our focus group members continually took them into account when they told us about their lives.

## ***Conduct of Focus Groups***

Focus groups were taped and lasted from 1 ½ to 2 hours. After discussing the purpose of the groups and the confidentiality of remarks made in them, we asked participants to fill out a consent form indicating their understanding of the focus groups requirements and use of data. Participants answered a brief questionnaire about their status in CalWORKs, and their primary transportation destinations and means of transportation. The rest of the time we facilitated an informal and open discussion of their transportation needs.

Included below are the Facilitator's Introduction to the Focus Group, the participants' consent form, questionnaire, and questions guiding discussion.

### **Facilitators' Introduction**

1. *Welcome.* Our purpose in conducting this focus group is to learn about how you are meeting transportation challenges and solving problems created by your journey from welfare to economic independence. For some participants, welfare reform means more trips – to GAIN offices and programs, offices providing special services, job searches, traveling to new jobs, arranging to take your kids to child care, to school and picking them up again.

First, we want to know how you are you making those travel arrangements? Secondly, we want you to identify travel problems that are serious enough to pose barriers to finding and keeping good jobs and problems that interfere with the well being of your family. Thirdly, we want to know how helpful GAIN has been in helping you pay for and deal with travel arrangements. Finally, we want you to recommend ways of improving transportation for participants in GAIN. This is an information and a brainstorming session.

Why are we doing this research? DPSS knows that in Los Angeles distance and travel time can be major barriers for people who are looking for work and taking care the needs of their families. The federal government is offering the county money if it comes up with some concrete proposals to improve transportation. One requirement of a good proposal is that it is based on the

lived experiences and real needs of people like you. In particular, we are targeting participants in GAIN who live in areas like this one where there may be transportation problems because people often have to travel long distances to find jobs.

What happens to our findings? They won't be buried. We write reports based on what you tell us. Our findings from the focus reports are incorporated into a larger report that DPSS and LA County will translated into concrete proposals to improve the transportation situation for people moving from welfare to work. We're here because we need your input to improve the quality of your life on the buses and roads of LA.

*2. Explanation of Conduct of the Focus Group:* We pose general questions about transportation and you tell us your experience – your transportation problems, how you solve them, and the help you need in solving them. Say it like it is without worrying about repercussions. Give concrete examples of what's working for you and your family and what isn't in terms of your transportation arrangements and costs.

Some Rules of Conduct: Let's have a dialogue and a conversation, but one person should speak at a time and not dominate the conversation so that all participants get a chance to express their views.

# Research Instruments

## Consent Form

University of California, Los Angeles

Consent to Act as a Research Subject

John Horton, Ph.D. and Linda Shaw, Ph.D. are conducting a study to find out more about the success of the CalWORKs Program. Specifically, they want to know about the impact of the program on its participants and what is needed to improve it.

If I agree to be in this study, the following will happen:

1. I will participate in a focus group that will last for approximately two hours.
2. The focus group will be comprised of about six other CalWORKs participants.
3. I will be asked to discuss my experiences of the CalWORKs Program related to issues of transportation needs and barriers in going from welfare to work as well as suggestions I have regarding how my transportation needs may better be met.

John Horton/Linda Shaw has explained the study to me and answered my questions. If I have other questions or wish to report a research related problem, I may call John Horton at: (310) 279-2391 or Linda Shaw at (760) 750-8026.

I understand that participation in this research is entirely voluntary. I may decline to answer any questions that make me feel uncomfortable. I also understand that I may withdraw my participation in the study at any time without penalty.

I understand that the focus group sessions will be audio taped. If I decide not to participate at any point, my contribution to the focus group will be omitted from the study.

I understand that the confidentiality of my research records will be strictly maintained. My name and any identifying information will be withheld from all reports resulting from this research.

I have received a copy of this document to keep.

Based on the foregoing, I agree to participate.

\_\_\_\_\_  
Participant's Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Initial

\_\_\_\_\_  
Receipt of Food Voucher

## Focus Group Questionnaire

This questionnaire was passed out and briefly discussed before the focus group began and after participants had heard about the purpose and rules of the focus group and signed their consent forms. Our intention was to get background information on the person and the usual means of transportation used. Participants consented to give out this personal information. We used it to construct a profile of our participants and to track people for future interviews. Confidentiality of identities and responses to the questionnaire and questions in the focus group were strictly maintained.

NAME \_\_\_\_\_

TELEPHONE NUMBER WITH AREA CODE ( \_\_\_\_ ) \_\_\_\_\_

STREET ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ ZIP \_\_\_\_\_

AGE \_\_\_\_ AGES OF YOUR CHILDREN \_\_\_\_\_

NUMBER OF ADULTS LIVING IN YOUR HOUSEHOLD \_\_\_\_

ETHNICITY/RACE \_\_\_\_\_ PLACE OF BIRTH \_\_\_\_\_

HIGHEST LEVEL OF EDUCATION \_\_\_\_\_

### CHECK ALL OF THE FOLLOWING THAT DESCRIBE YOUR CURRENT WORK AND/OR TRAINING ACTIVITIES:

EXEMPT FROM THE WORK REQUIREMENT

UNEMPLOYED

WORKING 32 HOURS OR FULL-TIME

WHAT IS YOUR JOB? \_\_\_\_\_

HOURLY WAGE OR SALARY? \_\_\_\_\_

IN WHAT CITY IS YOUR JOB LOCATED? \_\_\_\_\_

WORKING PART-TIME NUMBER OF HOURS PER WEEK \_\_\_\_

WHAT IS YOUR JOB? \_\_\_\_\_

HOURLY WAGE/SALARY \_\_\_\_\_

IN WHAT CITY IS YOUR JOB LOCATED? \_\_\_\_\_

LOOKING FOR A JOB

WHAT KIND OF JOB? \_\_\_\_\_

IN WHAT CITY ARE YOU LOOKING FOR WORK? \_\_\_\_\_

GOING TO SCHOOL OR TRAINING FULL-TIME

WORKING AND GOING TO SCHOOL

OTHER ACTIVITY; EXPLAIN WHAT \_\_\_\_\_

**ABOUT HOW MUCH DO YOU SPEND A WEEK FOR TRANSPORTATION?**

BUS \_\_\_\_\_ CAR (GAS) \_\_\_\_\_ CAR-POOL \_\_\_\_\_

**ABOUT HOW MUCH DO YOU RECEIVE A WEEK FROM GAIN OR CALWORKS FOR TRANSPORTATION?**

NOTHING \_\_\_\_\_ FOR CAR \_\_\_\_\_ FOR BUS \_\_\_\_\_

**DOES THE MONEY YOU RECEIVE COVER YOUR TRANSPORTATION COSTS RELATED TO WELFARE-TO-WORK ACTIVITIES?**

NO \_\_\_\_\_ YES \_\_\_\_\_

**YOUR CURRENT TRANSPORTATION PATTERNS**

USUAL MEANS OF TRANSPORTATION FROM YOUR HOME TO:

TIME AND DISTANCE FROM HOME ONE WAY

	MEANS OF TRANSPORT	TIME AND DISTANCE FROM HOME ONE WAY	
		TIME	DISTANCE
WORK	_____	_____	_____
GAIN/CalWORKs OFFICE	_____	_____	_____
CHILD CARE	_____	_____	_____
KID'S SCHOOL	_____	_____	_____
JOB CLUB	_____	_____	_____
JOB DEVELOPMENT ASSISTANCE	_____	_____	_____
SPECIAL SERVICES (COUNSELING FOR PERSONAL PROBLEMS)	_____	_____	_____
OTHER ACTIVITIES REALTED TO WELFARE-TO-WORK ACTIVITIES	_____	_____	_____

**DO YOU OR YOUR SPOUSE OWN A CAR?** YES \_\_\_\_\_ NO \_\_\_\_\_

IS IT RELIABLE? USUALLY \_\_\_\_\_ NO \_\_\_\_\_

DO YOU HAVE A DRIVER'S LICENSE? YES \_\_\_\_\_ NO \_\_\_\_\_

HOW MANY CARS ARE IN YOUR HOUSEHOLD? \_\_\_\_\_

**IF YOU DON'T OWN A CAR, CAN YOU USE A CAR OF A FAMILY MEMBER, FRIEND, OR NEIGHBOR?** YES, USUALLY \_\_\_\_\_ SOMETIMES \_\_\_\_\_

## Focus Group Discussion Questions

### I. Travel Stories: Getting around on a typical day.

Concrete examples of how you are dealing with your transportation needs related to working, job search, school, childcare, and related trips.

- A. In order for us to understand more about your travel needs, we would like you to describe the traveling you do related to maintaining and improving your economic situation. (1) Think of a day last week that is typical of the trips you make to work, looking for work, and/or going to school. (2) Then beginning from the first trip you take in the morning, tell us about each of the trips that you take throughout the day.

Please include as much detail as possible, including what you did to arrange your travel, such as the time you got up in order to be at the bus stop on time, calling relatives to arrange for a ride, or for someone to take your children to child care, the time that trips take, etc. Please include all forms of travel including travel by car, public transportation, and walking. Also include any other trips that you took that day such as taking your kids to childcare or school and picking them up, shopping, etc.

If not covered, probe:

1. Location of destinations and distances from home to work, job search, school, and child care (also identify kind of childcare – relative, day care, child in school, etc.)

2. If travel is by bus:

- Distance to bus stop
- Number of transfers needed
- Time to destinations
- Safety issues
- Cost of trips

3. If travel is by car:

- Who owns the car used for transport and arrangements made to borrow or share a car, use a car pool?
- Is there a car in the household? Participant's access to it?
- Reliability of car?
- If a friend or relative owns the car, what kind of arrangements do you make with that person?

- B. Has any one of the trips you have described presented particular transportation difficulties or challenges? Tell us about the difficulties and what you did to solve them. What would have needed to make your trip here easier or faster?

C. Have transportation difficulties ever been a factor in:

1. Deciding not to participate in services offered by GAIN (orientation, special and supportive services, etc.)? Or in deciding not to make appointments at DPSS offices?
2. Not taking a job?
3. Quitting a job?
4. Taking a lower paying job because you couldn't get to a better job that was farther away?
5. Being sanctioned for not being able to attend a GAIN activity.

D. Now we want to ask a few questions about the availability of jobs near your home and the importance of distance and transportation from your home in taking or rejecting jobs.

1. In your experience in looking for work, has it been easy or difficult to find jobs that you qualify for close to home?
2. For those who are looking for work, are you limiting your job search to your home area? Explain why or why not. What would you consider to be close or far from home in terms of distance and travel time? Are you willing to take a good job far from home or would you consider a less good job if it's closer to home?
3. For those who are working, we'd like to know where your work is located and how far it is from your home in terms of miles and distance. Do you consider your work far or fairly close to your home in terms of miles and travel time?
4. Was distance from your home and travel time a factor in your taking this job? If you feel that you work far from home, have you tried to find work closer to home?
5. For those who are looking for work or working, would you be willing to move to get closer to a job you want? Have you ever moved to get closer to your job?

## II. Children's Transportation Needs

A. Now we would like to talk about the transportation needs of your children. You have already described the travel required to take your children to and from childcare and school. But some children engage in other travel such as going to after school activities, and making sure that they get to and from these activities safely is an important concern to parents. Think of a day last week that was a typical travel day for your children and describe all of their trips and the arrangements that were required to get them to and from their destinations.

If not covered, probe:

1. What the child does after school, i.e., destinations, means of transportation, distances involved in your children's travel

2. Who takes the child there?

3. If travel is by bus:

Distance to bus stop  
Number of transfers needed  
Time to destinations  
Safety issues  
Cost of trips

4. If travel is by car:

Who takes them – relative, neighbor, car pool?

If a friend or relative takes your children, what kind of arrangements do you make with that person?

B. Has any one of the trips you have described, such as getting to after school or community activities, presented particular transportation difficulties or challenges? For example, are your children's transportation needs not being met because of lack of adequate transportation? Tell us about the difficulties and what you did to solve them. What would have needed to make your children's travel easier or faster?

C. Do you have any concerns about your children's travel arrangements?

D. Have concerns or problems related to your children's travel ever affected your efforts to get or keep a job, participate in GAIN activities, etc.?

### III. Health Related Transportation Issues

Now we're going to ask you some questions about trips that involve getting to health care facilities, such as hospitals, health care centers, emergency rooms, community clinics, pharmacies, etc.

1. First tell us, what kind of health coverage you have for yourself and your family? Is the coverage adequate for your health needs? Are the facilities and doctors covered by the program close to your house and easy to reach by bus or car? Do the locations of these doctors and facilities pose any transportation problems for you?

2. Describe the last time you traveled to receive health care, or took a member of your household that depends on you for transportation to receive health care. Tell us where you went? How far was it from your house? How did you get to the health care facility and back? Did someone help you with the arrangements? Was this an easy or difficult trip for you?

3. In general, is transportation (for example, distance and availability of a bus, car, or shuttle) a problem that makes it difficult for you or members of your household who depend upon you to receive health care?

4. Has a lack of transportation ever prevented you, or a member of your household that depends upon you, from receiving health care of any kind or from going to a health care facility?

5. Can you describe a health emergency that you had to deal with this past year? How did you arrange for transportation in this case? What would have made the trip easier?

6. Have you used emergency rooms in the past year? Explain why you went to the emergency room rather than some other facility? (E.g., no other facility available, convenience)

7. The County requires you to have your children immunized. Describe how you arranged to have this done. Did it pose a transportation problem for you?

8. Finally, what would you need to improve your ability to meet the transportation problems associated with your family's health needs? Can you make any recommendations regarding transportation to health care facilities?

#### IV. Knowledge about Public Transportation

(Use what has not been covered in the earlier discussion.)

So far we have focused on your means of transportation – how you actually get from place to place. But another important aspect of transportation involves how you get information about using public transportation to travel to places you haven't been before.

A. Please give a concrete example of this situation – a time when you remember having to look for a job in an unfamiliar area, get to a new job or a new office or a childcare facility. Now tell us where you got information about the best way to get there. What were your best sources of information?

Probe if not covered above:

1. Did you find and read bus schedules? Why or why not?
2. Did you call bus companies?
3. Ask family or neighbors about schedules?

B. Has GAIN or CalWORKs provided you with public transportation information relevant to your finding a job or getting to an office or County services?

## V. Bus Stories:

- A. How convenient, reliable, and safe is public transportation for you and your family? What do you like and dislike about public transportation? What are the biggest problems you've had with public transportation?

Probe:

Schedules inconvenient, confusing, not frequent enough

Safety

Bus stops not near home or work

Too many transfers

Trips take too long

- B. Some people in our groups have complained that bus schedules are complex and confusing. If you think this is the case tell us whether the problem is not getting understandable information about the schedules? Or is it because the schedules themselves are complex and confusing.

## VI. Car Stories: Your access to and experience with cars as a means of transportation.

Some participants own cars. Others don't, yet they often know how to drive, have licenses, and manage to get around as much as possible with cars. Tell us about your ability to own, operate, and get access to reliable cars for your transportation needs.

Probes:

1. Do you know how to drive and have a driver's license?
2. Do you own your own car? Is it reliable?
3. How many cars are there in your household? (What do you mean by "household")? Are they regularly available for your use?
4. If you don't own a car, what arrangements do you make to borrow or share a car, or use a car pool? Who can you rely on most for borrowing a car?
5. Everyone wants a car, but in your experience are there major barriers to owning, operating, and using cars for your daily transportation needs?

## VII. Adequacy of GAIN's current transportation support

- A. What kind and how much transportation support has GAIN given you? Did it cover your actual costs for gas or for public transportation associated with job search, work, or training for work?

B. Have your transportation costs gone up, remained about the same, or decreased since you entered the GAIN program?

C. How could GAIN best help you with your transportation costs?

VIII. Brainstorming about how to solve transportation problems.

We've talked a lot about transportation problems. Now let's brainstorm about what could be done to improve your transportation problems?

A. Let's start by getting your reactions to transportation proposals being considered by the County.

*Pass out sheet for rating County proposals (see below).*

B. We've covered a lot ground and appreciate your valuable input. Do you have any other recommendations for improving your transportation problems – things that are not on the County list that could improve your transportation situation?

**Sheet for rating county proposals:**

The County is trying to decide which transportation programs would be most useful. We'd like to know your opinion on some of these programs. Please rank the options from the most helpful to you (1) to the least helpful to you (4), for both public transportation and car oriented programs.

Public transportation programs:

- \_\_\_ A transit pass that allows you to ride for free any time on any public transit system in LA County.
- \_\_\_ More frequent bus service (for example buses that run every 10 minutes).
- \_\_\_ A lift home from work if you need to get home in case of an emergency.
- \_\_\_ A shuttle or van that picks you up at home, drops you at work, and then takes you home at the end of the day.

Programs for car ownership:

- \_\_\_ A program to help you get a car loan.
- \_\_\_ A program to help you maintain a car and provide emergency road service.
- \_\_\_ A program to enable you to buy liability insurance at a lower cost.
- \_\_\_ A program to help you clear parking tickets.

## Appendix 3. Transportation Data Sources

This Needs Assessment relies on numerous sources of information on the transportation systems in Los Angeles County provided by the Southern California Association of Governments (SCAG) and the Los Angeles County Metropolitan Transportation Authority (MTA). This includes detailed line and schedule information for major transit providers in the county, information on the usage levels of public transit, and transportation modeling information. This section describes the primary transportation-related data sources according to the agency that provided the information.

A number of methods were used to integrate transportation-related data with the numerous other data sources used for this report, including transportation modeling, geographic information systems (GIS), and multivariate methods of analysis. This section provides a brief overview of the methods used to analyze these data sources. See Appendix 9, "Supplemental Map Data Sources & Methodology" and Appendix 8, "Multivariate Analysis of the CTNA Survey" for additional information on the methods used to manipulate, integrate and display these data sources.

### ***Southern California Association of Governments (SCAG)***

SCAG provided a number of data sources for this needs assessment, including detailed line and schedule information for major transit providers in the county and mode split information on the percentage of welfare-to-work participants in each area who would take transit or auto for a work-related trip.

### **Transit Lines, Bus Stops and Schedules**

SCAG provided detailed information on the location of transit lines and bus stops in a geographic information systems (GIS) format. In addition, they provided text files that contained the schedule for each line.

A number of methods were used to analyze these data in relation to the travel patterns of welfare-to-work participants:

- *Level of Transit Service.* The transit line and schedule information was used to estimate the level of transit service across the county. This estimate represents the maximum potential ridership of all lines based on the transit schedules. Each TAZ was assigned a total number of runs in the am peak and off-peak periods for all lines passing through it in that period. This provides an aggregate measure of the level of transit service for all TAZs in Los Angeles County without regards to the destination or load of each line. See Appendix 9 for additional details on the methodological steps of manipulating and displaying these data.
- *Distance to Bus Stops.* For each CTNA survey respondent, we calculated the number of bus stops within one-fourth mile of the respondent's residence. This provides a relative measure

of the level of transit accessibility of each respondent. See Appendices 3 and 5 for additional details on ways that this information was used for survey tabulations and multivariate analysis.

### **SCAG Mode Split data**

SCAG provided mode split information that estimates of the number of welfare-to-work participants residing who would take a car or transit for a home-work trip. These estimates are based on the SCAG Regional Mode Choice Model that estimates the mode split for trips for all Travel Analysis Zone (TAZs) in Los Angeles County. This is a multilogit model based on survey data for individual trips, highway and transit network data, and demographic and level of service (LOS) data.

The mode split information was primarily used (1) to assess the potential demand that welfare-to-work riders may impose on the transit system and (2) to estimate potential demand that welfare-to-work participants may have for cars. See Appendix 9 for additional details on the methodological steps of manipulating and displaying these data.

### ***Los Angeles County Metropolitan Transportation Authority (MTA)***

#### **MTA Ride Check data**

MTA provided information on the existing levels of transit ridership in the form of Ride Check data for 1997. This information is the most comprehensive data available on the level of transit usage across MTAs entire service area. For this reason, this data was used for this analysis. (See Appendix 9 for additional details on the methodological steps of manipulating and displaying these data.)

Changes have been made to the MTA transit system since the time that the 1997 Ride Check data was collected. MTA also provided more recent information on existing levels of ridership in the form of 1999 Point Check data. Although more recent, this information is only available for unique stops and therefore was not used for this analysis since it does not provide a comprehensive measure of usage across the entire MTA system. The Ride Check data used for this report, though, may not adequately reflect current levels of transit usage since additional service has been added since 1997.

On October 28, 1996, a consent decree was agreed to between the MTA and the class action plaintiffs. The consent decree provides for the MTA to:

1. Reduce its load factor (i.e., the number of people who stand on a bus) to certain targets;
2. Expand bus service improvements by making available a net of 102 additional buses by June 1997;
3. Implement a pilot project to facilitate access to County-wide job, education and health care centers;

4. Not to increase cash fares for two years and pass fares for three years beginning December 1, 1996, after which the MTA may raise fares subject to certain conditions of the consent decree; and
5. Introduce a weekly pass and an off-peak discount fare on selected lines.

The MTA is also obligated to create a joint working group with representatives from the plaintiff's class and the MTA to implement the Consent Decree.

The Consent Decree contains specific targets for reducing loading standards by the year 2002. The MTA is required to reduce the target load factor on buses operating during peak periods from 1.45 (19 standees) to 1.35 (15 standees) by December 31, 1997; to 1.25 (11 standees) by June 30, 2000; and to 1.20 (9 standees) by June 30, 2002.

The MTA placed 102 buses into service in June 1997. Pursuant to its remediation plan, the MTA added a total of 130 buses to peak hour service between June 1999 and December 1999. The peak bus fleet was increased by 96 buses between December 1998 and June 1999, with an additional 64 buses added in December 1999. The addition of these buses is intended to enable the MTA to meet a required peak period load factor target of 1.25 (11 standees) by June 30, 2000.

The final load factor target required by the Consent Decree is a peak period load factor of 1.20 (9 standees) by June 30, 2002. It is estimated that this will require an additional 77 peak period buses, which will be placed into service in June 2002. All equipment required for these service increases has been included in the Accelerated Bus Procurement Plan.

The Consent Decree requires the MTA to develop and implement a five-year plan of improvements to the bus system to improve mobility for the transit dependent community in the greater Los Angeles area. To date, both the MTA and the Bus Riders Union have submitted plans to the Special Master for review and a final determination as to the magnitude of the plan. MTA proposes to add a total of six routes designed specifically to meet the mobility needs of the transit dependent community in serving educational, employment and health care facilities and providing enhanced coordination with the regional transit network.

The six additional routes will be phased in as outlined in the Five-Year Plan. The service will add 49 buses to peak hour service. A total of 20 buses will be operated directly by MTA, with the remaining 29 operated by private contractors. The MTA five year plan also recommends continued operation of the Consent Decree pilot program which is comprised of approximately 12 routes.

The MTA has not increased fares since the beginning of the Consent Decree in 1996. The discount fares called for in Consent Decree were implemented over the next year. Sale of the weekly pass began in December 1996. A base off-peak discount fare of \$ 0.75 has been introduced on Line 40 and all lines operating late night/early morning service (9 PM-5 AM).

## **Appendix 4. Administrative and Supplemental Data**

This section provides a brief description of the administrative program data made available by the Los Angeles County Department of Public Social Services (LADPSS) for the purpose of the CalWORKs Transportation Needs Assessment. In addition, it details supplemental information that was used by the UCLA Lewis Center for Regional Policy Studies when analyzing CTNA data.

### ***CalWORKs Administrative Data***

#### **GEARS**

The GAIN Employment Activity and Reporting System, or GEARS, is the administrative database used to track recipients who participate in GAIN (Greater Avenues for Independence), Los Angeles County's primary employment program for welfare participants with a work requirement. The GEARS database includes participant name, social security number, sex, date of birth, race, education, work history, hours worked per week and hourly wage per job as well as additional program details. The random stratified sample used for CTNA surveys was obtained from this database (see Appendix 1 for additional details on how this sample was generated).

#### **FOCUS**

The FOCUS database is an administrative database of CalWORKs recipients maintained by DPSS. FOCUS tracks welfare case and benefit information on CalWORKs and contains person- and case-level data, including gross and net earned income, monthly aid code, social security number, sex, date of birth, race, alien status, and so on. As described in Appendix 1, information from the FOCUS database was used to supplement the random sample used for CTNA surveys.

### ***Locations of CalWORKs services***

#### **Job Club and GAIN/CalWORKs Office Locations**

Information on the location of Job Clubs, as well as CalWORKs and GAIN offices, was obtained from DPSS. DPSS provided with a list of sites with their corresponding address, which were geocoded and mapped (see Figure 1). See Appendix 9 for additional details on the methodological steps of displaying these data.

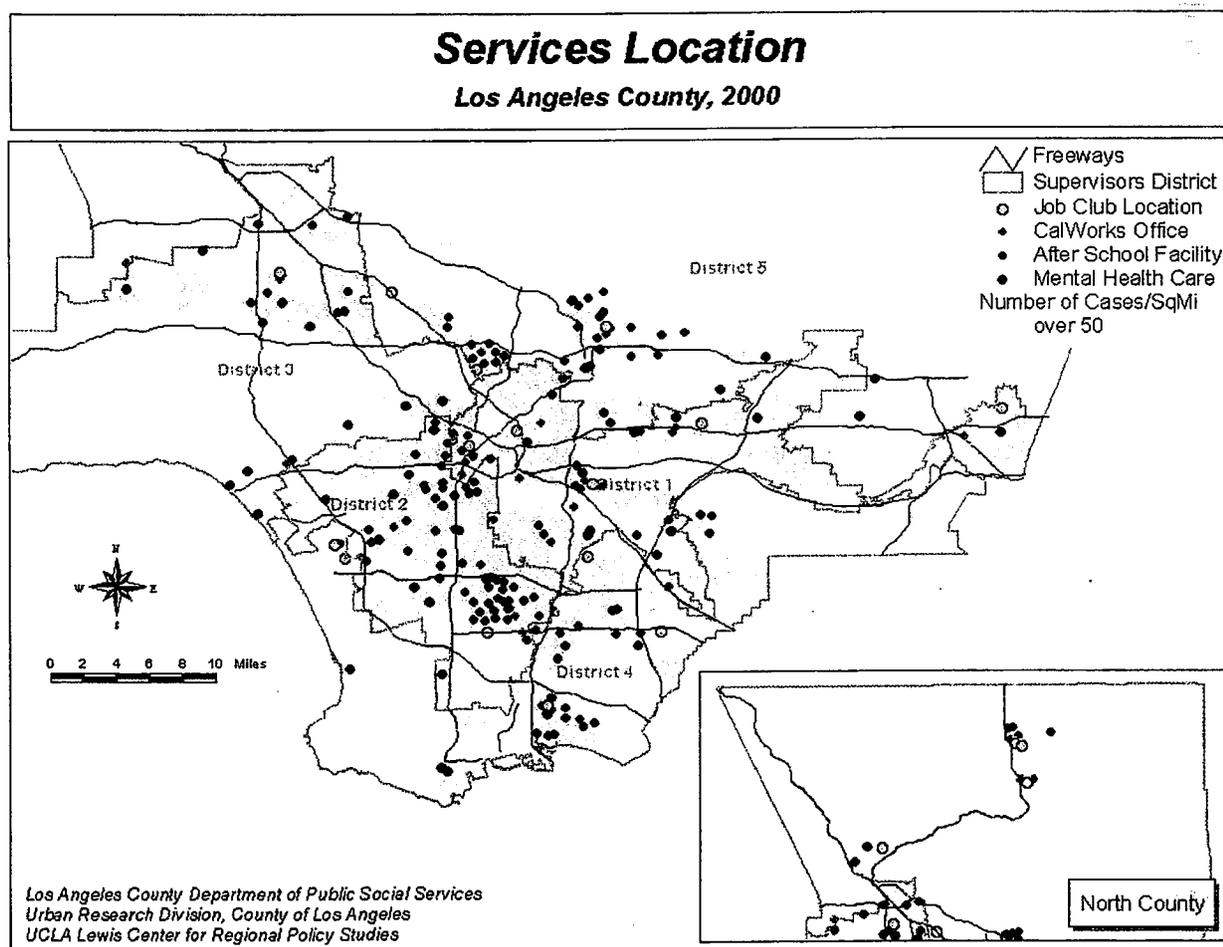
## Locations of Mental Health, Substance Abuse and Domestic Violence Centers

GAIN offers supportive services to participants who need treatment for mental health, substance abuse and domestic violence. Information on the locations of centers at which mental health/substance abuse services are provided to welfare-to-work participants was obtained from DPSS. Locations of domestic violence centers were not available due to confidentiality and safety issues (locations of shelters are only disclosed to the participants in need). See Appendix 9 for additional details on the methodological steps of displaying these data.

## After School Programs

The after school activity locations are the LACUSC and LACOE sites which have contracts with DPSS to provide after school activities for the children of CalWORKs participants. This data was provided by DPSS in May of 2000; however, more locations will be added in the future. See Appendix 9 for additional details on the methodological steps of displaying these data.

Figure 1



## **Childcare Data**

Administrative information related to child care in Los Angeles came from two sources acquired from LADPSS: data on licensed child care facilities in the county and data on child care providers that received payments from TANF for child care services.

### **Licensed Childcare Facilities**

Information on licensed childcare facilities in Los Angeles County was obtained from the Licensing Information System File obtained from the Community Care Licensing Division of the California Department of Social Services via the Los Angeles Department of Public Social Services (LADPSS). This information identified 11,438 firms that were licensed to provide childcare in Los Angeles County as of December 1999. This information also identifies the cap on the number of children that each facility can serve.

Ninety-nine percent (11,427) of the facilities were geocoded by the UCLA Lewis Center for Regional Policy Studies and were aggregated by TAZ (Transportation Analysis Zone). Only 10,905 were identified as providing pre-school age childcare and were used for this analysis. This information provides a general measure of the existing level of licensed childcare across Los Angeles County. See Appendix 9 for additional details on the methodological steps of displaying these data.

### **TANF Childcare Providers**

This DPSS data set contains information on Los Angeles County firms who provide "home-based" childcare or operate childcare centers for TANF recipients. The UCLA Lewis Center for Regional Policy Studies identified 20,391 facilities providing childcare services to TANF children in 1999. See Appendix 9 for additional details on the methodological steps of displaying these data.

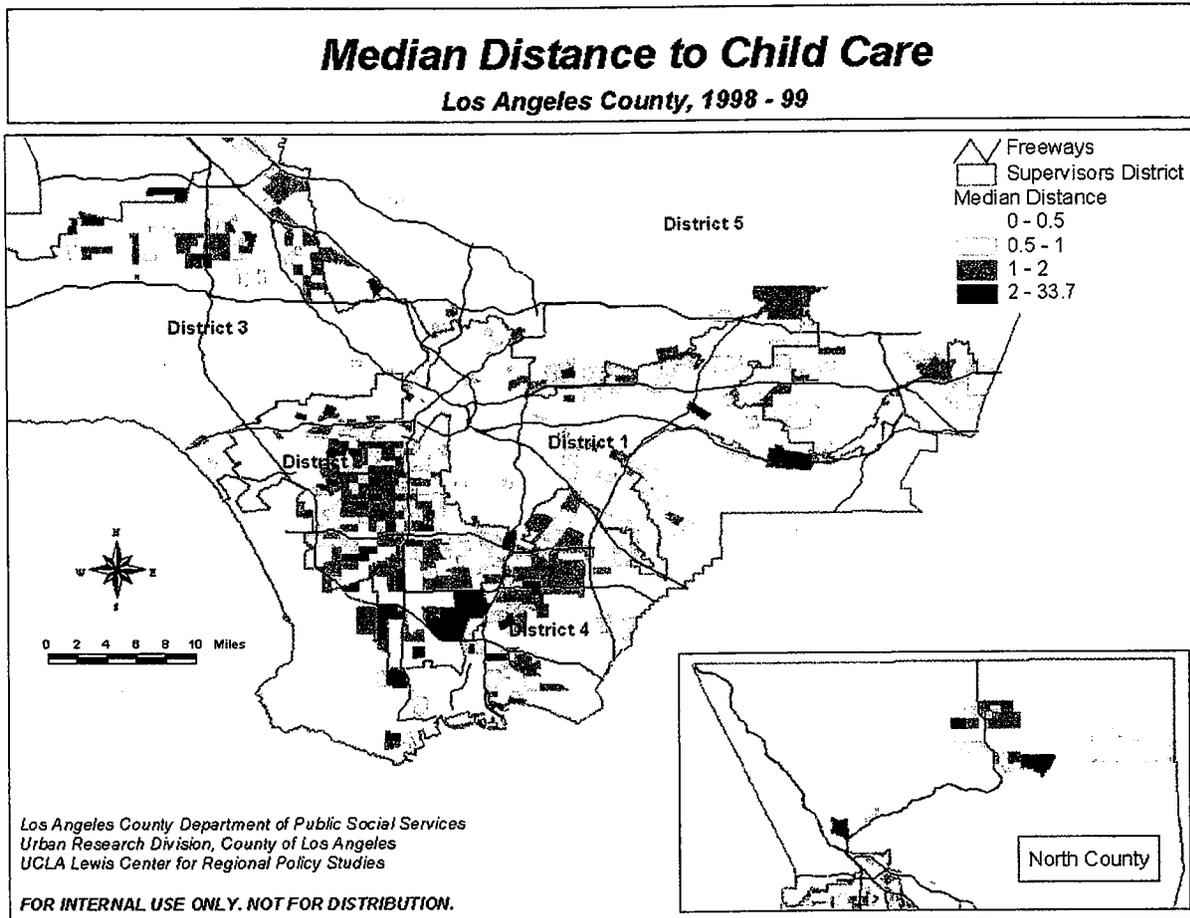
A number of methods were used to analyze these data in relation to the potential childcare-related travel needs of welfare-to-work participants. The analysis presented in this report estimate both the availability and usage of childcare:

*Available Licensed Child Care Slots per Child.* This analysis provides a general measure of the existing availability of licensed childcare across Los Angeles County based on the Licensed Facilities information described above. See Appendix 9 for additional details on the methodological steps of manipulating and displaying these data.

*Percent Exempt Child Care Providers.* This analysis provides a general measure of the distribution of exempt childcare used by TANF recipients based on the TANF Childcare Providers information described above. See Appendix 9 for additional details on the methodological steps of manipulating and displaying these data.

*Median Distance to Child Care.* This analysis provides a general measure of the distance that TANF recipients travel to receive licensed childcare based on the TANF Childcare Providers information described above (see Figure 2). See Appendix 9 for additional details on the methodological steps of manipulating and displaying these data.

**Figure 2**



### **Job Location Data**

Job locations used in this needs assessment were derived by the Lewis Center for Regional Policy Studies based on the American Business Information (ABI) database for Los Angeles County for 1998. More specifically, this analysis is based on the estimated locations of jobs that welfare-to-work participants are likely to secure – that is, jobs that are primarily held by women with a low level of education. This assumes that welfare recipients are more likely to find employment in jobs that require only a low level of education. Because the welfare caseload is mostly comprised of women, we also assumed that recipients are more likely to find employment in jobs that are primarily held by women.

A number of methodological steps were taken to identify the number of low education, female majority jobs in all areas of the Los Angeles County from the ABI database. The gender composition of occupations was based on the 1998 Current Population Survey; the educational level was based on aggregated and unpublished data from the California Cooperative Occupational Information System (CCIOS) conducted by California's Labor Market Information Division (EDD). These two sources of information were used to identify occupations that were predominantly female and where a majority of the firms require no more than a high school education. That information, then, was used with Employment Development Department's occupation-industry matrix (unpublished summary data) to estimate the number of low-education jobs held primarily by women in each industry in the ABI database for Los Angeles County.

This job location information is based on estimates of existing jobs and does not provide information on levels of job availability and/or openings.

### ***Supplemental Administrative Data***

This section provides a brief description of the supplemental administrative information that was used by the UCLA Lewis Center for Regional Policy Studies when analyzing CTNA data. It was made available through joint agreement between the UCLA Lewis Center for Regional Policy Studies and the California Department of Social Services (CDSS), and the California Employment Development Department (EDD).

### **Base Wage**

The Base Wage database (for the 3<sup>rd</sup> and 4<sup>th</sup> quarters of 1998) was used by the UCLA Lewis Center for Regional Policy Studies to derive supplemental employment history information for those GAIN participants surveyed for the CTNA. The Base Wage data was obtained through the California Department of Social Services (CDSS) from the California Employment Development Department (EDD). The Base Wage database contains quarterly records of all workers in the unemployment insurance (UI) program. The UI program covers approximately 95 percent of all paid workers in the private sector. The data do not include self-employment, employment in firms not in the Unemployment Insurance Program, and some governmental agencies.

### **MEDS**

The 1999 MEDS (MediCal Eligibility Determination System) file was used by the UCLA Lewis Center for Regional Policy Studies to derive supplemental welfare usage history information for those GAIN participants surveyed for the CTNA. The MEDS database contains individual welfare participation information and was obtained from the California Department of Social Services (CDSS). This database includes recipient name, social security number, sex, date of birth, and race (Black, White, Hispanic, and various Asian/Pacific Islander categories). In addition, MEDS data include monthly aid code, county code and eligibility codes as well as recipient address.

## Appendix 5. Survey Tabulations

The technical tabulations in this section provide the percentage distributions of responses to selected items of the CTNA survey. Results have been weighted according to household type (single-parent and two-parent household) and significant results ( $p < 0.05$ ) are shown in bold. See Appendix 1 for further details on survey data sources, sampling, methodology and weighting.

Tables 2 through 11 provide percentage distributions by the following selected sociodemographic characteristics: age, race, presence of young children (0-4 years of age), educational attainment, language of interview, household type, and supervisorial district. Items shown on the top of each column represent dichotomous variables (coded 1 = positive response, 0 = negative response or no response) with the exception of Average Waiting Time in Table 8. The results shown in the tables refer to the percentages of positive responses within each category of the selected sociodemographic characteristics to the dichotomous items shown on the top of each column.

The tables in this section provide various information on the travel patterns, characteristics, needs and preferences of respondents. The first three tables provide a general portrait of the whole sample. In particular, they contain the percentage distributions of travel behavior, sociodemographic characteristics, and transportation barriers for the 1,645 respondents. Moreover, and Table 6 illustrate the percentage distributions of transportation barriers for unemployed and employed respondents respectively. Table 7 illustrates the distributions of responses to items related to health care and child care usage, whereas and Table 9 contain the distributions of responses related to transit and automobile problems respectively. In particular, results in correspond to respondents who have used public transit within the last 6 months, whereas results in Table 9 correspond to those with a car in the household. Tables 10 through 12 contain the percentage distributions of responses regarding the preferences for possible county transportation programs, which have been ranked as first or second by respondents. While results in Tables 10 and 11 contain the distribution of preferences for car and transit programs respectively by the sociodemographic characteristics listed above, Table 12 contains the distribution of rankings of possible county transportation programs by levels of access to an automobile and access to transit. Further, in this table results represent the percentages of positive responses within each category of the access variables shown on the top of each column to the preference items listed on the left.

Survey tabulations presented in this appendix are weighted to adjust for the over-sampling of two-parent (U) cases that was necessary to increase the male response rate. This helps assure that these tabulations are representative of the welfare-to-work population in Los Angeles County. See Appendix 1 for additional details on the survey sampling and implementation process.

**Table 2. Distribution of Selected Sociodemographic Characteristics, GAIN Participants, Los Angeles County, 2000**

	Total	%
<b>Age</b>		
18-30	613	37
31-44	718	44
45+	183	11
Not reported	131	8
<b>Race</b>		
White	244	15
Black	455	28
Hispanic	734	45
API	42	3
Not reported	170	10
<b>With Children 0-4 years of age</b>	808	49
<b>Educational Attainment</b>		
Less than High School	682	41
High School/GED	427	26
Beyond High School	537	33
<b>Language of interview</b>		
English	1,216	74
Spanish	363	22
Other	66	4
<b>Household Type</b>		
Single parent	1,332	81
Two parents	313	19
<b>Supervisory District</b>		
1	407	25
2	591	36
3	199	12
4	210	13
5	238	14
<b>Total</b>	1,645	100%

**Table 3. Distribution of Travel Behavior by Selected Sociodemographic Characteristics, GAIN Participants, Los Angeles County, 2000**

	Average # Trips	Trips By Car (%)	Trips By Transit (%)	Trips to Work/Job Search/Job Club (%)
<b>Age</b>				
18-30	3.0	65	17	15
31-44	2.9	62	19	16
45+	2.6	63	19	18
Not reported	2.4	62	14	14
<b>Race</b>				
White	2.9	80	7	15
Black	3.1	62	21	17
Hispanic	2.8	58	21	15
API	2.6	78	8	18
Not reported	2.4	61	17	14
<b>Age of children</b>				
With children 0-4 years of age	2.9	62	18	15
Without children 0-4 years of age	2.8	64	18	16
<b>Educational attainment</b>				
Less than High School	2.5	53	22	15
High School/GED	2.9	63	18	15
Beyond High School	2.2	74	14	16
<b>Language of interview</b>				
English	3.0	66	17	16
Spanish	2.5	50	23	14
Other	2.2	72	9	20
<b>Household type</b>				
Single parent	2.9	61	20	15
Two parents	2.4	73	10	17
<b>Supervisorial District</b>				
1	2.7	54	22	15
2	2.8	59	24	17
3	2.7	68	14	15
4	3.1	72	11	15
5	2.9	76	10	15

**Table 4. Distribution of Transportation Barriers by Selected Sociodemographic Characteristics, GAIN Participants, Los Angeles County, 2000**

	Without Car in the Household %	Transportation Problem to Find/Keep Job %	Living in Poor-Transit Areas %	Unemployed %
<b>Age</b>				
18-30	48	46	29	49
31-44	43	43	23	47
45+	46	40	24	46
Not reported	29	40	28	57
<b>Race</b>				
White	27	37	36	49
Black	57	44	24	48
Hispanic	45	47	24	47
API	37	34	30	39
Not reported	33	40	27	56
<b>Age of Children</b>				
With children 0-4 years of age	47	46	28	53
Without children 0-4 years of age	42	42	24	44
<b>Educational attainment</b>				
Less than High School	49	45	24	53
High School/GED	46	43	28	45
Beyond High School	38	43	28	46
<b>Language of interview</b>				
English	46	44	28	48
Spanish	43	44	21	49
Other	15	33	18	49
<b>Household type</b>				
Single parent	51	45	26	48
Two parents	17	37	26	51
<b>Supervisorial District</b>				
1	45	49	24	49
2	53	43	17	50
3	39	38	21	42
4	39	46	33	47
5	30	37	51	50

**Table 5. Distribution of Transportation Barriers by Selected Sociodemographic Characteristics, GAIN Participants Who Are Not Employed, Los Angeles County, 2000**

	Without Car in the Household (%)	Transportation Problem to Find/Keep Job (%)	Living in Poor-Transit Areas (%)	Not Currently Searching (%)
<b>Age</b>				
18-30	57	45	26	47
31-44	50	42	24	48
45+	50	34	31	52
Not reported	36	38	29	69
<b>Race</b>				
White	32	35	34	58
Black	69	43	22	37
Hispanic	52	46	25	51
API	39	31	34	63
Not reported	36	37	27	66
<b>Age of children</b>				
With children 0-4 years of age	54	42	26	51
Without children 0-4 years of age	44	42	26	49
<b>Educational attainment</b>				
Less than High School	55	41	26	51
High School/GED	51	43	28	51
Beyond High School	47	43	24	49
<b>Language of interview</b>				
English	54	43	27	47
Spanish	48	39	25	57
Other	17	40	15	61
<b>Household type</b>				
Single parent	59	44	26	49
Two parents	22	33	27	56
<b>Supervisory District</b>				
1	53	51	27	54
2	61	39	15	45
3	39	39	17	60
4	42	43	34	54
5	41	35	53	47

**Table 6. Distribution of Transportation Barriers by Selected Sociodemographic Characteristics, Employed GAIN Participants, Los Angeles County, 2000**

	Without Car in the Household (%)	Difficulty to Travel to/from Work (%)	Living in Poor-Transit Areas (%)
<b>Age</b>			
18-30	40	61	32
31-44	37	54	23
45+	42	60	19
Not reported	20	61	27
<b>Race</b>			
White	22	42	38
Black	46	61	26
Hispanic	39	58	22
API	37	76	28
Not reported	30	62	25
<b>Age of children</b>			
With children 0-4 years of age	40	62	31
Without children 0-4 years of age	36	55	22
<b>Educational attainment</b>			
Less than High School	41	63	21
High School/GED	42	53	27
Beyond High School	30	55	31
<b>Language of interview</b>			
English	38	57	29
Spanish	39	63	17
Other	12	48	22
<b>Household type</b>			
Single parent	43	59	27
Two parents	12	54	24
<b>Supervisorial District</b>			
1	37	56	20
2	45	63	20
3	40	59	24
4	36	54	33
5	19	51	49

**Table 7. Distribution of Characteristics Related to Health Care and Child Care Usage by Selected Sociodemographic Characteristics, GAIN Participants, Los Angeles County, 2000**

	Health Care		Child Care/After School Care	
	Lack of Transportation Prevented Access to Health Care (%)	Transportation is a Problem in Access to Health Care(%)	Usage Rate (%)	Transportation to Child Care is Difficult (%)
<b>Age</b>				
18-30	26	35	39	27
31-44	27	39	18	30
45+	29	41	11	28
Not reported	29	37	16	23
<b>Race</b>				
White	33	38	24	30
Black	22	38	33	28
Hispanic	28	37	22	26
API	23	37	22	24
Not reported	27	38	17	31
<b>Age of children</b>				
With children 0-4 years of age	28	38	37	26
Without children 0-4 years of age	25	37	12	32
<b>Educational attainment</b>				
Less than High School	26	43	18	35
High School/GED	25	34	25	27
Beyond High School	29	34	34	23
<b>Language of interview</b>				
English	25	35	29	28
Spanish	29	43	11	24
Other	47	51	12	55
<b>Household type</b>				
Single parent	26	37	28	28
Two parents	32	39	13	25
<b>Supervisorial District</b>				
1	27	38	20	18
2	23	37	28	30
3	30	39	19	28
4	27	38	32	25
5	32	37	24	38

**Table 8. Distribution of Transit Problems by Selected Sociodemographic Characteristics, GAIN Participants Who Used Public Transit Within Last 6 Months, Los Angeles County, 2000**

	Transit Problems		
	Transfers (1+) (%)	Bus Passes By (%)	Average Wait Time
<b>Age</b>			<b>Unsafe (%)</b>
18-30	66	44	23.2
31-44	65	47	21.9
45+	72	43	22.0
Not reported	69	55	24.4
<b>Race</b>			
White	57	36	22.2
Black	75	43	22.9
Hispanic	64	50	22.7
API	32	34	15.3
Not reported	65	54	22.5
<b>Age of children</b>			
With children 0-4 years of age	68	44	22.6
Without children 0-4 years of age	65	47	22.5
<b>Educational attainment</b>			
Less than High School	65	44	24.3
High School/GED	69	47	20.3
Beyond High School	67	47	21.6
<b>Language of interview</b>			
English	68	42	22.0
Spanish	65	56	24.3
Other	64	53	22.1
<b>Household type</b>			
Single parent	68	44	22.6
Two parents	61	54	22.3
<b>Supervisorial District</b>			
1	66	41	21.4
2	74	53	21.9
3	55	51	21.9
4	59	44	25.2
5	59	33	28.1

**Table 9. Distribution of Car Problems by Selected Sociodemographic Characteristics, GAIN Participants With a Car in the Household, Los Angeles County, 2000**

	Maintenance Problems (%)	Car Problems			Had 1+ Failures Past 3 Months (%)
		Limited Access to Car (%)	Old Car (10+ years) (%)		
<b>Age</b>					
18-30	53	34	61	47	
31-44	63	30	72	53	
45+	60	31	77	54	
Not reported	52	45	62	55	
<b>Race</b>					
White	57	34	72	53	
Black	53	21	60	52	
Hispanic	62	35	69	50	
API	77	34	73	44	
Not reported	51	46	66	55	
<b>Age of children</b>					
With children 0-4 years of age	56	34	66	53	
Without children 0-4 years of age	60	32	69	51	
<b>Educational attainment</b>					
Less than High School	57	42	71	50	
High School/GED	57	32	68	51	
Beyond High School	60	25	64	54	
<b>Language of interview</b>					
English	56	27	68	50	
Spanish	65	45	69	54	
Other	56	57	52	58	
<b>Household type</b>					
Single parent	60	29	68	51	
Two parents	52	45	68	53	
<b>Supervisory District</b>					
1	58	36	70	49	
2	56	31	65	51	
3	56	36	66	56	
4	61	27	68	45	
5	61	35	69	57	

**Table 10. Distribution of Preferences for Transit Related Programs by Selected Sociodemographic Characteristics, GAIN Participants, Los Angeles County, 2000**

	Percent First or Second Choice			
	Transit pass to ride for free (%)	More frequent bus service (%)	Lift home in case of emergency (%)	Shuttle picking up and dropping off (%)
<b>Age</b>				
18-30	34	57	51	49
31-44	39	61	52	40
45+	44	57	43	34
Not reported	40	60	48	41
<b>Race</b>				
White	36	55	54	40
Black	34	60	51	48
Hispanic	40	60	49	43
API	52	62	30	29
Not reported	40	61	49	37
<b>Age of children</b>				
With children 0-4 years of age	35	58	53	47
Without children 0-4 years of age	41	60	47	39
<b>Educational attainment</b>				
Less than High School	43	60	46	40
High School/GED	35	57	48	46
Beyond High School	33	60	57	44
<b>Language of interview</b>				
English	34	60	52	46
Spanish	50	58	47	34
Other	45	51	40	36
<b>Household type</b>				
Single parent	38	60	50	43
Two parents	39	55	48	42
<b>Supervisory District</b>				
1	41	62	51	40
2	36	58	50	45
3	41	57	47	42
4	36	60	53	43
5	37	59	49	42

**Table 11. Distribution of Preferences for Car Related Programs by Selected Sociodemographic Characteristics, GAIN Participants, Los Angeles County, 2000**

	Help getting a car loan (%)	Percent First or Second Choice		Help clear parking tickets (%)
		Help maintaining a car (%)	Liability insurance lower cost (%)	
<b>Age</b>				
18-30	68	47	57	23
31-44	67	43	55	24
45+	58	40	50	26
Not reported	49	46	56	28
<b>Race</b>				
White	61	43	56	26
Black	69	49	53	23
Hispanic	66	42	56	24
API	66	48	51	20
Not reported	52	41	57	27
<b>Age of children</b>				
With children 0-4 years of age	66	47	57	25
Without children 0-4 years of age	63	42	54	23
<b>Educational attainment</b>				
Less than High School	64	41	52	26
High School/GED	63	46	60	22
Beyond High School	67	48	56	23
<b>Language of interview</b>				
English	67	47	55	23
Spanish	62	36	54	24
Other	36	38	59	42
<b>Household type</b>				
Single parent	68	44	54	23
Two parents	50	44	60	29
<b>Supervisorial District</b>				
1	65	45	54	22
2	64	44	54	26
3	59	45	54	27
4	70	44	58	21
5	67	45	58	23

Table 12. Distribution of Rankings of Possible County Transportation Programs by Access to Auto and Transit, GAIN Participants, Los Angeles County, 2000

	Percent First or Second Choice				
	Access to Auto		Without car in household (%)	Access to Transit	
	Unlimited access (%)	Limited access (%)		Poor Transit Area (%)	Rich Transit Area (%)
<b>Automobile oriented programs</b>					
Program helping get a car loan	59	60	71	68	65
Program helping maintain a car and provide emergency road service	49	38	43	48	43
Program enabling to buy liability insurance at a lower cost	58	63	50	56	53
Program helping clear parking tickets	27	27	20	20	25
<b>Transit oriented programs</b>					
Transit pass allowing to ride for free any time on any public transit system in LA	35	41	40	38	44
More frequent bus service	57	60	60	60	59
A lift home from work in case of emergency	50	49	51	48	47
A shuttle or van that picks up at home, drops at work, and takes home at the end of the day	47	40	41	46	38

## Appendix 6. Focus Group Findings and Analysis

This section summarizes the major focus group findings concerning the transportation needs identified by GAIN participants. These findings include results from a brief questionnaire filled in by participants prior to each session, and are followed by a profile of participants based on data gathered from this questionnaire.

### ***Major Means of Transportation***

1. Transportation preference: Like most Angelenos, our participants much preferred cars to public transportation.

Alicia: Give me my money, I'm getting a car [laughter]. Because transportation in Los Angeles is a big issue. Distances are too, you know, too big and too far.

- The reasons for preferring cars: Cars covered more distance in much less time, were convenient for making the multiple trips required by family life, and they felt safer and more private in cars than on public transportation.
2. Surprisingly high car ownership, but actual use is lower: Forty-two percent of the forty-three people in our transportation focus groups said that they or their spouse owned a car. About another 5 percent said they usually had use of somebody else's car. However, the actual use of cars as a primary means of transportation was lower than car ownership, about 33 percent, while another 30 percent used buses.
    - Reasons for not using cars in a household: Having to share family cars, unreliability of cars, and limited use due to lack of insurance, registration, or other problems.
  3. Car providers for people who don't have cars: The majority who did not own cars, occasionally found rides from the following sources:
    - Mothers and grandmothers top the list, followed by siblings and friends.
    - Neighbors could be called upon in case of emergencies, but people in our group were careful not to ask for too many favors that they could not or did not want to return.
    - People who charge for rides range from family to acquaintances. In fact, some people make a little business and help solve the transportation problems of the poor by shuttling them around.
    - Fellow participants in the GAIN program: Women in the same Job Club often develop a sense of solidarity in their attempts to meet the dreaded daily job interview/application quotas. In this situation, those fortunate enough to have cars "caravan" their carless comrades to possible job sites.

Shirley: You have to caravan with somebody [in Job club]. Hopefully, they'll let you go with 'em.

JH: You mean if somebody has a car?

Shirley: Yeh, somebody has a car.

JH: People help each other out?

Carrie: Our last class, we were—

Shirley: --we was like family. We all go along...together, so we all helped each other.

4. Widespread reliance on public transportation, at least some of the time: Almost everyone uses buses some of the time. About one-third of the people in our focus groups relied primarily on buses.
  - Combining transportation resources: A common pattern was to rely on a combination of cars, buses, and walking. For example, many Job Club participants manage to get a ride to the office but then are left on their own to ride or walk for their job search. The patterns are complex and difficult to describe because few have the use of a car all of the time.
5. Bus use is highest for the unemployed and part-time employed: Both our survey and focus group data point out that the majority of our full-time employed participants primarily use cars for their various trips, while the majority of the unemployed and part-time employed seem to rely on buses. Of the unemployed that answered our survey questions, 61 percent said they relied primarily on buses, while 86 percent of the employed said they relied on cars. (See Tables at the end of this appendix).
  - The heavy reliance on buses exacerbates the transportation problems and arrangements necessitated by an extensive job search in addition child care and other family tasks.

## ***Transportation Difficulties***

1. Complaints about Public Transportation: Whether looking for a job or working, participants who depended on public transportation were generally dissatisfied with the service. Frequently mentioned complaints were:
  - Bus lines are unavailable or limited, especially in outlying districts of the County or for people who work night shifts and on weekends. This problem usually struck a chord in our groups and several people would start speaking at once when the topic came up:

?: These buses run...

?: every...

Ginnie: that, that and child care...

?: on every forty-five [minutes] to an hour. Every forty-five minutes to an hour. And then they only run at certain times. They stop runnin' at eight o'clock.

?: And then they don't run on Sundays.

Ginnie: You have to get a job and you have to specify your hours. Between when the buses run. If you get a night job, you're stuck out in the boondocks.
  - Bus schedules are unreliable, with early or late arriving buses seeming to be very common. These participants discuss how taking the bus requires that they be mindful of and adapt to the way that buses actually run:

Velma: I'm on the bus, and I catch it every night. Seven o'clock I will be caught out there waiting on the bus. Seven, you pushing it. You are using it. They say eight o'clock, and whatever, when the schedule—

?: And if you're sitting out there late, and they go by a little early, that's too bad. You have to be out there fifteen, twenty minutes ahead of time because if not, sometimes they come early, and if they come early, that's too bad.

- Bus travel is extremely time consuming.

This participant cites time on the bus as the major reason she cannot rely on public transportation when her car breaks down.

Flora: I have a car, I basically ride a car. But when it's broken, I have to find a ride because I cannot rely on the bus. The bus is usually, one time I tried to get a bus to go to my job and then to leave my daughter to school. As she said, it's like every hour they go by, so just to go there to the bus stop is like four blocks away from my house. Then from there to get to my daughter's school and my job is like taking maybe three buses. So that time was really hard for me...So I cannot really rely on the bus because I would like to, but it's not convenient for the time. I mean, if I decide to go to my job or with my kid to school in the bus, it would take me maybe like two hours.

- During rush hours conditions on buses make using public transportation uncertain.

Buses are often overcrowded:

Margie: ...I got on the bus and it was so packed that I didn't have anywhere to hold on to, and when the bus stopped, I fell. You know, I hated that. I didn't like that at all. People were like laughing and I got up and I, it was like I wanted to cry, you know, and cuss [laughter]. But I just got off the bus and I walked home.

Full buses sometimes pass by participants, making their trips difficult to plan:

Shirley: Sometimes they'll [buses] pass you up. And then you have to stand there for another forty-five minutes and wait for another bus. Hopefully, that one isn't crowded and don't pass you up.

- Buses are especially inconvenient and stressful when parents are dealing with children and shopping:

Rosetta: I have three children: 7, 2, and 1. It's hard getting on the bus with the kids. Oh man, the stroller, I rather just not go anywhere. You know, if I can really avoid taking my children, I just, I stay at home. My children remember the nightmares of going grocery shopping on the bus. It's sickening, you know, you have all these bags, and sometimes forget things and frustrated with kids. Thank God for my car, raggedy as it is.

- Participants are hesitant about taking public transportation for safety reasons: Women, in particular, found themselves exposed to unruly or dangerous people who frighten both participants and their children:

Margie: I don't feel safe when you're on the bus, and you're sitting next to some perverts who give you sexual advances, you know? [laughter] And say things to you in front of your kid, or kids. I don't like that at all.

I've had my daughter with me, and we get into a bus, and we've had like men sitting next to us who really smell of alcohol or urine, and it's really scary.

These fears were especially concrete for a woman who will no longer ride the bus after getting robbed during one of her first experiences riding the bus:

Yanna: Um, I got on the bus in the morning. I sat by, I sat by this person that didn't speak that good of English. So, um, we were just conversating [sic]. What they, what he was doing was baiting me while his friend took all my stuff.

JH: So you were robbed?

Selma: That's too bad.

JH: So your first experience –

NE: That was your one and only. You got robbed, you never wanted to go on the bus again?

Yanna: And I never did again. And I won't [long pause] And that was when I first came out here, so I had everything in my bag. Um, now I don't carry purses, I just don't do it. And I never go on the bus again. And he was real friendly. And when I turned, I, I seen them two make eye contact and that's how I knew that he was biting me, and he was taking my stuff. And they both go off the bus together. And the bus drove off, and I, I couldn't do nothing about it.

- Safety concerns are also associated with walking from bus stops. One participant whose driver's license was suspended talks about the fear she feels when walking through an unsafe neighborhood on her way from the bus to her home:

Margie: But to take the bus, I've had so many headaches just taking the bus. And I live in a bad area now that, you know, I've told people, "Well, I'll just take the bus to work." And they're like, "It's not safe for you," you know, 'cuz I live on Sepulveda and Nordhoff, and it's a really bad area right there. And waiting there at six, seven o'clock at night or coming home and having to walk a couple of blocks, it's horrible. There's cops there all the time, and there's a lotta gang bangers that are walkin' around, and it's not safe at all.

- Bus travel is particularly difficult and stressful for people on job search in unfamiliar territory. They usually can't plan and schedule their rides ahead of time. As a consequence:

Considerable time and planning are required to negotiate multiple transfers:

?: You get lost on the buses, you know, because, or transfer to the wrong bus.

LS: How does that happen?

?: Because you don't know what bus to get on

LS: Is it because you have a schedule, and they're too complicated?

?: No, 'cause they have numbered buses that go so far, and ones that go further. You get on one, and you, you said that you're supposed to be on like for instance, that number two one, you're going to this destination, and it cuts off at this point, and you need to go farther to that point, you know, to transfer again, or they don't tell you—

?: Yeah, you'll make the transfer at this point, and sometimes you won't, so you'll have to transfer somewhere else, or but it's like math, you have to be able to do math.

Participants sometimes get lost when traveling on an unfamiliar bus route to make a job application:

Vicky: This was for a driving position on Burbank that I had to go to see about. But because of limited funds and not knowing where the location was at, I got lost. So I turned back around, paid the other fare and just come home.

Fearing that she will get lost, one participant avoids public transportation altogether preferring to rely on family and friends for rides until she could get a car:

Yanna: I'm scared first of all because I don't know the bus routes. And since I have my child with me, what if I get lost? So, I've never dealt with the bus. I was just too scared of the bus. So, I've always had family, friends, or I finally got my own car.

## 2. Travel by car is desirable, but also creates problems for the poor:

- Travel by car is expensive due to costs of gas, insurance, and repairs:

Yanna: I mean I live in Pacoima and you gonna drive every single day, which is forty-five minutes to LA, you're not gonna do it with not a reliable car.

LS: How do you (get around)?

Sharlene: Catch the bus, or I drive my car. It depends on if I have gas, or, you know, I've been pinching pennies to get gas money to get there because they only give you thirty dollars for gas, and that doesn't last for three weeks. And my finances have been real tight. Um, so, and then, it's a task getting from here to the different locations...

- Participants' cars are often old and unreliable:

Sharlene: We (fiancé) have two cars, but both of them need work done on them. One's not registered, and the other one has problems with the tires, and at this time, I don't have money to fix it...and so it's a bit of a problem with, um, finances as far as making sure you have gas, making sure that you can get to where you're going.

- It's risky to drive your car very often or very far when you can't afford insurance or registration. Margie has risked driving her car without a license or insurance, rather than take a bus:

And I've had many bad experiences on the bus, and so now I take a risk getting in my car...But I'll take the back streets if I have to. And you know, I don't even like driving and looking behind my shoulder every five minutes hoping, you know, I don't get pulled over. But with AFDC, you can't afford to get insurance anyways.

- Arrangements to get rides or borrow cars are often unreliable and unpredictable:

Ginnie: In the mornings when I miss the bus, I will call my boyfriend, and he'll come to take me. But sometimes he can't take me because he does, he works, too, you know. And he just does odd jobs right now, because, you know, he's not in a stable job right now, so I can't always rely on him, and he's the only one I can rely on, you know, 'cause I don't have family out here.

See, even if you plan ahead...something fails. Something will come up with that person you've got your plans made with. And then they're gonna drop out and you have absolutely *nowhere, nobody* else to turn to. It's like, oh, my god.

## ***Transportation Related Medical Issues***

1. Participants do not see transportation as a major problem when they can plan their trips in advance:
  - They rely on their family and neighborhood networks.
  - They prefer the convenience of cars.
  - They very much appreciate the shuttle services provided by my a few dentists.
  - One participant arranged appointments for all family members on the same day.
2. However, distance from bus stops, infrequent scheduling, especially on weekends and nights when regular doctors are not available, and the inconvenience of riding buses resulted in instances of:
  - Calling 911 and access to medical care in emergency rooms.
  - Not wanting to ride the bus and go to the doctor when sick, causing delayed or deferred treatment:

Velma: I just stayed home, I just stayed home, wing it out, you know, you don't want to get on the bus. You don't feel good, you don't feel good enough to get dressed, you know, enough to be presentable to be on the bus, and you don't go. You just stay home.

- A child missing school and a mother reprimanded when she did not have the transportation to get the required inoculations:
 

? : I got a call saying, you know, the truancy officer, that I would be in trouble from the district at.., the sheriff, what is it, the school board. You know, you have to go to this meeting. I had to go to a meeting because he missed too many days. And it was only because we didn't get him his second hepatitis B shot. I tried to explain to them, my kid, you know, I didn't have a car to get him to this place. I tried to find a clinic here in Palmdale that I might be able to walk to or something, and, ah, they didn't have any at that time, so...

3. New requirements to seek care through HMOs can result in longer and more complicated travel arrangements: Like everyone else, participants want clinics, general practitioners, and specialists close to home. At least in the period of transition from the previous Medi-Cal system to the new one, which contracts with managed care organizations, some are finding this difficult to achieve.

Mona: They hook you into the HMOs, and it's an automatic thing. You send in a paper, but it's still an automatic thing where they pick a doctor for you and everything. So you send 'em a little paper later and try and get it changed, but like I say, I'm in San Pedro. They put me at a doctor in Southgate. Which is another three hours on the bus. I tried to get referrals to an eye doctor from, from the doctor. He sent me to some doctor in Chinatown. [laughter] I needed an ultrasound down, they sent me on Wilshire for one. I needed a mammogram. They sent me on Vernon and Broadway. And I said, you know, do you have anything in Torrance, in Inglewood, somewhere within an hour?

### ***The Impact of Work Requirements on Transportation Difficulties***

The work requirement of welfare reform creates opportunities for achieving economic independence but also new transportation needs and transportation problems for participants. This was particularly true for the unemployed and part-time employed engaged in a job search. Although they found creative ways of dealing with their new transportation problems, many thought that the structure and requirements of Job Club actually exacerbated these problems and thereby interfered with their ability to find the kinds of jobs they wanted. Specific problems related to their participation in GAIN programs included:

1. **Inadequate Transportation Supplement:** Increased costs due to participating in GAIN: The most common complaint was that the transportation supplement did not cover costs for job search, child care, and other expenses associated with participating in GAIN. Arturo explains that what he gets from the County does not pay for the costs of getting to and from Job Club and to job search and back to Job Club in addition to related trips to drop off and pick up children.

Now, they give us eleven dollars a week, which buys eleven tokens. If I use two a day to get here and two a day to get home, that means I've got seven left. Okay? And that's just to come to Job Club. Now they want me to-- after I leave here at eight thirty they want me to go to five interviews. Won't make it. Okay, now, why they give us eleven dollars a week for three weeks? Thirty three dollars, the County's payin' us, when they could just give us a monthly bus pass at forty dollars and we could go anywhere on a monthly bus pass, okay? Simple mathematics.

Since transportation costs are reimbursed by check, another hidden cost is the fee commonly charged by check cashing establishments for people who don't have checking accounts. This leaves participants with even less money toward their transportation costs.

Maria: ...first you gotta cash the check, and, you know they're gonna charge you for that. So you definitely don't have thirty-three dollars--

Julie: -- two seventy-five every check. Just to cash.

2. **Unpredictability of Support:** While GAIN tries to lessen the added costs of transportation through subsidies, participants complain that this support is often slow in coming or that they receive

inadequate information about the support they are entitled to. In particular, participants cited the following problems:

- **Bureaucratic delays:** Participants complained about delays in receiving support that left them with inadequate funds to cover the costs of transportation. Participants frequently complained about the length of time that it took to process their applications for transportation support. Delays of 10-15 days in getting the monthly transportation allotment created a hardship during job search since they are expected to fill their quota of job applications whether or not they have received support for transportation. One participant talked about problems that occurred when such delays resulted in an inability to buy a bus pass until the middle of the month:

Velma: ...look what they done to me. They send me the thirty dollars. Here it is in the middle of the month. Why would I want to buy a bus pass for forty dollars, and it ain't gonna last the whole month. I got a couple of more weeks out of the next month to go the Club (Job Club), so you know, they don't do, yeh, they don't set you up right.

?: They said the middle of the month, and you got to buy it in the middle of the month to get there, and then what do you do the *next* month? They only give you to pay for a full month, and you only get two weeks to use a pass, then the next week, what do you do?

In the following example, problems in getting transportation support appear to lie in a lack of follow through on requests for support:

My name is Gwen. No. She didn't give me no bus-- no money, no nothing. And I have told her before, you know? She had called me and gave me my date to go to the job club and she had me-- she asked me if I needed transportation, and I said, "Yeah," and she never sent me nothing.

JH: Might have to ask for it again.

?: Same as my worker.

?: You have to call.

?: I've asked her, my worker, twice.

J: She's on vacation.

?: Well, you have to get a substitute.

Marilyn: Yeah. supervisor. Yeah.

?: You have to call.

?: That's what I had.

Gwen: I talked to her supervisor. She can't do nothing until she comes back.

- **Poor counseling and lack of information:** A number of participants appear to lack information or have been incorrectly counseled about the transportation assistance they are entitled to under the GAIN program.

Yanna: When I went to my GAIN worker, she asked me if I wanted transportation. And she said would I need any bus pass? I'm like no. So she made me sign a piece of paper saying I do not need transportation. Okay? So when I go to my job club, they tell me that I coulda got gas money. Now I can't get gas money, because I already signed that I don't need transportation!

Participants were keenly aware of the key role that case workers play in providing information and seeing that they get support in a timely manner. In contrast to the examples above, several participants talked about the difference that an extra effort on the part of their workers made in getting them transportation assistance:

My name is Vicky. Notice of action stated that you were, ah, approved for thirty-three dollars for transportation... You know, it takes so long, you know, all the red tape. My worker, they came, they gave it to me here. Check here, and they can do it. 'Cause my worker, she had her supervisor, they approved it. And they wrote me out one and gave it to me here. And some of the other girls were waiting in the mail. I don't know why mine was done that week. But I think it's the worker...

3. Programmatic insensitivity to transportation needs: In some cases, program requirements as well as assistance seemed to fail to take into consideration participants' transportation needs and barriers. Common concerns included:

- Discipline of GAIN thwarts job search: Participants report that the desire of GAIN to instill a sense of discipline and punctuality without sensitivity to their transportation problems can be punitive and actually thwart their job search. For example, participants who depend upon buses that may run late or pass them by when full worry about the consequences of failure to adhere to Job Club's strict requirement for punctuality:

?: They should have more frequent, more frequent running busses

? : And when you're sitting there, they do pass you up sometimes when their bus is too full. And then, what do you do when you're late for Job Club or something like that because the buses do pass you up? There's no excuses, you can't have no excuses, you have to be here.

- Job leads too far away: Participants complain that job leads, particularly the better paying jobs, are sometimes not accessible due to transportation problems. One participant complained that job leads are too far away for travel by public transportation:

Evangelina: ...I have to fill out applications, I mean everywhere, all around the Valley. I tried to look for a job from Van Nuys, Panorama City...

Well, I got papers, printouts from the EDD office, and all of the jobs were in Reseda, Canoga, and Pacoima, and there was only one here in Van Nuys.

Another participant was given a job lead for shifts when buses run only infrequently.

?: They gave me a job lead for a company that let out at four in the morning. There's no way I'm gonna be able to, I can *walk* home faster than it will take me to catch the bus. But to wait for so long for the bus to get home, you know, I get out at four in the morning. If I were to take that job, then it would take me about two hours to get home, and that's not that far, but to walk, you know, at—

When asked why they did not move to areas that would be closer to jobs, participants cited safer neighborhoods and affordable housing in areas where they live:

Ginnie: Actually, when I moved up here, it was cheaper to live here than it was to live down in the valley. I mean, it was like in half. Rent was half of what you were paying down in the valley. Um, I could have stayed in the valley; my mom lived down there. And I could have stayed with her, but I decided to come up here where it was cheaper. Where you would pay four hundred a month for rent on an apartment down here, you were paying eight to a thousand bucks down below.

So, number one, it was cheaper. Number two, I did, I did like the openness and not as many people. Um back then it wasn't -- the gang thing wasn't up here, like it is now.

In another instance, a participant moved farther from where jobs were more available in order to be close to her child's school:

Margie: I just moved! [laughs] I just moved. I was living on, in Sherman Oaks just a block away from Ventura Boulevard. And I totally miss it. Because out there, there was lots of job opportunities on Ventura Boulevard. Um, now I live here, on Nordhoff and Sepulveda. Why I had to move there was because I had to live somewhere where my daughter can walk home from school and back. Where I didn't have to drive her to a middle school everyday and pick her up from middle school. So now that's like one less worry. Where she can walk home and be home for like two hours by herself. But not 'til seven, eight o'clock at night while I'm walking home from work.

Yeah, I moved from one good area to a bad area just for her so she can get to school and back. But now I lack the job opportunities that I did have.

- Eliminating or cutting transportation support once participants start working<sup>2</sup>: Loss of transportation support after starting to work makes meeting transportation needs difficult, particularly for those who are attempting to get by on low wages paid by most entry level jobs.

Bob: No. With me, when I went to the program, as soon as you got the job they, uh, through GAIN I was cut from transportation.

Alicia: It's kinda different for me though 'cuz I'm still going to school, technically enrolled in school. I go through the GAIN program at my school and they hand me a bus pass every month. So as far as-- he's correct though about that because I know-- I know and have kept in touch with people who have left the school and have just started working and right away, *right* away, when they find out you're working, they cut your bus pass money, and that's it. Or your gas money.

And that makes it hard on some people 'cuz they're still trying to get through, and then there's that extra thirty some odd dollars a month they have to pay for the bus.

## ***The Impact of Transportation Difficulties on Jobs and Family Life***

Transportation difficulties can adversely affect the ability of participants to get jobs and achieve self-sufficiency in the following ways:

1. Poor transportation negatively affects job search strategies:

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<sup>2</sup> GAIN adopted a new policy, which allows for a transitional period of transportation payments for employed participants; however, this new policy was not in place when the focus groups were conducted.

- Meeting Job Club quotas leads to ineffective searches: The Job Club requirement and pressure to turn in five work applications a day was a transportation nightmare for participants without a car. One consequence was that some participants simply ran to the nearest mall just to fill their quotas. They did not have time or transportation to look for the jobs they wanted. Maria describes how she handles the pressure to get job application quotas:

What I try to do is go to like a little shopping center that has a lotta stores and just get `em all there.

Other focus groups confirmed this pattern:

JH: So how many trips do you make a day on the bus in order to get five or ten applications?

Yanna: Well, I make just about two or three trips on the bus.

JH: And you go to the mall or something, someplace with a lot of places?

Multiple voices: Yeah, somewhere where you can get lots of, a lot of, exactly! [laughter, general loud agreement]

?: --shoppin' center or something

- Depending on buses means a continual threat of being late for appointments: Arturo describes his bus routine and its impact on his job search:

...You get up, have to get up an hour earlier to go sit at the bus stop. Okay? And you know it's gonna be an hour every time you get a bus. This is gonna drop you off and this schedule's not intertwined with this one, so you're waiting twenty minutes. And there's that factor you gotta build in for the wait. And, they don't wait very long when they get there. Three people get on, the guy closes the door and away he goes. So, if you miss it, you missed it. So you're waitin' an extra hour. And there's no way that you can get to interviews on time if somethin' goes wrong. Okay, now if you got the job and you plan on those two buses and anything goes wrong, you're gonna be late. So you always have to – if you're workin' an eight hour day, you're planning ten to twelve to get there and to get home.

## 2. Loss of good jobs located farther away:

- Foregoing good jobs for low paying, dead end jobs: To avoid the difficulties and costs entailed in traveling longer distances, participants sometimes turn down jobs that are farther away in favor of jobs that are close to home which may mean that they are part-time, lower paying and present fewer opportunities for advancement.

?: I could make ten dollars an hour. But if that job was out in Valencia, I couldn't get there. So I, you know, I had to lose that job. And I can get plenty of jobs if I just—well, you gotta get a license. Well, I can't, I gotta get insurance, and that's the only way I can get my license, if I get insurance. I can't afford that. And so it's just the lack of transportation.

- Losing good jobs: Being late to interviews or appointments because of unreliable cars or bus schedules has resulted in losing job opportunities, quitting jobs because of difficulties in traveling long distances, being fired from a job, or employers turning them down for a job because they have no car.

Dorette: It would take about, uh, forty, `bout and hour, and fifteen minutes total. Well, no it was actually a lot longer because when I got off of a bus, I would have to wait forty minutes for the bus to take me from the us station to my work. So, probably an hour and a half, two hours. Just to get there.

LS: Was transportation an issue in losing that job?

Dorette: Yes, I was, um, the whole thing, my, the problem with the transportation, I didn't have a car, and, uh, my job, but as a company of three hundred people depended on me to be there on time everyday because nobody there knew how to do my job, except me, and my boss, you know...And I felt really bad when I'd be late...so I finally had to let that job go. ...I was not dependable, you know, because of too many car problems, transportation problems...

Velma: They ask you, you know, they say, "Do you have a car?" "Nope." The employer will ask you, "Do you have transportation?" on the application.

?: Or, they'll say that this job requires that you have a reliable car.

- Not being given good job leads because you don't have a car: Maria and Julie made this complaint about their job developer:

Maria: And if you're lucky, if you have a car, he'll give you job leads. `Cuz yesterday, he started to give us one. As soon as I told him we didn't have—

Julie : --we didn't have a car—

Maria: We were on the bus—

Julie: --he was like, "Oh, oh well, forget it—

Maria: Yeah, and he's done that since the beginning.

- Getting sanctioned for being late: This participant talks about how transportation problems lead to sanctions:

Julie: I've been sanctioned because of the transportation. Because the buses weren't running like they were supposed to. I was about, maybe about three minutes late. He says, "You're three minutes late. This is like a job." I said, "Well, you know, hey. It's not my fault. I got on the bus like I was supposed to, and I had problems with the bus. The bus broke down way back there. So it's not my fault. I got on the bus like I was supposed to, on time." "Well, you shoulda had thought about that and go on the bus an hour, half an hour earlier." When am I gonna get on the bus a half an hour more, earlier than I do? `Cuz I have to put my kids on the bus and take `em over there before I come here. So he say, "You're kicked out." And then he just kicked me outta the program. They sanctioned me. They said for three months.

3. Diminished Quality of Life: The time entailed in bus travel to and from work and taking children to and from school and child care leads to long hours. It is not unusual for participants to start their days as early as four o'clock in the morning in order to get their children up and ready for school and to allow a half-hour or so of extra time to accommodate irregular bus schedules. Often they do not arrive home again until after dark. This results in:

- Long hours and added stress:

?: It gets very stressful and stuff, too, just thinking, you know, worrying about how you're going to get here, and how you're going to get there, you know, it takes a lot, a lot out of you.

- Kids being left alone for longer periods and missing quality time with parents: This parent talks about her efforts to meet her daily quota of job applications using public transportation and get home in time to be with her son after he gets out of school:

Carrie: Okay, well, my typical day is I get up at five o'clock. I get my four daughters ready for school, about six o'clock....I walk them to school 'cuz their school is not too far from my house. An then from then on, after I make sure they're at school and everything, then if I have to come to the job search, I would get on the bus. It'll take me almost about a hour to forty-five minutes to get from Palmdale to Lancaster on the bus system...

And basically, we pretty much, pretty much they already have my day planned out for me, what I have to do. If I have so many job searches, I know that I have to go to thee different places on the bus, so I pretty much have to have my time schedule all ready. But it don't work that way because the buses don't work that way. So if I get there on time, I pretty much do my applications, do what I have to do. If not, I'll try to see if they can see me again or whatever I have to do. Get to the job search program, do whatever needs to be done. Go to the unemployment office, go to job interviews, fill out applications.

Then, after my day is complete of doin' all that, I get back on the bus. I try to get back on the bus before twelve or one o'clock because my children get out at two thirty-five. And if I'm not there at that time to get them, that means my children is gonna have to walk home, sit outside and wait for me to show up, or they gonna be sittin' outside 'til I get off the bus. So I try to have everything done before a certain time where I can be there for them. An, um, it's hard.

- Children missing out on extracurricular school activities because mothers no longer have time to take them:

?: My youngest daughter, she's four. She goes to her little ballerina classes at the recreation center, the park, and she goes every Tuesday. And this past Tuesday, I, uh, that's when I started my Job Club, and it was so busy, and, uh, you know, I got home kind of late, and I didn't even take her, I didn't have the time to take her. So I'm thinking in the future weeks, it is going to affect, cause I'm not gonna be able to take her anymore to her little ballerina classes

4. Tradeoffs between work and family: The obstacles presented by lack of money, adequate transportation, and stable transportation arrangements require that participants continually evaluate the tradeoffs entailed in choosing between a more desirable, higher paying job located farther from home and jobs that may be less desirable and lower paying but closer to home and the needs of their children. The fact is that parents are both work-centered and child-centered. The lack of adequate transportation exacerbates the problem of balancing these two centers of their lives by making it difficult to simultaneously maximize income and take care of their children. In the following case, Margie leaves a good-paying job far from home for a lower paying job closer to home. The reason is that she cannot afford a car, her arrangement to get a ride with a friend has broken down, and she can no longer get home in time to supervise her young child:

I went to school and graduated as a computer office specialist and um, I got a job -my friend and I - she was taking me to work every day. But then she couldn't take me to work anymore, and I would

have to take the bus, and that was on Lassen. There's like hardly any buses on Lassen. And, it's like a little street; it's not a major street. And, um, you know, I drove my car to work. And being real nervous about it, but after another month, I, I quit. Because I couldn't handle it anymore, I was too nervous.

And the bus—I, if I had taken the bus home—for instance, I got out of work at five. It was eight-thirty to five. I wouldn't have been home 'til like around seven. And my daughter, you know, she gets home at three. She'd be unsupervised from three 'til seven. And then when I would get home, I would have to walk home from Lassen to Nordhoff and Nordhoff, like I said, is a real bad street. Nordhoff and Sepulveda. And I couldn't do it anymore. So I, I had to quit. And it's only because of transportation that I can't get a job.

And the job that I was, that I did take was seven dollars an hour. I went to school and I got a, you know, a certificate, diploma in, in computers. And, and I, you know, typing, filing, I can do all of that. And I still took a job for seven dollars an hour. But that job would still, wouldn't cover the insurance part. So I had to quit, and now I'm not even working and it [laughs], you know, it's just feels like I'm stuck.

## ***Recommendations From Participants***

Participants often suggested recommendations to alleviate their transportation problems:

### 1. Recommendations related to work:

- More access to buses, especially in suburban areas, e.g., more frequently scheduled buses on nights and weekends
- Car pools or shuttles to jobs employing multiple participants
- Monthly bus passes
- Bus passes interchangeable between companies
- Ride free for a specified distance such as two miles
- Subsidies for car purchases, repairs, and insurance
- Shuttles or taxis to assist with emergencies.

### 2. Rating of County proposals for transportation assistance:

- Enthusiastic approval of proposals that would reduce the costs of transportation, with the exception of providing money to pay parking tickets. Most participants did not see this proposal as financially significant or on the level of importance as the others. One participated also suggested that getting tickets is an individual's fault and paying for them is not the responsibility of the County.

- No clear consensus on the rank order of proposals. Participants' ratings of the County's proposals varied according to their particular situations and needs. Thus, persons who already own cars tend to rank proposals to lessen insurance and maintenance over a car loan. Persons who do not own cars are attracted first to the loan proposal. Clearly one order of ranking did not fit all.

In the following quote, a participant shows her reasoning about car proposals and enthusiasm about getting any transportation help from the County.

Velma: In my circumstances, right now, as this point, I don't own a car, or, uhm, the future I probably will own one, but I would go with the first thing, the program to help me get a car loan. Now second one would be, uhm, a program to establish...I mean, to help me with the liability insurance, of low cost. Then I would go for the program, where uhm... the one that helps you, you know, case of emergency at side of the road. And I don't get tickets, and I don't plan to get any, but that would, most definitely would out that one last. Yeah, if they would help *ooo-wheee!*

- Implications of proposals being considered by the County: From the focus group discussions, we conclude that the County needs a range of proposals to take into account the diversity of needs, the desire for car ownership, and the need to reduce the costs of both buses and owning cars. One solution is to offer a one-time money grant for a range of transportation needs.
3. Recommendations specific to participation in GAIN activities:
- Provide transportation information at Job Club about bus routes in commercial areas - directions/maps, including Internet map searches for job referrals. Participants report that this has been helpful when provided, usually in connection with job development.
  - Facilitate ride sharing in Job Club
  - Reliable and promptly issued transportation subsidies from GAIN
  - Better information about transportation support
  - More adequate transportation subsidies. For example, rather than a fixed dollar amount of support, the County could provide more convenient and cost-effective monthly passes, family passes, and interline passes
  - Allow participants to do their job search from home and thereby cut down on visits to the Job Club and searches in an unfamiliar area
  - A time-limited requirement to find a job rather than a requirement for daily visits to Job Club and daily application quotas.
  - Provide shuttles for a regional job search.
4. Involvement of participants in actually influencing solutions to transportation problems.

Participants do not think that policy-makers really understand their lives and needs. The following recommendation by a participant received nods and sounds of agreement:

Facilitator: Are there any other recommendations that are not on this list, that we haven't talked about, and that you'd like to make? Cause we don't assume that we know all of the answers here for you. So are there things you'd like to suggest that could be helpful? That are not on this list?

Velma: I think they need to pick the lowest person on the shelf, you know, somebody who really doesn't have any family to help them, who has actually survived, you know, get some people who really know what's its like to start like this, and let them help make those decisions.

That's what you're doing, you know, but I mean, I see people that work, you know, they work in DPSS, and they say [mimics an officious voice] "*Oh, yeah, I understand, I understand it.*" They really don't. You know? I see the car they drive and the clothes they wear, and you can tell by looking at them, they have never had to live like this, ever.

## **Profile of Participants in Eight Transportation Focus Groups**

These following tables were constructed from questionnaires distributed before the eight transportation focus groups began. Unfortunately, we could not get complete data for all variables. The mean age of participants was 34. Fifty-eight percent were American-born and the majority of immigrants were from Mexico. Ninety-one percent were women and Latina followed by African Americans, non-Hispanic whites, and Asians. Forty percent had less than a high school education. All were on some form of aid and slightly over half were unemployed. Forty percent had less than a high school education. Fifty-eight percent of our participants or their spouses owned a car. However, only one-third of our participants reported using cars as their primary means of transportation. The unemployed were least likely to own cars and most likely to use public transportation as their primary means of transportation. All participants were or had been in GAIN over the past year.

**Table 13. Sex of CTNA Focus Group Participants, Los Angeles County, 2000**

	Frequency	Percent
Female	39	90.7
Male	4	9.3
Total	43	100.0

**Table 14. Place of Birth of CTNA Focus Group Participants, Los Angeles County, 2000**

	Frequency	Percent
United States	22	55.0
Mexico	13	32.5
Other	5	12.5
Total	40	100.0

**Table 15. Level of Education of CTNA Focus Group Participants, Los Angeles County, 2000**

	Frequency	Percent
Less than high school	16	40.0
High school graduate	14	35.0
Some college/vocational training	9	22.5
BA degree	1	2.5
Total	40	100.0

**Table 16. Race/Ethnicity of CTNA Focus Group Participants, Los Angeles County, 2000**

	Frequency	Percent
Latina/o	24	58.5
White	5	12.2
African-American	8	19.5
Asian	2	4.9
Mixed	2	4.9
Total	41	100.0

**Table 17. Work/Training Status of CTNA Focus Group Participants, Los Angeles County, 2000**

	Frequency	Percent
Unemployed	23	53.5
Working full-time (32+ hours)	10	23.3
Working part-time	7	16.3
School or training full time	3	7.0
Total	43	100.0

**Table 18. Mean Age of CTNA Focus Group Participants, Los Angeles County, 2000**

	N	Minimum	Maximum	Mean	Std. Deviation
Age of participant	41	21	50	34.05	8.32

**Table 19. Car Ownership of CTNA Focus Group Participants, Los Angeles County, 2000**

	Frequency	Percent
No	25	58.1
Yes	18	41.9
Total	43	100.0

Note: The question asked to determine this frequency was "Do you or your spouse own a car?"

**Table 20. Access to Borrowed Car, CTNA Focus Group Participants, Los Angeles County, 2000**

	Frequency	Percent
Yes, usually	2	4.7
Sometimes	12	27.9
No	11	25.6
I own one	18	41.9
Total	43	100.0

Note: The question asked to determine this frequency was: "If you don't own one, can you use a friend/neighbor/family member's car?"

**Table 21. Primary Means of Transportation, CTNA Focus Group Participants, Los Angeles County, 2000**

	Frequency	Percent
Car	14	43.8
Bus	13	40.6
Walk	1	3.1
Combination	4	12.5
Total	32	100.0

**Table 22. Work Status and Primary Mode of Transportation, CTNA Focus Group Participants, Los Angeles County, 2000**

	Frequency	Percent
<b>Unemployed</b>		
Primarily using cars	5	28
Primarily using buses	11	61
Using some combination of bus, car and walking	2	11
<b>Total</b>	<b>18</b>	<b>100</b>
<b>Employed and on aid</b>		
Primarily using cars	6	100
Primarily using buses	0	0
Using some combination of bus, car and walking	0	0
<b>Total</b>	<b>6</b>	<b>100</b>

**Table 23. Work/Training Status and Mode of Transportation, CTNA Focus Group Participants, Los Angeles County, 2000**

	Unemployed	Working full-time (32+ hours)	Working part- time	School or training full-time	Total
<b>Car</b>					
N	5	6	1	2	14
% within Primary means of transportation overall?	35.7%	42.9%	7.1%	14.3%	100.0%
% within Work/training status	27.8%	85.7%	25.0%	66.7%	43.8%
% of Total	15.6%	18.8%	3.1%	6.3%	43.8%
<b>Bus</b>					
N	11	-	1	1	13
% within Primary means of transportation overall?	84.6%	-	7.7%	7.7%	100.0%
% within Work/training status	61.1%	-	25.0%	33.3%	40.6%
% of Total	34.4%	-	3.1%	3.1%	40.6%
<b>Walk</b>					
N	-	1	-	-	1
% within Primary means of transportation overall?	-	100.0%	-	-	100.0%
% within Work/training status	-	14.3%	-	-	3.1%
% of Total	-	3.1%	-	-	3.1%
<b>Combination</b>					
N	2	-	2	-	4
% within Primary means of transportation overall?	50.0%	-	50.0%	-	100.0%
% within Work/training status	11.1%	-	50.0%	-	12.5%
% of Total	6.3%	-	6.3%	-	12.5%
<b>Total</b>					
N	18	7	4	3	32
% within Primary means of transportation overall?	56.3%	21.9%	12.5%	9.4%	100.0%

Note: Unfortunately, we lack sufficient quantitative data for this interesting relationship between primary means of transportation and work status. However, the trend is clear and is borne out in our focus group data. We conclude that the unemployed have less use of cars and, consequently, greater transportation problems than the full-time employed. Recalculating the data above by looking at primary mode of transportation of employed and unemployed, the relationship between mode of transportation and work status is very clear and generally confirmed in the focus group discussion. Because the unemployed depend primarily on public transportation, they are particularly disadvantaged in their ability to find and to hold on to jobs.

## **Appendix 7. Assistance for Transportation Costs of Welfare-to-Work Participants**

Welfare-to-work participants are eligible to receive payments from DPSS to help cover transportation costs for welfare-to-work activities. Below is a list of eligibility requirements, as well as other supplemental information regarding the data sources used to calculate estimates of transportation assistance usage.

### ***Eligibility for Transportation Payments from DPSS***

The following persons are eligible for transportation payments from DPSS:

1. CalWORKs' participants who are employed full time, whether or not they choose to participate in the GAIN Post-Employment Services (PES) Program.
  - a) Single parent households require 32 hours or more per week.
  - b) Two-parent households require 35 hours or more per week. Both parents may contribute to the 35 hours requirement, providing that one parent is working/participating for at least 20 hours per week.
2. CalWORKs' participants employed part time, if:
  - a) The participant agrees to sign a Welfare-to-Work Plan to participate concurrently with the part-time employment in other welfare-to-work activity.
  - b) The participant has been given a Domestic Violence Waiver, waving the full-time work requirement participation.
  - c) The participant is receiving mental health/substance abuse services and the participant is given good cause for participating less than full-time in treatment, and employment is included in the treatment plan.
3. Any CalWORKs' participant meeting the full-time work requirement by participating in a GAIN activity, including but not limited to SIPs, Mental Health, Substance Abuse, Domestic Violence treatment services, Vocational/Educational Training, Post-Employment Services, Job Club/Job Search, etc.

This includes travel to arrange or take their children to out-of-home child care and/or school (if child care-related) when the child is under age 13 or the child is 13 or older and is unable to provide self-care, and entitled to CalWORKs child care benefits. Transportation payments are made not only for the welfare-to-work participant, but also for transporting his/her children to any welfare-to-work related activity.

### ***Transportation Services Covered by DPSS Payments***

DPSS pays for the following transportation services:

- Bus Fare: The GAIN Service Worker shall determine the least costly fare to be issued to the participant; this includes contacting the bus company for their schedules/routes/fares if unknown.<sup>3</sup>
- Car Mileage: When public transportation is not available, or the GAIN site is not accessible by bus, the allowable cost for driving one's own private insured vehicle is based on the number of miles driven to an from the GAIN-related activity and/or employment.<sup>4</sup>
- Parking fees: Parking is an allowable transportation expense when public transportation is not available, or the GAIN site and/or employment site is not accessible using public transportation, and the parking expense is necessary to permit the participant to attend a GAIN activity and/or employment.
- Additional Public Transportation Costs: In addition to daily/weekly/monthly fares, there are other allowable costs such as an application fee for a student ID card, the cost of a photograph for a photo ID, and a student ID card replacement fee.
- Car repairs and fingerprinting: If required to obtain and/or retain employment, these expenses can be authorized as an ancillary expense. These needs are handled on a case-by-case basis and Regional Administrator (RA) and/or Deputy Regional Administrator (DRA) approval is needed.
- Alternative Transportation Payments: Currently, DPSS is in the process of finalizing instructions to staff for the issuance of a transportation allowance for alternative transportation payments (shuttle, vanpool, carpool, Metrorail, Metrolink, taxi, and others), in accordance with the new County's Transportation Plan, until the GEARS system has been modified to allow for this type of issuances. Alternative transportation payments may be used when public and/or private transportation is not available, or if public transportation is available, but the round trip to attend the GAIN-related activity and/or employment will take longer than two hours (exclusive of the time needed to transport children to and from child care provider/school).

### ***Transitional Assistance for CalWORKs participants***

Former employed CalWORKs participants may continue to receive transportation assistance for up to 12 months from the first date of employment after their CalWORKs case is terminated. This procedure was implemented April 25, 2000; all GAIN Region Offices are in the process of registering back into GAIN those terminated cases that have requested transportation payments in order to issue those payments.

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<sup>3</sup> If more than one carrier is used, and a common fare/pass is not honored, the combined carrier costs are considered.

<sup>4</sup> This includes the mileage to take children to and from school/child care provider, when child care is allowable.

## ***Estimates of Transportation Assistance Usage***

As was mentioned earlier, practically all CalWORKs participants enrolled in GAIN are eligible for transportation payments, as long as they meet the full-time work requirement by being employed or participating in GAIN. The transportation services covered by DPSS payments include a wide range of alternatives. However, not all eligible participants use the assistance that is available.

Our estimates of the percentage of recipients receiving transportation payments from DPSS are based on two main data sources: GAIN administrative data and the CNTA survey. Each is discussed in turn.

### 1. Analysis of GAIN administrative data provided by DPSS.

These administrative data sources include the *GAIN Supportive Services Monthly Reports*, January through December of 1999 (with exception of November) and *Los Angeles County GAIN Activity Report*, January through December of 1999 (with exception of November).

Using this administrative data, our estimates are that between 9 and 16 percent of all enrolled participants received transportation assistance during a given month that year, with an average of \$35.00 per case. Several complications prevent us from giving a more accurate number

The percentage was calculated dividing the number of *cases* receiving transportation payments that month, by the total number of *participants* enrolled in GAIN that month. This method was used because the *GAIN Supportive Services Monthly Reports* include the number of *cases* receiving transportation payments, while the *GAIN Activity Reports* include the total number of *participants* (not cases) enrolled that month. For any given month, the number of cases is slightly lower than the number of participants, because two-parent families have more than one participant per case. Ideally, we would have liked to have a case-to-case ratio, or a participant-to-participant ratio, but that data was not available.

An additional complication is that for any given month, around 40% of participants are going through the "Appraisal" stage (the first stage of GAIN), and therefore, may not have been eligible for the transportation payments yet (since they have not started job search or Job Club). Considering ALL enrolled participants for a give month, the percentage receiving transportation payments is approximately 9%, and without those going through "Appraisal", it increases to 16%.

Finally, the percentages presented do not include those receiving car repair payments, which for administrative reasons are not registered as "transportation payments", but as "ancillary services payments"<sup>5</sup>. Nevertheless, the total percentage of GAIN participants receiving all types of ancillary services was between 2 and 3 percent, which does not considerably change the number of GAIN participants receiving transportation assistance.

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<sup>5</sup> Ancillary services payments do not detail which payments are for transportation related costs (i.e., car repairs) and which are not.

## 2. Analysis of the CTNA Survey, 2000.

The CTNA survey findings indicate that a small percentage of GAIN participants (10%) reported receiving some kind of transportation assistance from the county, such as bus passes, tokens, mileage reimbursement, etc. The main type of transportation assistance received was cash for fare.

The CTNA surveys asked participants directly if they had received transportation assistance from the county, and therefore, is a "self-reported" measure of assistance. However, there is also a data limitation derived from the survey implementation. Because of a skip-pattern error that was not detected at an early stage of the survey implementation, this question was only asked to those respondents who had used the bus at least once during the past 6 months. Those who never used public transit were not asked this question. For this reason, it is quite possible that it under-represents those who received car-mileage reimbursements.

Although there are numerous data limitations, the available data indicates that although DPSS has a system in place to help participants with their transportation costs, the actual number of participants who benefit from this service is lower than what would be expected. Lack of information may be one of the reasons behind this problem, but further research is needed to fully understand the causes for low usage of transportation payments. Some members of the DPSS staff have speculated that not all staff is informing participants of their rights to transportation payments, possibly because they don't have all the regulations clear themselves or because they do not have the proper tools to help the participants with this need.<sup>6</sup>

In addition to the assistance provided by DPSS, participants could benefit from employer-based subsidies for transportation costs if these were available. Very little information is available on these types of subsidies. A recent study of firms with entry-level positions conducted by the UCLA Lewis Center for Regional Policy Studies indicates that only about thirteen percent of firms that hired welfare recipients offered some type of transportation service to employees (such as transit pass subsidies or car/van pool programs).<sup>7</sup> However, it is unclear whether employees took advantage of available subsidies.

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<sup>6</sup> Rueben Basconcello and Jose Salgado, DPSS, e-mail message to one of the authors, Los Angeles, May 3, 2000.

<sup>7</sup> The study enquired about employer-sponsored benefits of transportation services to welfare recipients in Los Angeles County, based on a survey of firms with entry-level positions. The sample was randomly selected and results were based on 570 completed interviews. Transportation services were defined as transit pass subsidies or vanpool/carpool programs available to entry-level employees. Entry-level jobs were operationalized as those that could be filled by someone with a high school education or less, although these positions may actually be filled by someone with higher educational attainment. See Shannon McConville and Paul Ong, UCLA Lewis Center for Regional Policy Studies, unpublished report to the California Policy Research Center, California Program on Access to Care; and to the California Employment Development Department, Labor Market Information Division, April, 2000.

## Appendix 8. Multivariate Analysis of the CTNA Survey

The purpose of this appendix is to provide details about multivariate analyses conducted on the CTNA survey and reported on in the body of the CTNA report. It is aimed mainly at the technical reader who wishes to learn more about findings presented in the main report. The appendix is composed of two main parts: a brief introduction to the modeling strategy and data elements used, and a much longer set of tables showing actual results.

One of the major challenges that hinder us from assessing the extent to which transportation barriers inhibit success in welfare-to-work efforts is the difficulty of identifying the specific impacts of transportation problems net of other factors. In order to isolate the effects of transportation difficulties we utilized a two-stage model construction and estimation technique based on Ong's work.<sup>8</sup> We initially tested multivariate model specifications and variable transformations using ordinary least squares (OLS) regression procedures. We used OLS first because it is computationally efficient and the results are easy to interpret. OLS, however, is best suited for use with continuous dependent variables that can take on a wide range of positive and negative values. Most of our outcomes are dichotomous, however. Models with dichotomous dependent variables produce parameter estimates predicting the probability that someone with a given set of characteristics will experience a specific outcome. OLS will often produce predicted outcomes that make no sense—for instance, some individuals may have a probability of experiencing the outcome that is less than zero, while others might have a probability that is greater than 100 percent. Logistic regression, however, was developed to overcome this and other problems in the estimation of models with dichotomous dependent variables. Therefore,<sup>9</sup> the second stage of our modeling procedure was to estimate our models using logistic regression. This two-stage method allowed us to obtain accurate parameter estimates in the end with greater efficiency than would have been the case if we had used logistic regression alone when estimating models with dichotomous dependent variables.

Our general modeling strategy can be described as follows. For each dichotomous outcome variable, we saw the probability of the outcome as a function of two vectors of independent variables.

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<sup>8</sup> Paul Ong. *Car Access and Welfare-to-Work*, unpublished working paper, UCLA Lewis Center for Regional Policy Studies, Los Angeles, CA, May 4, 2000.

<sup>9</sup> Logistic regression models assume the following functional form:

$$Pr_i (OUTCOME) = \frac{e^{\beta X}}{1 + e^{\beta X}} \\ \text{for } OUTCOME \in (1,0)$$

X is the vector of independent variables and beta is the vector of estimated coefficients. Because logistic models are non-linear in form, the coefficients have to be transformed if we wish to determine the marginal change in the probability of a positive outcome due to a one-unit change in an independent variable. This can be estimated using the following equation:

$$\Delta Pr / \Delta x = B(p (1 - p))$$

where B is the estimated coefficient for variable x, and p is the observed probability of a positive outcome for the total sample.

$$\text{Prob}(\text{OUTCOME}_{i,t})=f(X_i, T_{i,t}).$$

In this equation,  $X$  is a vector of personal, household and contextual characteristics, and  $T$  is a vector of transportation-related factors. Drawing on the transportation literature,<sup>10</sup> this study includes the following set of independent variables in  $X$ : age, work experience, educational attainment, years on welfare, the number of young children under 5 years old present, parental status, race/ethnicity, and the quality of the neighborhood context. We include age because employment is expected to increase with age, as persons gain more life experiences and greater maturity. In addition, age is often used as a proxy for employment experience. We also included a variable equal to the square of the respondent's age since the benefits of increasing age are known to decline over time. Higher levels of education are expected to increase the odds of being employed. Among this population, educational attainment is fairly low. The major distinction is between those who have or have not completed a high school education, and this is captured by a dummy variable for those who have completed at least 12 years of schooling. It is expected that long-term reliance on welfare is associated with a decreased likelihood of moving into employment. Long-term welfare reliance was captured with a dummy variable for those who have received 90 or more months of benefits. Employment is expected to decrease with the number of young children present (ages 0 to 4 years) because of the difficulties of finding adequate childcare.<sup>11</sup> We know from analysis of administrative records that many adults who head welfare households are not parents of the children for which they are receiving aid. Grandparents are the most common non-parent caretaker relatives. Unfortunately, the survey does not have information on the relationship between the interviewed adult and the children in his or her household. Since most welfare parents are relatively young, we used being older than 45 years as a proxy for being a non-parent caretaker, creating a dummy variable taking on a value of one for any respondent over the age of 45. Dummy variables for being of African American or Hispanic origin were included to capture any systematic differences in employment opportunities for Blacks or Latinos relative to whites. The number of welfare recipients in a neighborhood was used as a proxy for neighborhood quality—not only because the clustering of recipients was likely to indicate a resource-poor neighborhood, but also because more recipients would likely mean more competition for limited job opportunities.

While this set of independent variables was selected based on their importance in an analysis of employment status, we felt that the same set of independent variables were also applicable to models of transportation mode choice and perceptions of transportation difficulties and problems.

Several transportation-related variables were included in the transportation vector  $T$  for the purposes of this study. Several questions were used to construct measures of car access, the key causal variable of interest. Dummy variables were created for each of three levels of automotive access: "unlimited access," "limited access," and "able to borrow." Car ownership was determined based on the following question: "How many vehicles (including cars, vans, trucks)

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<sup>10</sup> See summary by Robert Moffit, "Incentive Effect of the U.S. Welfare System: A Review," *Journal of Economic Literature*, Vol. 30, March 1992.

<sup>11</sup> Brenda Ball. *Implementing CalWORKs Support Services: Child Care in Los Angeles County*, unpublished working paper, UCLA Lewis Center for Regional Policy Studies, Los Angeles, CA, 2000.

do you own? This includes your family or household.” Three additional questions were used to capture variations in access to a car within a household. The first captures the relative access to the car in the household (“How often would you say you can use the car?”). Those who stated that they could use the household car whenever they want were defined as having *unlimited* access to a car. Recipients in households with a car who experienced some restrictions were categorized having *limited* access to a car. Responses of “easy” or “very easy” to the question “If you had to borrow a car today for some reason, how easy or difficult would it be?” resulted in a value of one on the dummy variable “able to borrow.” Dummy variables were also created for each of three transportation modes: “private vehicle,” “public transit,” and “all other modes.” As a proxy for the quality of public transit service in an area, we counted the number of transit stops within one-fourth of a mile of the respondent’s residence. When distance is used in a model (e.g. commute distance), the measure is the rectangular distance. This is generally adequate because most LA transportation routes have been laid out along a grid.

Independent variables were only included in models where they were considered to be related to the dependent variable. For example, modal choice was seen as a function of car access, and so models for modal choice did not include variables for modes actually used. Conversely, perceived difficulty of travel was seen as a function of mode used, and so car access variables were not used. Additionally, in some models, nonsignificant variables were removed in order to improve the performance of estimates based on small sample sizes. The effective sample size for each regression was limited by how large a subset of the sample was being examined, and the number of cases within that subset for which we had complete data.

In the logistic regressions, we reported parameter estimates in log-odds form. This means, for example, in our regression where “Transportation is a problem in finding or keeping a job” is the dependent variable, the variable “not a high school graduate” has a parameter estimate of -0.38. This means that not being a high school graduate is associated with a moderate decrease in the log odds of transportation being a barrier to work. Converting this number to simple odds by taking the anti-log ( $0.68 = e^{-0.38}$ ), we find that those who are not high school graduates are only about 68 percent as likely to have transportation problems as others, all else being equal.

The basis for this analysis is the CTNA survey. However, we supplemented this data with additional information extracted from EDD’s Base Wage database for the 3<sup>rd</sup> and 4<sup>th</sup> quarters of 1998 (for example, earnings and prior employment variables) and CDSS’s MEDS database (ethnicity), as well as additional transportation information (for example, number of bus stops) used for this needs assessment.

The bulk of this appendix presents the results for five sets of logit models. A table of means of the dependent and independent variables introduces each model. This is followed by a table of parameter estimates and associated statistical tests. The following is a list of the models in each set.

#### A. Pre-Employment and Job-Search

- a. Is transportation a problem in finding or keeping a job? (Total sample)
- b. Is transportation a problem in finding or keeping a job? (Respondents with limited or no access to a car)

- c. Currently seeking a job? (Total sample)
  - d. Currently seeking a job? (Respondents with limited or no access to a car)
  - e. Was job search travel difficult?
  - f. Use public transit for job search?
- B. Employment
- a. Currently employed? (Total sample)
  - b. Currently employed? (Respondents with limited or no access to a car)
  - c. Currently employed? (Respondents with no access to a car)
- C. Work Commute
- a. Perceived difficulty of commute (Total sample)
  - b. Perceived difficulty of commute (Respondents with limited access to a car)
  - c. Is transportation a major problem in finding or keeping a job? (Total Sample)
  - d. Is transportation a major problem in finding or keeping a job (Respondents with limited or no access to a car)
  - e. Use public transit? (Total sample)
  - f. Use public transit? (Respondents with limited or no access to a car)
- D. Health Care Travel
- a. Is transportation is a big problem or somewhat of a problem in receiving health care? (Total sample)
  - b. Is transportation is a big problem or somewhat of a problem in receiving health care? (Respondents using public transit)
  - c. Does lack of transportation prevent receipt of health care?
  - d. Use public transit for health care travel? (Total sample)
  - g. Use public transit for health care travel? (Respondents with limited or no access to a car)
- E. Child Care Travel
- a. Use any child care service?
  - b. Use licensed child care service?
  - c. Use public transit for travel to/from child care?
  - d. Is travel to child care difficult?
- F. Car Access
- a. Have unlimited access to a car?
  - b. Have access to a car? (unlimited or limited)

## Methodology Variables

ADUL_ADJ	=	Number of TANF adults in TAZ, normalized
AGE	=	Age
AGE_SQ	=	Age squared, divided by 100
API	=	Asian Pacific Islander
BLACK	=	Black
BUS	=	Number of bus stops within 1/4 mile
BUS_C	=	Use bus to access childcare
BUS_SQ	=	Bus squared, divided by 1000
BUS_W	=	Bus used for travel to work
BUSH	=	Bus used for health care travel
CAR_ACC1	=	Unlimited access to a household car
CAR_ACC2	=	Limited access to a household car
CAR_C	=	Car used for childcare travel
CAR_W	=	Car used for work commute
CARH	=	Car used for healthcare access
CARMODE	=	Use of car for travel, various
CORE	=	Work within standard work day hours
DIFF	=	Difficulty of commute
EMP98	=	Employed in 1998
EMPL	=	Employed currently
FEMALE	=	Female
FG	=	Single parent household
GRAND	=	Grandparent
HISP	=	Hispanic
HJ_DISTR	=	Rectangular distance to nearest Job Club
HWTDISTR	=	Rectangular distance to job site
INFANT	=	Presence of child between the age of 0-4
LIC_CARE	=	Licensed childcare
LOG_BUS	=	Log value of bus
LOGEARN	=	Earnings
LONG90	=	Received 90 or more months of welfare benefits
LTHS	=	Less than high school education
MIS_DIST	=	Missing commute distance, including those without a fixed job site
NO_BOR	=	Unable to borrow a car
NOT_SRH	=	Not searching for a job
OTHMODE	=	Other mode of transportation
SEARCH	=	Determinants of job search
TRAN_PRB	=	Transportation is a problem
TRANMODE	=	Transportation mode used, various
W_CARE	=	Use of any childcare service

Appendix 8A. Pre-employment and Job Search

a. Is transportation a problem in finding/keeping a job? (Total sample)

Variable	N	Mean	Std Dev	Minimum	Maximum
TRAN_PRB	709	0.4224968	0.4986590	0	1.0000000
LTHS	709	0.4406938	0.5011965	0	1.0000000
AGE	709	33.1673910	9.3436164	18.0000000	58.0000000
AGE_SQ	709	11.8574024	6.4885252	3.2400000	33.6400000
GRAND	709	0.0983973	0.3006866	0	1.0000000
FEMALE	709	0.9820579	0.1340046	0	1.0000000
BLACK	709	0.3039205	0.4643273	0	1.0000000
API	709	0.0228371	0.1508062	0	1.0000000
HISP	709	0.4783880	0.5042881	0	1.0000000
INFANT	709	0.5230894	0.5042213	0	1.0000000
FG	709	0.8627942	0.3473398	0	1.0000000
LONG90	709	0.2612481	0.4434970	0	1.0000000
EMP98	709	0.4859413	0.7739467	0	2.0000000
ADUL_ADJ	707	116.4854020	72.8579972	1.0000000	443.0000000
CAR_ACC1	709	0.2677092	0.4469802	0	1.0000000
CAR_ACC2	709	0.1937151	0.3989705	0	1.0000000
SEARCH	709	0.5141835	0.5045567	0	1.0000000
BUS	707	19.4978888	24.2083736	0	225.0000000
BUS_SQ	707	0.9548496	3.3718139	0	50.6250000

----- TRAN\_PRB=0 -----

TRAN_PRB	413	0	0	0	0
LTHS	413	0.4570596	0.5009825	0	1.0000000
AGE	413	33.6853326	9.2822600	18.0000000	58.0000000
AGE_SQ	413	12.1989140	6.5358363	3.2400000	33.6400000
GRAND	413	0.1045995	0.3077752	0	1.0000000
FEMALE	413	0.9790926	0.1438872	0	1.0000000
BLACK	413	0.3024570	0.4619312	0	1.0000000
API	413	0.0274110	0.1642053	0	1.0000000
HISP	413	0.4488714	0.5002043	0	1.0000000
INFANT	413	0.5275190	0.5020781	0	1.0000000
FG	413	0.8365419	0.3718836	0	1.0000000
LONG90	413	0.2632099	0.4428769	0	1.0000000
EMP98	413	0.4823444	0.7713366	0	2.0000000
ADUL_ADJ	411	110.1535111	71.3473908	1.0000000	443.0000000
CAR_ACC1	413	0.3268058	0.4717100	0	1.0000000
CAR_ACC2	413	0.1829592	0.3888293	0	1.0000000
SEARCH	413	0.4813988	0.5024921	0	1.0000000
BUS	411	19.5343740	23.9247380	0	194.0000000
BUS_SQ	411	0.9469387	3.0327982	0	37.6360000

----- TRAN\_PRB=1 -----

TRAN_PRB	296	1.0000000	0	1.0000000	1.0000000
LTHS	296	0.4183238	0.5014516	0	1.0000000
AGE	296	32.4594259	9.3967175	18.0000000	57.0000000
AGE_SQ	296	11.3905963	6.4025903	3.2400000	32.4900000
GRAND	296	0.0899196	0.2908032	0	1.0000000
FEMALE	296	0.9861112	0.1189672	0	1.0000000
BLACK	296	0.3059209	0.4684262	0	1.0000000
API	296	0.0165852	0.1298258	0	1.0000000
HISP	296	0.5187338	0.5079220	0	1.0000000
INFANT	296	0.5170346	0.5079838	0	1.0000000
FG	296	0.8986780	0.3067510	0	1.0000000
LONG90	296	0.2585665	0.4450967	0	1.0000000
EMP98	296	0.4908578	0.7788540	0	2.0000000
ADUL_ADJ	296	125.1074496	74.1336673	5.0000000	401.0000000
CAR_ACC1	296	0.1869313	0.3963115	0	1.0000000
CAR_ACC2	296	0.2084173	0.4129021	0	1.0000000
SEARCH	296	0.5589962	0.5047283	0	1.0000000
BUS	296	19.4482073	24.6374076	0	225.0000000
BUS_SQ	296	0.9656218	3.7980454	0	50.6250000

Appendix 8A. Pre-employment and Job-Search

a. Is transportation a problem in finding/keeping a job? (Total sample)

The LOGISTIC Procedure

Data Set: WORK.TNA  
 Response Variable: REV\_TP  
 Response Levels: 2  
 Number of Observations: 707  
 Weight Variable: TNA\_WGT  
 Sum of Weights: 719.96  
 Link Function: Logit

Response Profile

Ordered Value	REV_TP	Count	Total Weight
1	0	296	304.85000
2	1	411	415.11000

WARNING: 2 observation(s) were deleted due to missing values for the response or explanatory variables.

Model Fitting Information and Testing Global Null Hypothesis BETA=0

Criterion	Intercept Only	Intercept and Covariates	Chi-Square for Covariates
AIC	983.124	973.297	.
SC	987.685	1059.957	.
-2 LOG L Score	981.124	935.297	45.826 with 18 DF (p=0.0003) 44.249 with 18 DF (p=0.0005)

The LOGISTIC Procedure

Analysis of Maximum Likelihood Estimates

Variable	DF	Parameter Estimate	Standard Error	Wald Chi-Square	Pr > Chi-Square	Standardized Estimate	Odds Ratio
INTERCPT	1	-0.4063	1.4222	0.0816	0.7751	.	.
LTHS	1	-0.3814	0.1753	4.7361	0.0295	-0.105445	0.683
AGE	1	0.00269	0.0791	0.0012	0.9729	0.013847	1.003
AGE_SQ	1	-0.0328	0.1226	0.0716	0.7890	-0.117448	0.968
GRAND	1	0.1915	0.4882	0.1539	0.6948	0.031791	1.211
FEMALE	1	-0.2262	0.6562	0.1189	0.7303	-0.016738	0.798
BLACK	1	-0.0430	0.2535	0.0288	0.8653	-0.011020	0.958
API	1	-0.00805	0.5831	0.0002	0.9890	-0.000670	0.992
HISP	1	0.5173	0.2311	5.0117	0.0252	0.143870	1.677
INFANT	1	-0.2950	0.1941	2.3105	0.1285	-0.082026	0.745
FG	1	0.4625	0.2698	2.9376	0.0865	0.088075	1.588
LONG90	1	-0.0123	0.2021	0.0037	0.9516	-0.003002	0.988
EMP98	1	-0.0219	0.1042	0.0443	0.8333	-0.009366	0.978
ADUL_ADJ	1	0.00296	0.00112	6.9594	0.0083	0.118801	1.003
CAR_ACC1	1	-0.7185	0.2003	12.8642	0.0003	-0.176771	0.487
CAR_ACC2	1	0.0103	0.2179	0.0022	0.9623	0.002270	1.010
SEARCH	1	0.3253	0.1602	4.1245	0.0423	0.090533	1.384
BUS	1	-0.00339	0.00648	0.2731	0.6012	-0.045208	0.997
BUS_SQ	1	0.0245	0.0458	0.2862	0.5927	0.045507	1.025

Association of Predicted Probabilities and Observed Responses

Concordant = 64.8%	Somers' D = 0.300
Discordant = 34.8%	Gamma = 0.301
Tied = 0.4%	Tau-a = 0.146
(121656 pairs)	c = 0.650

Appendix 8A. Pre-employment and Job-Search

b. Is transportation a problem in finding/keeping a job? (Respondents with limited or no access to a car)

Variable	N	Mean	Std Dev	Minimum	Maximum
TRAN_PRB	517	0.4691018	0.5049955	0	1.0000000
LTHS	517	0.4719293	0.5051645	0	1.0000000
AGE	517	32.6248571	9.5335708	18.0000000	58.0000000
AGE_SQ	517	11.5314074	6.6140944	3.2400000	33.6400000
GRAND	517	0.0976494	0.3003799	0	1.0000000
FEMALE	517	0.9874901	0.1124714	0	1.0000000
BLACK	517	0.3257958	0.4742603	0	1.0000000
API	517	0.0171203	0.1312664	0	1.0000000
HISP	517	0.4810364	0.5055985	0	1.0000000
INFANT	517	0.5360839	0.5046432	0	1.0000000
FG	517	0.8755895	0.3339851	0	1.0000000
LONG90	517	0.2766872	0.4526953	0	1.0000000
EMP98	517	0.4585526	0.7570333	0	2.0000000
ADUL_ADJ	517	119.6630872	74.6222554	2.0000000	443.0000000
SEARCH	517	0.5265150	0.5052506	0	1.0000000
CAR_ACC2	517	0.2645331	0.4463442	0	1.0000000
BUS	517	20.6444566	26.0555144	0	225.0000000
BUS_SQ	517	1.0891770	3.8545371	0	50.6250000

----- TRAN\_PRB=0 -----

TRAN_PRB	276	0	0	0	0
LTHS	276	0.5073864	0.5049345	0	1.0000000
AGE	276	33.1037730	9.6630748	18.0000000	58.0000000
AGE_SQ	276	11.8739870	6.8394254	3.2400000	33.6400000
GRAND	276	0.1108600	0.3170918	0	1.0000000
FEMALE	276	0.9887065	0.1067235	0	1.0000000
BLACK	276	0.3334355	0.4761453	0	1.0000000
API	276	0.0246474	0.1565955	0	1.0000000
HISP	276	0.4420211	0.5015831	0	1.0000000
INFANT	276	0.5361548	0.5036677	0	1.0000000
FG	276	0.8588316	0.3516699	0	1.0000000
LONG90	276	0.2771963	0.4520811	0	1.0000000
EMP98	276	0.4243180	0.7319868	0	2.0000000
ADUL_ADJ	276	114.1003080	74.6327512	2.0000000	443.0000000
SEARCH	276	0.4725292	0.5042269	0	1.0000000
CAR_ACC2	276	0.2717777	0.4493155	0	1.0000000
BUS	276	20.7347460	25.9184533	0	194.0000000
BUS_SQ	276	1.0884865	3.5478927	0	37.6360000

----- TRAN\_PRB=1 -----

TRAN_PRB	241	1.0000000	0	1.0000000	1.0000000
LTHS	241	0.4318013	0.5033768	0	1.0000000
AGE	241	32.0828519	9.3727056	18.0000000	57.0000000
AGE_SQ	241	11.1436985	6.3373903	3.2400000	32.4900000
GRAND	241	0.0826986	0.2799021	0	1.0000000
FEMALE	241	0.9861134	0.1189223	0	1.0000000
BLACK	241	0.3171497	0.4729291	0	1.0000000
API	241	0.0086015	0.0938452	0	1.0000000
HISP	241	0.5251912	0.5074803	0	1.0000000
INFANT	241	0.5360036	0.5068066	0	1.0000000
FG	241	0.8945551	0.3121170	0	1.0000000
LONG90	241	0.2761111	0.4543379	0	1.0000000
EMP98	241	0.4972969	0.7844111	0	2.0000000
ADUL_ADJ	241	125.9586709	74.2481413	5.0000000	401.0000000
SEARCH	241	0.5876126	0.5002641	0	1.0000000
CAR_ACC2	241	0.2563341	0.4437039	0	1.0000000
BUS	241	20.5422732	26.2651993	0	225.0000000
BUS_SQ	241	1.0899584	4.1857262	0	50.6250000

Appendix 8A. Pre-employment and Job-Search

b. Is transportation a problem in finding/keeping a job? (Respondents with limited or no access to a car)

The LOGISTIC Procedure

Data Set: WORK.TNA  
 Response Variable: REV\_TP  
 Response Levels: 2  
 Number of Observations: 517  
 Weight Variable: TNA\_WGT  
 Sum of Weights: 528.38  
 Link Function: Logit

Response Profile

Ordered Value	REV_TP	Count	Total Weight
1	0	241	247.86400
2	1	276	280.51600

Model Fitting Information and Testing Global Null Hypothesis BETA=0

Criterion	Intercept Only	Intercept and Covariates	Chi-Square for Covariates
AIC	732.471	739.703	.
SC	736.719	816.168	.
-2 LOG L Score	730.471	703.703	26.768 with 17 DF (p=0.0616) 25.996 with 17 DF (p=0.0745)

The LOGISTIC Procedure

Analysis of Maximum Likelihood Estimates

Variable	DF	Parameter Estimate	Standard Error	Wald Chi-Square	Pr > Chi-Square	Standardized Estimate	Odds Ratio
INTERCPT	1	-0.2113	1.6585	0.0162	0.8986	.	.
LTHS	1	-0.4574	0.2001	5.2237	0.0223	-0.127385	0.633
AGE	1	0.00338	0.0884	0.0015	0.9695	0.017756	1.003
AGE_SQ	1	-0.0215	0.1374	0.0245	0.8755	-0.078501	0.979
GRAND	1	-0.0974	0.5689	0.0293	0.8640	-0.016136	0.907
FEMALE	1	-0.5613	0.8273	0.4604	0.4974	-0.034808	0.570
BLACK	1	-0.0842	0.2964	0.0808	0.7762	-0.022026	0.919
API	1	-0.4752	0.8336	0.3249	0.5687	-0.034391	0.622
HISP	1	0.5809	0.2725	4.5457	0.0330	0.161940	1.788
INFANT	1	-0.1966	0.2250	0.7632	0.3823	-0.054694	0.822
FG	1	0.3264	0.3120	1.0945	0.2955	0.060109	1.386
LONG90	1	0.0663	0.2345	0.0800	0.7773	0.016551	1.069
EMP98	1	0.0548	0.1218	0.2026	0.6526	0.022883	1.056
ADUL_ADJ	1	0.00271	0.00127	4.5466	0.0330	0.111309	1.003
SEARCH	1	0.4577	0.1848	6.1359	0.0132	0.127490	1.580
CAR_ACC2	1	-0.00402	0.2234	0.0003	0.9856	-0.000990	0.996
BUS	1	-0.00297	0.00730	0.1649	0.6847	-0.042601	0.997
BUS_SQ	1	0.0247	0.0490	0.2545	0.6139	0.052497	1.025

Association of Predicted Probabilities and Observed Responses

Concordant = 63.2%	Somers' D = 0.268
Discordant = 36.4%	Gamma = 0.269
Tied = 0.5%	Tau-a = 0.134
(66516 pairs)	c = 0.634

Appendix 8A. Pre-employment and Job-Search  
c. Currently seeking a job? (Total sample)

Variable	N	Mean	Std Dev	Minimum	Maximum
SEARCH	709	0.5141835	0.5045567	0	1.0000000
LTHS	709	0.4406938	0.5011965	0	1.0000000
AGE	709	33.1673910	9.3436164	18.0000000	58.0000000
AGE_SQ	709	11.8574024	6.4885252	3.2400000	33.6400000
GRAND	709	0.0983973	0.3006866	0	1.0000000
FEMALE	709	0.9820579	0.1340046	0	1.0000000
BLACK	709	0.3039205	0.4643273	0	1.0000000
API	709	0.0228371	0.1508062	0	1.0000000
HISP	709	0.4783880	0.5042881	0	1.0000000
INFANT	709	0.5230894	0.5042213	0	1.0000000
FG	709	0.8627942	0.3473398	0	1.0000000
LONG90	709	0.2612481	0.4434970	0	1.0000000
EMP98	709	0.4859413	0.7739467	0	2.0000000
ADUL_ADJ	707	116.4854020	72.8579972	1.0000000	443.0000000
CAR_ACC1	709	0.2677092	0.4469802	0	1.0000000
CAR_ACC2	709	0.1937151	0.3989705	0	1.0000000
BUS	707	19.4978888	24.2083736	0	225.0000000
BUS_SQ	707	0.9548496	3.3718139	0	50.6250000

----- SEARCH=0 -----

SEARCH	344	0	0	0	0
LTHS	344	0.4418294	0.5020319	0	1.0000000
AGE	344	33.4721257	9.4638995	18.0000000	58.0000000
AGE_SQ	344	12.0802257	6.6984410	3.2400000	33.6400000
GRAND	344	0.1032242	0.3075765	0	1.0000000
FEMALE	344	0.9879214	0.1104306	0	1.0000000
BLACK	344	0.2333784	0.4276036	0	1.0000000
API	344	0.0296287	0.1714139	0	1.0000000
HISP	344	0.5064729	0.5054220	0	1.0000000
INFANT	344	0.5247191	0.5048462	0	1.0000000
FG	344	0.8666963	0.3436173	0	1.0000000
LONG90	344	0.2628360	0.4449846	0	1.0000000
EMP98	344	0.4102836	0.7300805	0	2.0000000
ADUL_ADJ	344	114.6761093	71.7267559	2.0000000	443.0000000
CAR_ACC1	344	0.2862971	0.4569700	0	1.0000000
CAR_ACC2	344	0.2191374	0.4181827	0	1.0000000
BUS	344	19.5521570	26.6727194	0	225.0000000
BUS_SQ	344	1.0784221	4.2188340	0	50.6250000

----- SEARCH=1 -----

SEARCH	365	1.0000000	0	1.0000000	1.0000000
LTHS	365	0.4396209	0.5010948	0	1.0000000
AGE	365	32.8794683	9.2324089	18.0000000	54.0000000
AGE_SQ	365	11.6468720	6.2861101	3.2400000	29.1600000
GRAND	365	0.0938368	0.2943944	0	1.0000000
FEMALE	365	0.9765179	0.1528792	0	1.0000000
BLACK	365	0.3705708	0.4875833	0	1.0000000
API	365	0.0164202	0.1283022	0	1.0000000
HISP	365	0.4518525	0.5024430	0	1.0000000
INFANT	365	0.5215495	0.5043198	0	1.0000000
FG	365	0.8591074	0.3512429	0	1.0000000
LONG90	365	0.2597478	0.4426960	0	1.0000000
EMP98	365	0.5574249	0.8075197	0	2.0000000
ADUL_ADJ	363	118.2022078	73.9712739	1.0000000	401.0000000
CAR_ACC1	365	0.2501469	0.4372456	0	1.0000000
CAR_ACC2	365	0.1696954	0.3789601	0	1.0000000
BUS	363	19.4463946	21.6529736	0	179.0000000
BUS_SQ	363	0.8375939	2.2977690	0	32.0410000

Appendix 8A. Pre-employment and Job-Search  
 c. Currently seeking a job? (Total sample)

The LOGISTIC Procedure

Data Set: WORK.TNA  
 Response Variable: REV\_SRH  
 Response Levels: 2  
 Number of Observations: 707  
 Weight Variable: TNA\_WGT  
 Sum of Weights: 719.96  
 Link Function: Logit

Response Profile

Ordered Value	REV_SRH	Count	Total Weight
1	0	363	369.42200
2	1	344	350.53800

WARNING: 2 observation(s) were deleted due to missing values for the response or explanatory variables.

Model Fitting Information and Testing Global Null Hypothesis BETA=0

Criterion	Intercept Only	Intercept and Covariates	Chi-Square for Covariates
AIC	999.581	995.906	.
SC	1004.142	1078.004	.
-2 LOG L Score	997.581	959.906	37.675 with 17 DF (p=0.0027) 36.684 with 17 DF (p=0.0037)

The LOGISTIC Procedure

Analysis of Maximum Likelihood Estimates

Variable	DF	Parameter Estimate	Standard Error	Wald Chi-Square	Pr > Chi-Square	Standardized Estimate	Odds Ratio
INTERCPT	1	0.3050	1.3943	0.0479	0.8268	.	.
LTHS	1	0.0711	0.1711	0.1724	0.6780	0.019646	1.074
AGE	1	0.0407	0.0777	0.2737	0.6008	0.209641	1.042
AGE_SQ	1	-0.0803	0.1205	0.4446	0.5049	-0.287548	0.923
GRAND	1	0.3320	0.4738	0.4911	0.4835	0.055112	1.394
FEMALE	1	-0.6695	0.6443	1.0797	0.2988	-0.049532	0.512
BLACK	1	0.8720	0.2449	12.6749	0.0004	0.223429	2.392
API	1	-0.2594	0.5524	0.2205	0.6386	-0.021597	0.772
HISP	1	0.2084	0.2217	0.8840	0.3471	0.057978	1.232
INFANT	1	-0.1552	0.1902	0.6658	0.4145	-0.043146	0.856
FG	1	-0.3442	0.2529	1.8530	0.1734	-0.065549	0.709
LONG90	1	-0.2233	0.1986	1.2635	0.2610	-0.054572	0.800
EMP98	1	0.2324	0.1031	5.0786	0.0242	0.099270	1.262
ADUL_ADJ	1	-0.00064	0.00110	0.3406	0.5595	-0.025830	0.999
CAR_ACC1	1	-0.2826	0.1904	2.2022	0.1378	-0.069520	0.754
CAR_ACC2	1	-0.3471	0.2158	2.5881	0.1077	-0.076447	0.707
BUS	1	0.0117	0.00671	3.0471	0.0809	0.156389	1.012
BUS_SQ	1	-0.1036	0.0545	3.6129	0.0573	-0.192531	0.902

Association of Predicted Probabilities and Observed Responses

Concordant = 62.8%	Somers' D = 0.262
Discordant = 36.6%	Gamma = 0.263
Tied = 0.5%	Tau-a = 0.131
(124872 pairs)	c = 0.631

Appendix 8A. Pre-employment and Job-Search

d. Currently seeking a job? (Respondents with limited or no access to a car)

Variable	N	Mean	Std Dev	Minimum	Maximum
SEARCH	517	0.5265150	0.5052506	0	1.0000000
LTHS	517	0.4719293	0.5051645	0	1.0000000
AGE	517	32.6248571	9.5335708	18.0000000	58.0000000
AGE_SQ	517	11.5314074	6.6140944	3.2400000	33.6400000
GRAND	517	0.0976494	0.3003799	0	1.0000000
FEMALE	517	0.9874901	0.1124714	0	1.0000000
BLACK	517	0.3257958	0.4742603	0	1.0000000
API	517	0.0171203	0.1312664	0	1.0000000
HISP	517	0.4810364	0.5055985	0	1.0000000
INFANT	517	0.5360839	0.5046432	0	1.0000000
FG	517	0.8755895	0.3339851	0	1.0000000
LONG90	517	0.2766872	0.4526953	0	1.0000000
EMP98	517	0.4585526	0.7570333	0	2.0000000
ADUL_ADJ	517	119.6630872	74.6222554	2.0000000	443.0000000
CAR_ACC2	517	0.2645331	0.4463442	0	1.0000000
BUS	517	20.6444566	26.0555144	0	225.0000000
BUS_SQ	517	1.0891770	3.8545371	0	50.6250000

----- SEARCH=0 -----

SEARCH	246	0	0	0	0
LTHS	246	0.4892877	0.5051421	0	1.0000000
AGE	246	33.3885442	9.7307527	18.0000000	58.0000000
AGE_SQ	246	12.0752192	6.9428268	3.2400000	33.6400000
GRAND	246	0.1116396	0.3182343	0	1.0000000
FEMALE	246	0.9862419	0.1177102	0	1.0000000
BLACK	246	0.2502998	0.4377411	0	1.0000000
API	246	0.0329922	0.1804946	0	1.0000000
HISP	246	0.5021904	0.5052532	0	1.0000000
INFANT	246	0.5288512	0.5044162	0	1.0000000
FG	246	0.8607083	0.3498919	0	1.0000000
LONG90	246	0.2767208	0.4520819	0	1.0000000
EMP98	246	0.3875050	0.7124976	0	2.0000000
ADUL_ADJ	246	118.1559037	74.9331018	2.0000000	443.0000000
CAR_ACC2	246	0.3070429	0.4661181	0	1.0000000
BUS	246	20.5940763	28.6459430	0	225.0000000
BUS_SQ	246	1.2277156	4.8731679	0	50.6250000

----- SEARCH=1 -----

SEARCH	271	1.0000000	0	1.0000000	1.0000000
LTHS	271	0.4563192	0.5055953	0	1.0000000
AGE	271	31.9380877	9.3140948	18.0000000	54.0000000
AGE_SQ	271	11.0423676	6.2724693	3.2400000	29.1600000
GRAND	271	0.0850683	0.2831880	0	1.0000000
FEMALE	271	0.9886125	0.1077020	0	1.0000000
BLACK	271	0.3936880	0.4959305	0	1.0000000
API	271	0.0028469	0.0540831	0	1.0000000
HISP	271	0.4620129	0.5060689	0	1.0000000
INFANT	271	0.5425881	0.5056914	0	1.0000000
FG	271	0.8889720	0.3189019	0	1.0000000
LONG90	271	0.2766571	0.4540877	0	1.0000000
EMP98	271	0.5224443	0.7910281	0	2.0000000
ADUL_ADJ	271	121.0184687	74.4508098	4.0000000	401.0000000
CAR_ACC2	271	0.2263048	0.4247452	0	1.0000000
BUS	271	20.6897628	23.5121233	0	179.0000000
BUS_SQ	271	0.9645917	2.6098995	0	32.0410000

Appendix 8A. Pre-employment and Job-Search

d. Currently seeking a job? (Respondents with limited or no access to a car)

The LOGISTIC Procedure

Data Set: WORK.TNA  
 Response Variable: REV\_SRH  
 Response Levels: 2  
 Number of Observations: 517  
 Link Function: Logit

Response Profile

Ordered Value	REV_SRH	Count
1	0	271
2	1	246

Model Fitting Information and Testing Global Null Hypothesis BETA=0

Criterion	Intercept Only	Intercept and Covariates	Chi-Square for Covariates
AIC	717.505	717.306	.
SC	721.753	789.523	.
-2 LOG L Score	715.505	683.306	32.199 with 16 DF (p=0.0094) 30.743 with 16 DF (p=0.0145)

Analysis of Maximum Likelihood Estimates

Variable	DF	Parameter Estimate	Standard Error	Wald Chi-Square	Pr > Chi-Square	Standardized Estimate	Odds Ratio
INTERCPT	1	-0.1144	1.6375	0.0049	0.9443	.	.
LTHS	1	-0.0542	0.2013	0.0725	0.7878	-0.014939	0.947
AGE	1	0.0246	0.0894	0.0759	0.7830	0.128136	1.025
AGE_SQ	1	-0.0732	0.1387	0.2783	0.5978	-0.264823	0.929
GRAND	1	0.4748	0.5674	0.7003	0.4027	0.078816	1.608
FEMALE	1	-0.0187	0.7593	0.0006	0.9804	-0.001272	0.982
BLACK	1	0.8863	0.2973	8.8885	0.0029	0.226877	2.426
API	1	-1.7920	1.0903	2.7016	0.1002	-0.129343	0.167
HISP	1	0.3086	0.2661	1.3448	0.2462	0.085117	1.362
INFANT	1	-0.1308	0.2286	0.3277	0.5670	-0.036021	0.877
FG	1	-0.1570	0.2848	0.3041	0.5813	-0.031817	0.855
LONG90	1	-0.1804	0.2386	0.5715	0.4497	-0.044333	0.835
EMP98	1	0.2067	0.1256	2.7070	0.0999	0.085161	1.230
ADUL_ADJ	1	-0.00096	0.00128	0.5612	0.4538	-0.038901	0.999
CAR_ACC2	1	-0.2412	0.2230	1.1706	0.2793	-0.059806	0.786
BUS	1	0.0152	0.00766	3.9464	0.0470	0.216652	1.015
BUS_SQ	1	-0.1135	0.0562	4.0827	0.0433	-0.236894	0.893

The LOGISTIC Procedure

Association of Predicted Probabilities and Observed Responses

Concordant = 62.9%	Somers' D = 0.262
Discordant = 36.6%	Gamma = 0.264
Tied = 0.5%	Tau-a = 0.131
(66666 pairs)	c = 0.631

Appendix 8A. Pre-employment and Job-Search  
 e. Was job-search travel difficult?

Variable	N	Mean	Std Dev	Minimum	Maximum
DIFF	214	0.4475362	0.5027098	0	1.0000000
LTHS	214	0.4325715	0.5008826	0	1.0000000
AGE	214	32.5539153	9.3410054	18.0000000	54.0000000
AGE_SQ	214	11.4512331	6.3821592	3.2400000	29.1600000
GRAND	214	0.0976519	0.3001089	0	1.0000000
FEMALE	214	0.9781730	0.1477258	0	1.0000000
BLACK	214	0.4271055	0.5000994	0	1.0000000
API	214	0.0243441	0.1558104	0	1.0000000
HISP	214	0.4020725	0.4957102	0	1.0000000
INFANT	214	0.5183270	0.5051606	0	1.0000000
FG	214	0.8617623	0.3489461	0	1.0000000
LONG90	214	0.2898692	0.4586924	0	1.0000000
EMP98	214	0.6282887	0.8564280	0	2.0000000
ADUL_ADJ	212	121.6765065	73.6052470	4.0000000	401.0000000
CARMODE	214	0.4398471	0.5018288	0	1.0000000
OTHMODE	214	0.0733079	0.2635084	0	1.0000000
HJ_DISTR	212	4.4062936	2.8459206	0.1313516	31.1195601

----- DIFF=0 -----

DIFF	119	0	0	0	0
LTHS	119	0.4244168	0.4990022	0	1.0000000
AGE	119	33.4393987	9.3688864	18.0000000	54.0000000
AGE_SQ	119	12.0430699	6.5374373	3.2400000	29.1600000
GRAND	119	0.1192737	0.3272238	0	1.0000000
FEMALE	119	0.9670763	0.1801511	0	1.0000000
BLACK	119	0.4651724	0.5035771	0	1.0000000
API	119	0.0154475	0.1245092	0	1.0000000
HISP	119	0.3935217	0.4932238	0	1.0000000
INFANT	119	0.4932905	0.5047577	0	1.0000000
FG	119	0.8419661	0.3682769	0	1.0000000
LONG90	119	0.3253962	0.4730235	0	1.0000000
EMP98	119	0.6637124	0.8585060	0	2.0000000
ADUL_ADJ	118	123.3303483	72.7392357	4.0000000	401.0000000
CARMODE	119	0.5616655	0.5009493	0	1.0000000
OTHMODE	119	0.0752091	0.2662619	0	1.0000000
HJ_DISTR	118	4.1055790	1.9559439	0.1313516	9.5979787

----- DIFF=1 -----

DIFF	95	1.0000000	0	1.0000000	1.0000000
LTHS	95	0.4426381	0.5056900	0	1.0000000
AGE	95	31.4608248	9.2350425	18.0000000	51.0000000
AGE_SQ	95	10.7206365	6.1355912	3.2400000	26.0100000
GRAND	95	0.0709609	0.2614073	0	1.0000000
FEMALE	95	0.9918714	0.0914169	0	1.0000000
BLACK	95	0.3801137	0.4942016	0	1.0000000
API	95	0.0353265	0.1879454	0	1.0000000
HISP	95	0.4126280	0.5012188	0	1.0000000
INFANT	95	0.5492333	0.5065772	0	1.0000000
FG	95	0.8861999	0.3233170	0	1.0000000
LONG90	95	0.2460127	0.4384823	0	1.0000000
EMP98	95	0.5845598	0.8562773	0	2.0000000
ADUL_ADJ	94	119.6317336	75.0171355	6.0000000	357.0000000
CARMODE	95	0.2894677	0.4617249	0	1.0000000
OTHMODE	95	0.0709609	0.2614073	0	1.0000000
HJ_DISTR	94	4.7780904	3.6473171	0.5571926	31.1195601

Appendix 8A. Pre-employment and Job-Search  
 e. Was job-search travel difficult?

The LOGISTIC Procedure

Data Set: WORK.TNA  
 Response Variable: REV\_DIFF  
 Response Levels: 2  
 Number of Observations: 212  
 Weight Variable: TNA\_WGT  
 Sum of Weights: 216.128  
 Link Function: Logit

Response Profile

Ordered Value	REV_DIFF	Count	Total Weight
1	0	94	96.64200
2	1	118	119.48600

WARNING: 497 observation(s) were deleted due to missing values for the response or explanatory variables.

Model Fitting Information and Testing Global Null Hypothesis BETA=0

Criterion	Intercept Only	Intercept and Covariates	Chi-Square for Covariates
AIC	299.198	296.927	.
SC	302.555	353.989	.
-2 LOG L Score	297.198	262.927	34.271 with 16 DF (p=0.0050) 32.270 with 16 DF (p=0.0092)

The LOGISTIC Procedure

Analysis of Maximum Likelihood Estimates

Variable	DF	Parameter Estimate	Standard Error	Wald Chi-Square	Pr > Chi-Square	Standardized Estimate	Odds Ratio
INTERCPT	1	2.0544	3.0541	0.4525	0.5012	.	.
LTHS	1	-0.0350	0.3449	0.0103	0.9192	-0.009679	0.966
AGE	1	-0.1244	0.1724	0.5210	0.4704	-0.641536	0.883
AGE_SQ	1	0.1955	0.2732	0.5122	0.4742	0.688608	1.216
GRAND	1	-1.0163	1.0649	0.9107	0.3399	-0.168879	0.362
FEMALE	1	0.3373	1.3904	0.0588	0.8083	0.027599	1.401
BLACK	1	-1.0589	0.5151	4.2271	0.0398	-0.292551	0.347
API	1	1.2586	1.0824	1.3522	0.2449	0.108622	3.521
HISP	1	-0.6235	0.5110	1.4885	0.2224	-0.170773	0.536
INFANT	1	0.1042	0.3836	0.0737	0.7860	0.029035	1.110
FG	1	0.4091	0.5195	0.6202	0.4310	0.077244	1.505
LONG90	1	-0.2998	0.4153	0.5211	0.4704	-0.075783	0.741
EMP98	1	-0.00449	0.1830	0.0006	0.9804	-0.002129	0.996
ADUL_ADJ	1	-0.00046	0.00223	0.0418	0.8380	-0.018474	1.000
CARMODE	1	-1.5228	0.3400	20.0622	0.0001	-0.421316	0.218
OTHMODE	1	-0.7356	0.5737	1.6440	0.1998	-0.107345	0.479
HJ_DISTR	1	0.0967	0.0668	2.0952	0.1478	0.151698	1.102

Association of Predicted Probabilities and Observed Responses

Concordant = 72.8%	Somers' D = 0.459
Discordant = 27.0%	Gamma = 0.460
Tied = 0.2%	Tau-a = 0.227
(11092 pairs)	c = 0.729

Appendix 8A. Pre-employment and Job-Search  
 f. Use public transit for job-search?

Variable	N	Mean	Std Dev	Minimum	Maximum
TRANMODE	218	0.4919000	0.5056339	0	1.0000000
BLACK	709	0.3039205	0.4643273	0	1.0000000
HISP	709	0.4783880	0.5042881	0	1.0000000
CAR_ACC1	709	0.2677092	0.4469802	0	1.0000000
CAR_ACC2	709	0.1937151	0.3989705	0	1.0000000
BUS	707	19.4978888	24.2083736	0	225.0000000
BUS_SQ	707	0.9548496	3.3718139	0	50.6250000
HJ_DISTR	707	4.4396983	2.7243838	0.1313516	31.1195601

-----TRANMODE=-----

TRANMODE	0				
BLACK	491	0.2485628	0.4363788	0	1.0000000
HISP	491	0.5114619	0.5047254	0	1.0000000
CAR_ACC1	491	0.2786247	0.4526783	0	1.0000000
CAR_ACC2	491	0.2047969	0.4074741	0	1.0000000
BUS	491	19.4961086	25.8213868	0	225.0000000
BUS_SQ	491	1.0340724	3.9040501	0	50.6250000
HJ_DISTR	491	4.4535689	2.6800752	0.1426176	26.3103972

-----TRANMODE=0-----

TRANMODE	113	0	0	0	0
BLACK	113	0.3732023	0.4853493	0	1.0000000
HISP	113	0.3867147	0.4887032	0	1.0000000
CAR_ACC1	113	0.4455872	0.4987714	0	1.0000000
CAR_ACC2	113	0.2190165	0.4150285	0	1.0000000
BUS	111	17.3224223	18.1990944	0	104.0000000
BUS_SQ	111	0.6276933	1.3592649	0	10.8160000
HJ_DISTR	111	4.4692981	3.3229859	0.5571926	31.1195601

-----TRANMODE=1-----

TRANMODE	105	1.0000000	0	1.0000000	1.0000000
BLACK	105	0.4856306	0.5121125	0	1.0000000
HISP	105	0.4217602	0.5060129	0	1.0000000
CAR_ACC1	105	0.0340324	0.1857815	0	1.0000000
CAR_ACC2	105	0.1168788	0.3291947	0	1.0000000
BUS	105	21.7215862	21.8263400	0	103.0000000
BUS_SQ	105	0.9255728	1.8077031	0	10.6090000
HJ_DISTR	105	4.3460920	2.2030372	0.1313516	9.6748370

Appendix 8A. Pre-employment and Job-Search  
 f. Use public transit for job-search?

The LOGISTIC Procedure

Data Set: WORK.TNA  
 Response Variable: REV\_TRAN  
 Response Levels: 2  
 Number of Observations: 216  
 Weight Variable: TNA\_WGT  
 Sum of Weights: 220.392  
 Link Function: Logit

Response Profile

Ordered Value	REV_TRAN	Count	Total Weight
1	0	105	109.19000
2	1	111	111.20200

WARNING: 493 observation(s) were deleted due to missing values for the response or explanatory variables.

Model Fitting Information and Testing Global Null Hypothesis BETA=0

Criterion	Intercept Only	Intercept and Covariates	Chi-Square for Covariates
AIC	307.510	239.238	.
SC	310.885	266.241	.
-2 LOG L Score	305.510	223.238	82.272 with 7 DF (p=0.0001) 71.878 with 7 DF (p=0.0001)

Analysis of Maximum Likelihood Estimates

Variable	DF	Parameter Estimate	Standard Error	Wald Chi-Square	Pr > Chi-Square	Standardized Estimate	Odds Ratio
INTERCPT	1	0.3507	0.6118	0.3286	0.5665	.	.
BLACK	1	0.7908	0.5054	2.4486	0.1176	0.218635	2.205
HISP	1	1.1008	0.5107	4.6461	0.0311	0.301864	3.007
CAR_ACC1	1	-3.6060	0.5911	37.2173	0.0001	-0.856819	0.027
CAR_ACC2	1	-1.6417	0.4317	14.4623	0.0001	-0.344209	0.194
BUS	1	0.0152	0.0207	0.5413	0.4619	0.168608	1.015
BUS_SQ	1	-0.1262	0.2598	0.2359	0.6272	-0.111066	0.881
HJ_DISTR	1	-0.0910	0.0685	1.7655	0.1839	-0.141857	0.913

The LOGISTIC Procedure

Association of Predicted Probabilities and Observed Responses

Concordant = 81.9%	Somers' D = 0.640
Discordant = 17.9%	Gamma = 0.641
Tied = 0.3%	Tau-a = 0.321
(11655 pairs)	c = 0.820

Appendix 8B. Determinants of Current Employment  
a. Currently employed? (Total sample)

Variable	N	Mean	Std Dev	Minimum	Maximum
EMPL	1482	0.5220473	0.5041420	0	1.0000000
LTHS	1482	0.4099546	0.4963821	0	1.0000000
AGE	1482	33.6207036	9.0889977	18.0000000	60.0000000
AGE_SQ	1482	12.1145174	6.4038481	3.2400000	36.0000000
GRAND	1482	0.1018791	0.3052921	0	1.0000000
FEMALE	1482	0.9616551	0.1938067	0	1.0000000
BLACK	1482	0.3009641	0.4629271	0	1.0000000
API	1482	0.0278223	0.1659874	0	1.0000000
HISP	1482	0.4858674	0.5044312	0	1.0000000
INFANT	1482	0.4811424	0.5042738	0	1.0000000
FG	1482	0.8635001	0.3464997	0	1.0000000
LONG90	1482	0.2677154	0.4468710	0	1.0000000
EMP98	1482	0.7718332	0.8995481	0	2.0000000
ADUL_ADJ	1482	114.8970457	74.4550494	0	443.0000000
CAR_ACC1	1482	0.3599855	0.4844432	0	1.0000000
CAR_ACC2	1482	0.1729901	0.3817433	0	1.0000000
BUS	1482	20.0660055	23.8338545	0	225.0000000
BUS_SQ	1482	0.9603150	2.9826759	0	50.6250000

----- EMPL=0 -----

EMPL	708	0	0	0	0
LTHS	708	0.4424889	0.5015840	0	1.0000000
AGE	708	33.1362503	9.3496363	18.0000000	58.0000000
AGE_SQ	708	11.8372630	6.4919073	3.2400000	33.6400000
GRAND	708	0.0984680	0.3008873	0	1.0000000
FEMALE	708	0.9820450	0.1340985	0	1.0000000
BLACK	708	0.3041388	0.4645827	0	1.0000000
API	708	0.0228535	0.1509115	0	1.0000000
HISP	708	0.4802101	0.5045397	0	1.0000000
INFANT	708	0.5249436	0.5043066	0	1.0000000
FG	708	0.8648925	0.3452125	0	1.0000000
LONG90	708	0.2603374	0.4431501	0	1.0000000
EMP98	708	0.4851919	0.7743614	0	2.0000000
ADUL_ADJ	708	116.5453007	72.8234222	1.0000000	443.0000000
CAR_ACC1	708	0.2657047	0.4460677	0	1.0000000
CAR_ACC2	708	0.1938543	0.3992181	0	1.0000000
BUS	708	19.5282001	24.2043234	0	225.0000000
BUS_SQ	708	0.9558034	3.3695214	0	50.6250000

----- EMPL=1 -----

EMPL	774	1.0000000	0	1.0000000	1.0000000
LTHS	774	0.3801683	0.4899740	0	1.0000000
AGE	774	34.0642375	8.8262064	18.0000000	60.0000000
AGE_SQ	774	12.3683535	6.3155636	3.2400000	36.0000000
GRAND	774	0.1050021	0.3094270	0	1.0000000
FEMALE	774	0.9429875	0.2340380	0	1.0000000
BLACK	774	0.2980575	0.4616885	0	1.0000000
API	774	0.0323714	0.1786420	0	1.0000000
HISP	774	0.4910469	0.5046016	0	1.0000000
INFANT	774	0.4410409	0.5011615	0	1.0000000
FG	774	0.8622252	0.3478912	0	1.0000000
LONG90	774	0.2744703	0.4504261	0	1.0000000
EMP98	774	1.0342634	0.9247100	0	2.0000000
ADUL_ADJ	774	113.3880104	75.9319286	0	443.0000000
CAR_ACC1	774	0.4463028	0.5017636	0	1.0000000
CAR_ACC2	774	0.1538882	0.3642208	0	1.0000000
BUS	774	20.5583852	23.4945431	0	196.0000000
BUS_SQ	774	0.9644454	2.5807595	0	38.4160000

Appendix 8B. Determinants of Current Employment  
a. Currently employed? (Total sample)

The LOGISTIC Procedure

Data Set: WORK.TNA  
Response Variable: EMP\_REV  
Response Levels: 2  
Number of Observations: 1482  
Weight Variable: TNA\_WGT  
Sum of Weights: 1508.572  
Link Function: Logit

Response Profile

Ordered Value	EMP_REV	Count	Total Weight
1	0	774	787.54600
2	1	708	721.02600

Criterion	Intercept Only	Intercept and Covariates	Chi-Square for Covariates
AIC	2090.391	1900.429	.
SC	2095.692	1995.850	.
-2 LOG L Score	2088.391	1864.429	223.961 with 17 DF (p=0.0001)
			210.512 with 17 DF (p=0.0001)

Analysis of Maximum Likelihood Estimates

Variable	DF	Parameter Estimate	Standard Error	Wald Chi-Square	Pr > Chi-Square	Standardized Estimate	Odds Ratio
INTERCPT	1	-1.4634	1.0125	2.0889	0.1484	.	.
LTHS	1	-0.2954	0.1246	5.6196	0.0178	-0.080830	0.744
AGE	1	0.1211	0.0585	4.2897	0.0383	0.606825	1.129
AGE_SQ	1	-0.1810	0.0889	4.1444	0.0418	-0.638924	0.834
GRAND	1	0.4449	0.3306	1.8116	0.1783	0.074885	1.560
FEMALE	1	-1.3549	0.3753	13.0295	0.0003	-0.144768	0.258
BLACK	1	0.0307	0.1767	0.0302	0.8620	0.007838	1.031
API	1	0.3325	0.3733	0.7931	0.3732	0.030424	1.394
HISP	1	0.1230	0.1610	0.5837	0.4449	0.034202	1.131
INFANT	1	-0.2652	0.1355	3.8287	0.0504	-0.073738	0.767
FG	1	0.3237	0.1956	2.7403	0.0978	0.061844	1.382
LONG90	1	-0.1497	0.1398	1.1464	0.2843	-0.036889	0.861
EMP98	1	0.7110	0.0650	119.4768	0.0001	0.352620	2.036
ADUL_ADJ	1	-0.00048	0.000778	0.3832	0.5359	-0.019776	1.000
CAR_ACC1	1	0.6864	0.1292	28.2452	0.0001	0.183333	1.987
CAR_ACC2	1	0.1299	0.1630	0.6358	0.4252	0.027350	1.139
BUS	1	0.00927	0.00483	3.6818	0.0550	0.121761	1.009
BUS_SQ	1	-0.0602	0.0397	2.3035	0.1291	-0.099055	0.942

Association of Predicted Probabilities and Observed Responses

Concordant = 71.6%	Somers' D = 0.434
Discordant = 28.2%	Gamma = 0.435
Tied = 0.3%	Tau-a = 0.217
(547992 pairs)	c = 0.717

Appendix 8B. Determinants of Current Employment

b. Currently employed? (Respondents with limited or no access to a car)

Variable	N	Mean	Std Dev	Minimum	Maximum
EMPL	943	0.4516400	0.5038272	0	1.0000000
LTHS	943	0.4551428	0.5041592	0	1.0000000
AGE	943	33.1790394	9.3936552	18.0000000	58.0000000
AGE_SQ	943	11.8694095	6.5867220	3.2400000	33.6400000
GRAND	943	0.1041649	0.3092624	0	1.0000000
FEMALE	943	0.9781048	0.1481562	0	1.0000000
BLACK	943	0.3143485	0.4700130	0	1.0000000
API	943	0.0256155	0.1599445	0	1.0000000
HISP	943	0.4965303	0.5061882	0	1.0000000
INFANT	943	0.4991155	0.5061996	0	1.0000000
FG	943	0.8810574	0.3277353	0	1.0000000
LONG90	943	0.2716705	0.4503370	0	1.0000000
EMP98	943	0.7015747	0.8831197	0	2.0000000
ADUL_ADJ	943	117.5180402	74.9936364	1.0000000	443.0000000
CAR_ACC2	943	0.2702909	0.4496174	0	1.0000000
BUS	943	21.5196539	25.4162703	0	225.0000000
BUS_SQ	943	1.0933539	3.4182869	0	50.6250000

----- EMPL=0 -----

EMPL	518	0	0	0	0
LTHS	518	0.4729925	0.5052439	0	1.0000000
AGE	518	32.6054782	9.5343483	18.0000000	58.0000000
AGE_SQ	518	11.5188408	6.6137576	3.2400000	33.6400000
GRAND	518	0.0974528	0.3001219	0	1.0000000
FEMALE	518	0.9875153	0.1123640	0	1.0000000
BLACK	518	0.3251399	0.4740319	0	1.0000000
API	518	0.0170858	0.1311417	0	1.0000000
HISP	518	0.4820813	0.5056576	0	1.0000000
INFANT	518	0.5370179	0.5045940	0	1.0000000
FG	518	0.8758400	0.3337096	0	1.0000000
LONG90	518	0.2761301	0.4524314	0	1.0000000
EMP98	518	0.4576293	0.7565868	0	2.0000000
ADUL_ADJ	518	119.7382623	74.5692888	2.0000000	443.0000000
CAR_ACC2	518	0.2640005	0.4460738	0	1.0000000
BUS	518	20.6834276	26.0451071	0	225.0000000
BUS_SQ	518	1.0902055	3.8508773	0	50.6250000

----- EMPL=1 -----

EMPL	425	1.0000000	0	1.0000000	1.0000000
LTHS	425	0.4334705	0.5025534	0	1.0000000
AGE	425	33.8754306	9.1810774	18.0000000	57.0000000
AGE_SQ	425	12.2950535	6.5354632	3.2400000	32.4900000
GRAND	425	0.1123143	0.3202125	0	1.0000000
FEMALE	425	0.9666791	0.1820082	0	1.0000000
BLACK	425	0.3012462	0.4652796	0	1.0000000
API	425	0.0359719	0.1888504	0	1.0000000
HISP	425	0.5140737	0.5068612	0	1.0000000
INFANT	425	0.4530961	0.5048262	0	1.0000000
FG	425	0.8873922	0.3205777	0	1.0000000
LONG90	425	0.2662557	0.4482425	0	1.0000000
EMP98	425	0.9977618	0.9328413	0	2.0000000
ADUL_ADJ	425	114.8223510	75.5054198	1.0000000	443.0000000
CAR_ACC2	425	0.2779284	0.4543053	0	1.0000000
BUS	425	22.5349606	24.6194674	0	196.0000000
BUS_SQ	425	1.0971767	2.8067627	0	38.4160000

Appendix 8B. Determinants of Current Employment

b. Current employed? (Respondents with limited or no access to a car)

The LOGISTIC Procedure

Data Set: WORK.TNA  
 Response Variable: EMP\_REV  
 Response Levels: 2  
 Number of Observations: 943  
 Weight Variable: TNA\_WGT  
 Sum of Weights: 965.508  
 Link Function: Logit

Response Profile

Ordered Value	EMP_REV	Count	Total Weight
1	0	425	436.06200
2	1	518	529.44600

WARNING: 93 observation(s) were deleted due to missing values for the response or explanatory variables.

Model Fitting Information and Testing Global Null Hypothesis BETA=0

Criterion	Intercept Only	Intercept and Covariates	Chi-Square for Covariates
AIC	1331.432	1239.084	.
SC	1336.281	1326.367	.
-2 LOG L Score	1329.432	1203.084	126.348 with 17 DF (p=0.0001) 121.367 with 17 DF (p=0.0001)

The LOGISTIC Procedure

Analysis of Maximum Likelihood Estimates

Variable	DF	Parameter Estimate	Standard Error	Wald Chi-Square	Pr > Chi-Square	Standardized Estimate	Odds Ratio
INTERCPT	1	-2.1078	1.2568	2.8126	0.0935	.	.
LTHS	1	-0.2691	0.1540	3.0527	0.0806	-0.074792	0.764
AGE	1	0.1427	0.0699	4.1721	0.0411	0.738961	1.153
AGE_SQ	1	-0.2005	0.1067	3.5309	0.0602	-0.728137	0.818
GRAND	1	0.5006	0.4138	1.4638	0.2263	0.085363	1.650
FEMALE	1	-1.2178	0.5333	5.2146	0.0224	-0.099470	0.296
BLACK	1	0.0383	0.2302	0.0278	0.8677	0.009936	1.039
API	1	0.9597	0.4770	4.0476	0.0442	0.084627	2.611
HISP	1	0.2044	0.2111	0.9379	0.3328	0.057046	1.227
INFANT	1	-0.2387	0.1737	1.8877	0.1695	-0.066617	0.788
FG	1	0.3508	0.2548	1.8949	0.1687	0.063388	1.420
LONG90	1	-0.3656	0.1764	4.2952	0.0382	-0.090785	0.694
EMP98	1	0.7403	0.0813	82.9559	0.0001	0.360457	2.097
ADUL_ADJ	1	-0.00072	0.000957	0.5622	0.4534	-0.029665	0.999
CAR_ACC2	1	0.1213	0.1695	0.5126	0.4740	0.030079	1.129
BUS	1	0.0133	0.00585	5.1360	0.0234	0.185801	1.013
BUS_SQ	1	-0.0930	0.0466	3.9883	0.0458	-0.175334	0.911
NO_BOR	1	-0.1349	0.1428	0.8924	0.3448	-0.037536	0.874

Association of Predicted Probabilities and Observed Responses

Concordant = 69.8%	Somers' D = 0.399
Discordant = 29.9%	Gamma = 0.400
Tied = 0.3%	Tau-a = 0.198
(220150 pairs)	c = 0.700

Appendix 8B. Determinants of Current Employment  
 c. Currently employed? (Respondents with no access to a car)

Variable	N	Mean	Std Dev	Minimum	Maximum
EMPL	673	0.4469129	0.5090687	0	1.0000000
LTHS	673	0.4521021	0.5096080	0	1.0000000
AGE	673	33.2205382	9.5605059	18.0000000	58.0000000
AGE_SQ	673	11.9078587	6.7722961	3.2400000	33.6400000
GRAND	673	0.1050927	0.3140100	0	1.0000000
FEMALE	673	0.9883697	0.1097800	0	1.0000000
BLACK	673	0.3714310	0.4947477	0	1.0000000
API	673	0.0223068	0.1512125	0	1.0000000
HISP	673	0.4831408	0.5116714	0	1.0000000
INFANT	673	0.5126664	0.5117982	0	1.0000000
FG	673	0.9471655	0.2290550	0	1.0000000
LONG90	673	0.2919323	0.4655289	0	1.0000000
EMP98	673	0.7176626	0.8930619	0	2.0000000
ADUL_ADJ	673	117.2612627	75.6371449	2.0000000	443.0000000
BUS	673	22.4026287	27.2483114	0	225.0000000
BUS_SQ	673	1.2100564	3.9028312	0	50.6250000

----- EMPL=0 -----

EMPL	373	0	0	0	0
LTHS	373	0.4756154	0.5111296	0	1.0000000
AGE	373	32.6507268	9.7376005	18.0000000	58.0000000
AGE_SQ	373	11.5659060	6.8447853	3.2400000	33.6400000
GRAND	373	0.0977027	0.3038829	0	1.0000000
FEMALE	373	0.9918701	0.0919070	0	1.0000000
BLACK	373	0.3870537	0.4985112	0	1.0000000
API	373	0.0164138	0.1300436	0	1.0000000
HISP	373	0.4735829	0.5110238	0	1.0000000
INFANT	373	0.5529933	0.5088562	0	1.0000000
FG	373	0.9410581	0.2410451	0	1.0000000
LONG90	373	0.2946683	0.4665966	0	1.0000000
EMP98	373	0.4826469	0.7715448	0	2.0000000
ADUL_ADJ	373	120.5034850	74.6093465	2.0000000	401.0000000
BUS	373	22.1641432	28.8004960	0	225.0000000
BUS_SQ	373	1.2831006	4.4792517	0	50.6250000

----- EMPL=1 -----

EMPL	300	1.0000000	0	1.0000000	1.0000000
LTHS	300	0.4230027	0.5069757	0	1.0000000
AGE	300	33.9257213	9.3010840	18.0000000	57.0000000
AGE_SQ	300	12.3310498	6.6669568	3.2400000	32.4900000
GRAND	300	0.1142383	0.3264323	0	1.0000000
FEMALE	300	0.9840378	0.1286120	0	1.0000000
BLACK	300	0.3520968	0.4901339	0	1.0000000
API	300	0.0295997	0.1739193	0	1.0000000
HISP	300	0.4949693	0.5130701	0	1.0000000
INFANT	300	0.4627590	0.5116709	0	1.0000000
FG	300	0.9547239	0.2133547	0	1.0000000
LONG90	300	0.2885463	0.4649537	0	1.0000000
EMP98	300	1.0085115	0.9438362	0	2.0000000
ADUL_ADJ	300	113.2487773	76.8217562	3.0000000	443.0000000
BUS	300	22.6977718	25.2299300	0	196.0000000
BUS_SQ	300	1.1196588	3.0424084	0	38.4160000

Appendix 8B. Determinants of Current Employment

c. Currently employed? (Respondents with no access to a car)

The LOGISTIC Procedure

Data Set: WORK.TNA  
 Response Variable: EMP\_REV  
 Response Levels: 2  
 Number of Observations: 673  
 Weight Variable: TNA\_WGT  
 Sum of Weights: 704.54  
 Link Function: Logit

Response Profile

Ordered Value	EMP_REV	Count	Total Weight
1	0	300	314.86800
2	1	373	389.67200

WARNING: 42 observation(s) were deleted due to missing values for the response or explanatory variables.

Model Fitting Information and Testing Global Null Hypothesis BETA=0

Criterion	Intercept Only	Intercept and Covariates	Chi-Square for Covariates
AIC	970.743	913.156	.
SC	975.254	989.856	.
-2 LOG L Score	968.743	879.156	89.586 with 16 DF (p=0.0001) 85.905 with 16 DF (p=0.0001)

The LOGISTIC Procedure

Analysis of Maximum Likelihood Estimates

Variable	DF	Parameter Estimate	Standard Error	Wald Chi-Square	Pr > Chi-Square	Standardized Estimate	Odds Ratio
INTERCPT	1	-2.3800	1.5457	2.3710	0.1236	.	.
LTHS	1	-0.3052	0.1806	2.8565	0.0910	-0.085759	0.737
AGE	1	0.1722	0.0809	4.5274	0.0334	0.907420	1.188
AGE_SQ	1	-0.2468	0.1232	4.0130	0.0452	-0.921604	0.781
GRAND	1	0.6760	0.4903	1.9011	0.1680	0.117035	1.966
FEMALE	1	-1.1232	0.8220	1.8671	0.1718	-0.067979	0.325
BLACK	1	-0.2263	0.2805	0.6510	0.4198	-0.061725	0.797
API	1	0.5496	0.5986	0.8427	0.3586	0.045816	1.733
HISP	1	-0.0760	0.2690	0.0799	0.7774	-0.021448	0.927
INFANT	1	-0.2829	0.2044	1.9156	0.1663	-0.079826	0.754
FG	1	0.4869	0.4295	1.2855	0.2569	0.061494	1.627
LONG90	1	-0.4077	0.2031	4.0298	0.0447	-0.104645	0.665
EMP98	1	0.7277	0.0952	58.4275	0.0001	0.358315	2.070
ADUL_ADJ	1	-0.00098	0.00113	0.7546	0.3850	-0.040994	0.999
BUS	1	0.0125	0.00668	3.5209	0.0606	0.188337	1.013
BUS_SQ	1	-0.0950	0.0511	3.4579	0.0630	-0.204350	0.909
NO_BOR	1	-0.2196	0.1660	1.7513	0.1857	-0.061885	0.803

Association of Predicted Probabilities and Observed Responses

Concordant = 69.5%	Somers' D = 0.393
Discordant = 30.2%	Gamma = 0.395
Tied = 0.3%	Tau-a = 0.195
(111900 pairs)	c = 0.697

Appendix 8C. Work Commute

a. Perceived difficulty of commute (Total sample)

Variable	N	Mean	Std Dev	Minimum	Maximum
DIFF	771	0.2846772	0.4554455	0	1.0000000
LTHS	771	0.3800099	0.4898903	0	1.0000000
AGE	771	34.0074890	8.7969356	18.0000000	60.0000000
AGE_SQ	771	12.3247977	6.2838333	3.2400000	36.0000000
GRAND	771	0.1030614	0.3068587	0	1.0000000
FEMALE	771	0.9417452	0.2363967	0	1.0000000
BLACK	771	0.2992728	0.4621864	0	1.0000000
API	771	0.0325034	0.1789775	0	1.0000000
HISP	771	0.4883113	0.5044990	0	1.0000000
INFANT	771	0.4438489	0.5014447	0	1.0000000
FG	771	0.8616634	0.3484547	0	1.0000000
LONG90	771	0.2745797	0.4504412	0	1.0000000
EMP98	771	1.0404999	0.9240112	0	2.0000000
ADUL_ADJ	768	113.4527502	76.1746063	0	443.0000000
CORE	771	0.4727391	0.5038863	0	1.0000000
CAR_W	771	0.5947131	0.4955005	0	1.0000000
BUS_W	771	0.2763646	0.4513466	0	1.0000000
HWTDISTR	771	5.2281758	6.4916401	0	37.8858204
MIS_DIST	771	0.2054624	0.4077861	0	1.0000000

----- DIFF=0 -----

DIFF	551	0	0	0	0
LTHS	551	0.3581244	0.4842465	0	1.0000000
AGE	551	33.8531178	8.4518032	18.0000000	60.0000000
AGE_SQ	551	12.1605818	6.0203690	3.2400000	36.0000000
GRAND	551	0.0971729	0.2991568	0	1.0000000
FEMALE	551	0.9421240	0.2358453	0	1.0000000
BLACK	551	0.2863534	0.4565800	0	1.0000000
API	551	0.0326274	0.1794371	0	1.0000000
HISP	551	0.4777689	0.5045037	0	1.0000000
INFANT	551	0.4335813	0.5005277	0	1.0000000
FG	551	0.8644856	0.3456971	0	1.0000000
LONG90	551	0.2908092	0.4586799	0	1.0000000
EMP98	551	1.0352296	0.9227052	0	2.0000000
ADUL_ADJ	549	113.3611545	71.0381324	0	401.0000000
CORE	551	0.4934571	0.5049599	0	1.0000000
CAR_W	551	0.6607149	0.4782044	0	1.0000000
BUS_W	551	0.1889132	0.3953565	0	1.0000000
HWTDISTR	551	4.8747113	6.0782078	0	37.8858204
MIS_DIST	551	0.1895691	0.3958821	0	1.0000000

----- DIFF=1 -----

DIFF	220	1.0000000	0	1.0000000	1.0000000
LTHS	220	0.4350026	0.5005850	0	1.0000000
AGE	220	34.3953853	9.6164276	18.0000000	59.0000000
AGE_SQ	220	12.7374313	6.8967730	3.2400000	34.8100000
GRAND	220	0.1178578	0.3255796	0	1.0000000
FEMALE	220	0.9407934	0.2383092	0	1.0000000
BLACK	220	0.3317360	0.4754217	0	1.0000000
API	220	0.0321919	0.1782283	0	1.0000000
HISP	220	0.5148016	0.5046477	0	1.0000000
INFANT	220	0.4696488	0.5039380	0	1.0000000
FG	220	0.8545722	0.3559646	0	1.0000000
LONG90	220	0.2337988	0.4273673	0	1.0000000
EMP98	220	1.0537427	0.9292484	0	2.0000000
ADUL_ADJ	219	113.6830746	87.9198730	0	443.0000000
CORE	220	0.4206802	0.4984756	0	1.0000000
CAR_W	220	0.4288670	0.4997337	0	1.0000000
BUS_W	220	0.4961081	0.5048537	0	1.0000000
HWTDISTR	220	6.1163440	7.3661884	0	36.5351998
MIS_DIST	220	0.2453983	0.4345136	0	1.0000000

Appendix 8C. Work Commute

a. Perceived Difficulty of commute (Total sample)

The LOGISTIC Procedure

Data Set: WORK.TNA  
 Response Variable: REV\_DIFF  
 Response Levels: 2  
 Number of Observations: 768  
 Weight Variable: TNA\_WGT  
 Sum of Weights: 781.972  
 Link Function: Logit

Response Profile

Ordered Value	REV_DIFF	Count	Total Weight
1	0	219	222.49400
2	1	549	559.47800

WARNING: 9 observation(s) were deleted due to missing values for the response or explanatory variables.

Model Fitting Information and Testing Global Null Hypothesis BETA=0

Criterion	Intercept Only	Intercept and Covariates	Chi-Square for Covariates
AIC	935.957	857.664	.
SC	940.601	945.896	.
-2 LOG L Score	933.957	819.664	114.293 with 18 DF (p=0.0001) 113.351 with 18 DF (p=0.0001)

The LOGISTIC Procedure

Analysis of Maximum Likelihood Estimates

Variable	DF	Parameter Estimate	Standard Error	Wald Chi-Square	Pr > Chi-Square	Standardized Estimate	Odds Ratio
INTERCPT	1	1.4547	1.6002	0.8263	0.3633	.	.
LTHS	1	0.2700	0.1936	1.9449	0.1631	0.072883	1.310
AGE	1	-0.2452	0.0917	7.1531	0.0075	-1.190811	0.783
AGE_SQ	1	0.3902	0.1372	8.0916	0.0044	1.353625	1.477
GRAND	1	-0.8174	0.5033	2.6381	0.1043	-0.138542	0.442
FEMALE	1	0.4071	0.4641	0.7695	0.3804	0.052287	1.502
BLACK	1	0.6937	0.2975	5.4370	0.0197	0.177000	2.001
API	1	0.4996	0.5341	0.8749	0.3496	0.049388	1.648
HISP	1	0.3762	0.2710	1.9274	0.1650	0.104699	1.457
INFANT	1	0.1427	0.2105	0.4595	0.4979	0.039464	1.153
FG	1	-0.4288	0.3190	1.8070	0.1789	-0.081757	0.651
LONG90	1	-0.3352	0.2242	2.2361	0.1348	-0.083365	0.715
EMP98	1	0.1120	0.0963	1.3535	0.2447	0.057107	1.119
ADUL_ADJ	1	-0.00081	0.00120	0.4537	0.5006	-0.033889	0.999
CORE	1	-0.4510	0.1788	6.3616	0.0117	-0.125325	0.637
CAR_W	1	0.0169	0.3069	0.0030	0.9561	0.004617	1.017
BUS_W	1	1.4916	0.3137	22.6096	0.0001	0.371675	4.444
HWTDISTR	1	0.0451	0.0144	9.8100	0.0017	0.161587	1.046
MIS_DIST	1	0.6069	0.2350	6.6699	0.0098	0.135910	1.835

Association of Predicted Probabilities and Observed Responses

Concordant = 73.3%	Somers' D = 0.470
Discordant = 26.3%	Gamma = 0.471
Tied = 0.3%	Tau-a = 0.192
(120231 pairs)	c = 0.735

Appendix 8C. Work Commute

b. Perceived difficulty of commute (Respondents with limited or no access to a car)

Variable	N	Mean	Std Dev	Minimum	Maximum
DIFF	209	0.5110303	0.5103031	0	1.0000000
LTHS	209	0.4410563	0.5068681	0	1.0000000
AGE	209	34.1391362	9.1996916	19.0000000	56.0000000
AGE_SQ	209	12.4669234	6.5723139	3.6100000	31.3600000
GRAND	209	0.1043983	0.3121534	0	1.0000000
FEMALE	209	0.9804674	0.1412734	0	1.0000000
BLACK	209	0.3577314	0.4893288	0	1.0000000
API	209	0.0098355	0.1007432	0	1.0000000
HISP	209	0.5159481	0.5101676	0	1.0000000
INFANT	209	0.4718268	0.5096164	0	1.0000000
FG	209	0.9196184	0.2775531	0	1.0000000
LONG90	209	0.2728657	0.4547217	0	1.0000000
EMP98	209	0.9225801	0.9235038	0	2.0000000
ADUL_ADJ	209	118.3226244	73.9715508	1.0000000	443.0000000
CORE	209	0.5172121	0.5101248	0	1.0000000
LOG_BUS	209	2.7766144	1.1361387	0	5.2832037
HWTDISTR	209	5.7894881	6.5375633	0	34.1598811
MIS_DIST	209	0.1854719	0.3967857	0	1.0000000

----- DIFF=0 -----

DIFF	102	0	0	0	0
LTHS	102	0.3945392	0.5006843	0	1.0000000
AGE	102	33.7201298	9.0468691	19.0000000	56.0000000
AGE_SQ	102	12.1503823	6.4843026	3.6100000	31.3600000
GRAND	102	0.1129331	0.3242385	0	1.0000000
FEMALE	102	0.9925277	0.0882213	0	1.0000000
BLACK	102	0.3218356	0.4785864	0	1.0000000
API	102	0.0100574	0.1022170	0	1.0000000
HISP	102	0.5275870	0.5114272	0	1.0000000
INFANT	102	0.4824704	0.5118925	0	1.0000000
FG	102	0.9252774	0.2693630	0	1.0000000
LONG90	102	0.2965507	0.4678878	0	1.0000000
EMP98	102	0.9597705	0.9205920	0	2.0000000
ADUL_ADJ	102	118.9512039	67.2130907	10.0000000	308.0000000
CORE	102	0.6181033	0.4977134	0	1.0000000
LOG_BUS	102	2.8966032	1.2125568	0	5.2832037
HWTDISTR	102	5.2515440	5.6888161	0	25.2645826
MIS_DIST	102	0.1933920	0.4046004	0	1.0000000

----- DIFF=1 -----

DIFF	107	1.0000000	0	1.0000000	1.0000000
LTHS	107	0.4855652	0.5109224	0	1.0000000
AGE	107	34.5400545	9.3672935	19.0000000	55.0000000
AGE_SQ	107	12.7697998	6.6709582	3.6100000	30.2500000
GRAND	107	0.0962320	0.3014770	0	1.0000000
FEMALE	107	0.9689277	0.1773774	0	1.0000000
BLACK	107	0.3920776	0.4990868	0	1.0000000
API	107	0.0096232	0.0997989	0	1.0000000
HISP	107	0.5048116	0.5111118	0	1.0000000
INFANT	107	0.4616426	0.5096292	0	1.0000000
FG	107	0.9142037	0.2863003	0	1.0000000
LONG90	107	0.2502031	0.4427761	0	1.0000000
EMP98	107	0.8869951	0.9291475	0	2.0000000
ADUL_ADJ	107	117.7211801	80.1986262	1.0000000	443.0000000
CORE	107	0.4206763	0.5046621	0	1.0000000
LOG_BUS	107	2.6618054	1.0506193	0	4.6249728
HWTDISTR	107	6.3042096	7.2432261	0	34.1598811
MIS_DIST	107	0.1778937	0.3909402	0	1.0000000

Appendix 8C. Work Commute

b. Perceived difficulty of commute (Respondents with limited or no access to a car)

The LOGISTIC Procedure

Data Set: WORK.TNA  
 Response Variable: REV\_DIFF  
 Response Levels: 2  
 Number of Observations: 209  
 Weight Variable: TNA\_WGT  
 Sum of Weights: 216.766  
 Link Function: Logit

Response Profile

Ordered Value	REV_DIFF	Count	Total Weight
1	0	107	110.77400
2	1	102	105.99200

WARNING: 1 observation(s) were deleted due to missing values for the response or explanatory variables.

Model Fitting Information and Testing Global Null Hypothesis BETA=0

Criterion	Intercept Only	Intercept and Covariates	Chi-Square for Covariates
AIC	302.396	309.511	.
SC	305.738	369.673	.
-2 LOG L Score	300.396	273.511	26.885 with 17 DF (p=0.0598) 25.358 with 17 DF (p=0.0870)

The LOGISTIC Procedure

Analysis of Maximum Likelihood Estimates

Variable	DF	Parameter Estimate	Standard Error	Wald Chi-Square	Pr > Chi-Square	Standardized Estimate	Odds Ratio
INTERCPT	1	6.6431	3.3498	3.9330	0.0473	.	.
LTHS	1	0.5716	0.3180	3.2320	0.0722	0.159742	1.771
AGE	1	-0.3260	0.1762	3.4238	0.0643	-1.653671	0.722
AGE_SQ	1	0.5491	0.2674	4.2164	0.0400	1.989756	1.732
GRAND	1	-2.0628	0.9931	4.3145	0.0378	-0.355009	0.127
FEMALE	1	-1.3900	1.3990	0.9871	0.3204	-0.108264	0.249
BLACK	1	1.0272	0.5561	3.4117	0.0647	0.277107	2.793
API	1	0.1310	1.6414	0.0064	0.9364	0.007277	1.140
HISP	1	0.3233	0.5040	0.4115	0.5212	0.090932	1.382
INFANT	1	0.0418	0.3649	0.0131	0.9088	0.011740	1.043
FG	1	-0.1165	0.6236	0.0349	0.8518	-0.017822	0.890
LONG90	1	-0.4974	0.3888	1.6365	0.2008	-0.124692	0.608
EMP98	1	-0.1189	0.1677	0.5024	0.4785	-0.060515	0.888
ADUL_ADJ	1	-0.00173	0.00220	0.6135	0.4335	-0.070432	0.998
CORE	1	-0.9012	0.3201	7.9282	0.0049	-0.253460	0.406
LOG_BUS	1	-0.2047	0.1381	2.1960	0.1384	-0.128201	0.815
HWTDISTR	1	0.00975	0.0267	0.1337	0.7146	0.035139	1.010
MIS_DIST	1	-0.0543	0.4221	0.0166	0.8976	-0.011878	0.947

Association of Predicted Probabilities and Observed Responses

Concordant = 69.3%	Somers' D = 0.389
Discordant = 30.4%	Gamma = 0.390
Tied = 0.2%	Tau-a = 0.195
(10914 pairs)	c = 0.695

Appendix 8C. Work Commute

c. Is transportation a major problem in finding/keeping a job? (Total sample)

Variable	N	Mean	Std Dev	Minimum	Maximum
TRAN_PRB	777	0.4562552	0.5025308	0	1.0000000
LTHS	777	0.3820327	0.4902236	0	1.0000000
AGE	777	34.0540180	8.8141786	18.0000000	60.0000000
AGE_SQ	777	12.3599664	6.3067358	3.2400000	36.0000000
GRAND	777	0.1046863	0.3088828	0	1.0000000
FEMALE	777	0.9411537	0.2374385	0	1.0000000
BLACK	777	0.2971610	0.4610893	0	1.0000000
API	777	0.0322741	0.1783053	0	1.0000000
HISP	777	0.4895699	0.5043555	0	1.0000000
INFANT	777	0.4407169	0.5009068	0	1.0000000
FG	777	0.8596317	0.3504709	0	1.0000000
LONG90	777	0.2736447	0.4498102	0	1.0000000
EMP98	777	1.0341603	0.9240279	0	2.0000000
ADUL_ADJ	774	113.3880104	75.9319286	0	443.0000000
CORE	777	0.4704059	0.5035808	0	1.0000000
CAR_W	777	0.5928687	0.4956873	0	1.0000000
BUS_W	777	0.2757639	0.4508894	0	1.0000000
HWTDISTR	777	5.2284778	6.4773644	0	37.8858204
MIS_DIST	777	0.2050152	0.4073181	0	1.0000000

TRAN\_PRB=0

TRAN_PRB	424	0	0	0	0
LTHS	424	0.3611553	0.4840209	0	1.0000000
AGE	424	34.2480699	8.6471638	18.0000000	60.0000000
AGE_SQ	424	12.4656938	6.2425254	3.2400000	36.0000000
GRAND	424	0.1014770	0.3042762	0	1.0000000
FEMALE	424	0.9249667	0.2654664	0	1.0000000
BLACK	424	0.2952719	0.4596649	0	1.0000000
API	424	0.0382943	0.1933782	0	1.0000000
HISP	424	0.4678755	0.5027954	0	1.0000000
INFANT	424	0.4052608	0.4947093	0	1.0000000
FG	424	0.8487973	0.3609951	0	1.0000000
LONG90	424	0.2701040	0.4474201	0	1.0000000
EMP98	424	1.0982082	0.9319029	0	2.0000000
ADUL_ADJ	421	112.1192209	74.8117559	0	443.0000000
CORE	424	0.4678755	0.5027954	0	1.0000000
CAR_W	424	0.6590581	0.4776629	0	1.0000000
BUS_W	424	0.2059248	0.4074784	0	1.0000000
HWTDISTR	424	4.7040640	5.7001531	0	33.5370803
MIS_DIST	424	0.2228089	0.4193240	0	1.0000000

TRAN\_PRB=1

TRAN_PRB	353	1.0000000	0	1.0000000	1.0000000
LTHS	353	0.4069133	0.4970896	0	1.0000000
AGE	353	33.8227554	9.0174429	18.0000000	59.0000000
AGE_SQ	353	12.2339651	6.3895495	3.2400000	34.8100000
GRAND	353	0.1085110	0.3147165	0	1.0000000
FEMALE	353	0.9604446	0.1972258	0	1.0000000
BLACK	353	0.2994123	0.4634371	0	1.0000000
API	353	0.0250995	0.1582840	0	1.0000000
HISP	353	0.5154243	0.5056942	0	1.0000000
INFANT	353	0.4829720	0.5056415	0	1.0000000
FG	353	0.8725437	0.3374418	0	1.0000000
LONG90	353	0.2778644	0.4532633	0	1.0000000
EMP98	353	0.9578309	0.9097907	0	2.0000000
ADUL_ADJ	353	114.8917332	77.3255991	0	443.0000000
CORE	353	0.4734216	0.5052196	0	1.0000000
CAR_W	353	0.5139870	0.5057369	0	1.0000000
BUS_W	353	0.3589951	0.4853998	0	1.0000000
HWTDISTR	353	5.8534510	7.2604057	0	37.8858204
MIS_DIST	353	0.1838094	0.3919262	0	1.0000000

Appendix 8C. Work Commute

c. Is transportation a major problem in finding/keeping a job? (Total sample)

The LOGISTIC Procedure

Data Set: WORK.TNA  
 Response Variable: REV\_TP  
 Response Levels: 2  
 Number of Observations: 774  
 Weight Variable: TNA\_WGT  
 Sum of Weights: 787.546  
 Link Function: Logit

Response Profile

Ordered Value	REV_TP	Count	Total Weight
1	0	353	360.40600
2	1	421	427.14000

WARNING: 3 observation(s) were deleted due to missing values for the response or explanatory variables.

Model Fitting Information and Testing Global Null Hypothesis BETA=0

Criterion	Intercept Only	Intercept and Covariates	Chi-Square for Covariates
AIC	1088.109	1078.859	.
SC	1092.761	1167.239	.
-2 LOG L Score	1086.109	1040.859	45.250 with 18 DF (p=0.0004) 44.349 with 18 DF (p=0.0005)

The LOGISTIC Procedure

Analysis of Maximum Likelihood Estimates

Variable	DF	Parameter Estimate	Standard Error	Wald Chi-Square	Pr > Chi-Square	Standardized Estimate	Odds Ratio
INTERCPT	1	-0.4762	1.4188	0.1126	0.7372	.	.
LTHS	1	0.2095	0.1666	1.5818	0.2085	0.056604	1.233
AGE	1	-0.0400	0.0811	0.2434	0.6217	-0.194680	0.961
AGE_SQ	1	0.0565	0.1210	0.2177	0.6408	0.196598	1.058
GRAND	1	0.1289	0.4256	0.0917	0.7620	0.021991	1.138
FEMALE	1	0.8136	0.4158	3.8279	0.0504	0.104974	2.256
BLACK	1	0.0966	0.2389	0.1637	0.6858	0.024599	1.101
API	1	-0.0366	0.4652	0.0062	0.9373	-0.003604	0.964
HISP	1	0.1946	0.2152	0.8172	0.3660	0.054125	1.215
INFANT	1	0.3734	0.1795	4.3263	0.0375	0.103164	1.453
FG	1	-0.2610	0.2724	0.9185	0.3379	-0.050066	0.770
LONG90	1	0.1933	0.1846	1.0964	0.2951	0.048008	1.213
EMP98	1	-0.1442	0.0817	3.1133	0.0777	-0.073522	0.866
ADUL_ADJ	1	0.00034	0.00100	0.1146	0.7350	0.014241	1.000
CORE	1	-0.0482	0.1509	0.1019	0.7495	-0.013376	0.953
CAR_W	1	-0.2612	0.2306	1.2831	0.2573	-0.071426	0.770
BUS_W	1	0.4513	0.2515	3.2191	0.0728	0.112341	1.570
HWTDISTR	1	0.0294	0.0130	5.1158	0.0237	0.105153	1.030
MIS_DIST	1	-0.0195	0.2076	0.0088	0.9253	-0.004352	0.981

Association of Predicted Probabilities and Observed Responses

Concordant = 63.0%	Somers' D = 0.264
Discordant = 36.6%	Gamma = 0.265
Tied = 0.4%	Tau-a = 0.131
(148613 pairs)	c = 0.632

Appendix 8C. Work Commute

d. Is transportation a major problem in finding/keeping a job? (Respondents with limited or no access to a car)

Variable	N	Mean	Std Dev	Minimum	Maximum
TRAN_PRB	210	0.5939623	0.5013607	0	1.0000000
LTHS	210	0.4437915	0.5072196	0	1.0000000
AGE	210	34.1482427	9.1786138	19.0000000	56.0000000
AGE_SQ	210	12.4693364	6.5566660	3.6100000	31.3600000
GRAND	210	0.1038874	0.3114945	0	1.0000000
FEMALE	210	0.9805630	0.1409419	0	1.0000000
BLACK	210	0.3559808	0.4888216	0	1.0000000
API	210	0.0097874	0.1005043	0	1.0000000
HISP	210	0.5183169	0.5101126	0	1.0000000
INFANT	210	0.4695178	0.5095058	0	1.0000000
FG	210	0.9200118	0.2769475	0	1.0000000
LONG90	210	0.2715304	0.4540489	0	1.0000000
EMP98	210	0.9180653	0.9236334	0	2.0000000
ADUL_ADJ	210	118.2574277	73.8004768	1.0000000	443.0000000
CORE	210	0.5146810	0.5102352	0	1.0000000
LOG_BUS	210	2.7791553	1.1340209	0	5.2832037
HWTDISTR	210	5.8087929	6.5279569	0	34.1598811
MIS_DIST	210	0.1845643	0.3960558	0	1.0000000

----- TRAN\_PRB=0 -----

TRAN_PRB	84	0	0	0	0
LTHS	84	0.4459343	0.5131225	0	1.0000000
AGE	84	34.4290883	8.5579690	20.0000000	56.0000000
AGE_SQ	84	12.5408977	6.1887886	4.0000000	31.3600000
GRAND	84	0.0812681	0.2820716	0	1.0000000
FEMALE	84	0.9700389	0.1759861	0	1.0000000
BLACK	84	0.3705228	0.4985428	0	1.0000000
API	84	0.0120523	0.1126436	0	1.0000000
HISP	84	0.5272024	0.5153844	0	1.0000000
INFANT	84	0.3615684	0.4959722	0	1.0000000
FG	84	0.9641823	0.1918373	0	1.0000000
LONG90	84	0.2982091	0.4722471	0	1.0000000
EMP98	84	0.9338821	0.9422182	0	2.0000000
ADUL_ADJ	84	117.8402677	67.9282576	10.0000000	308.0000000
CORE	84	0.5513070	0.5134242	0	1.0000000
LOG_BUS	84	2.9577670	1.0788249	0	5.2832037
HWTDISTR	84	4.7186819	4.7652510	0	24.7833343
MIS_DIST	84	0.2258954	0.4316766	0	1.0000000

----- TRAN\_PRB=1 -----

TRAN_PRB	126	1.0000000	0	1.0000000	1.0000000
LTHS	126	0.4423267	0.5052971	0	1.0000000
AGE	126	33.9562543	9.5987684	19.0000000	55.0000000
AGE_SQ	126	12.4204164	6.8147653	3.6100000	30.2500000
GRAND	126	0.1193502	0.3298363	0	1.0000000
FEMALE	126	0.9877574	0.1118788	0	1.0000000
BLACK	126	0.3460397	0.4839761	0	1.0000000
API	126	0.0082390	0.0919660	0	1.0000000
HISP	126	0.5122426	0.5085399	0	1.0000000
INFANT	126	0.5433129	0.5067802	0	1.0000000
FG	126	0.8898164	0.3185620	0	1.0000000
LONG90	126	0.2532925	0.4424577	0	1.0000000
EMP98	126	0.9072528	0.9146586	0	2.0000000
ADUL_ADJ	126	118.5426019	77.7335014	1.0000000	443.0000000
CORE	126	0.4896432	0.5085833	0	1.0000000
LOG_BUS	126	2.6570548	1.1573191	0	4.7004804
HWTDISTR	126	6.5540021	7.3998281	0	34.1598811
MIS_DIST	126	0.1563099	0.3694622	0	1.0000000

Appendix 8C. Work Commute

d. Is transportation a major problem in finding/keeping a job? (Respondents with limited or no access to a car)

The LOGISTIC Procedure

Data Set: WORK.TNA  
 Response Variable: REV\_TP  
 Response Levels: 2  
 Number of Observations: 210  
 Weight Variable: TNA\_WGT  
 Sum of Weights: 217.832  
 Link Function: Logit

Response Profile

Ordered Value	REV_TP	Count	Total Weight
1	0	126	129.38400
2	1	84	88.44800

Model Fitting Information and Testing Global Null Hypothesis BETA=0

Criterion	Intercept Only	Intercept and Covariates	Chi-Square for Covariates
AIC	296.240	297.530	.
SC	299.588	354.431	.
-2 LOG L Score	294.240	263.530	30.710 with 16 DF (p=0.0146) 27.926 with 16 DF (p=0.0323)

The LOGISTIC Procedure

Analysis of Maximum Likelihood Estimates

Variable	DF	Parameter Estimate	Standard Error	Wald Chi-Square	Pr > Chi-Square	Standardized Estimate	Odds Ratio
INTERCPT	1	1.0492	3.4163	0.0943	0.7588	.	.
LTHS	1	0.2258	0.3256	0.4807	0.4881	0.063133	1.253
AGE	1	-0.0974	0.1782	0.2984	0.5849	-0.492710	0.907
AGE_SQ	1	0.1551	0.2671	0.3372	0.5614	0.560816	1.168
GRAND	1	0.4416	0.9546	0.2140	0.6437	0.075833	1.555
FEMALE	1	2.8628	1.4855	3.7140	0.0540	0.222451	17.510
BLACK	1	-0.2528	0.5528	0.2092	0.6474	-0.068142	0.777
HISP	1	-0.2000	0.4982	0.1612	0.6881	-0.056252	0.819
INFANT	1	1.0141	0.3779	7.2012	0.0073	0.284878	2.757
FG	1	-2.0686	0.8945	5.3480	0.0207	-0.315849	0.126
LONG90	1	-0.0362	0.3886	0.0087	0.9259	-0.009051	0.964
EMP98	1	-0.0289	0.1701	0.0288	0.8652	-0.014696	0.972
ADUL_ADJ	1	0.000601	0.00225	0.0711	0.7897	0.024455	1.001
CORE	1	-0.4102	0.3259	1.5838	0.2082	-0.115379	0.664
LOG_BUS	1	-0.2144	0.1437	2.2249	0.1358	-0.134038	0.807
HWTDISTR	1	0.0504	0.0299	2.8464	0.0916	0.181527	1.052
MIS_DIST	1	-0.3084	0.4293	0.5162	0.4725	-0.067351	0.735

Association of Predicted Probabilities and Observed Responses

Concordant = 71.4%	Somers' D = 0.431
Discordant = 28.3%	Gamma = 0.432
Tied = 0.3%	Tau-a = 0.208
(10584 pairs)	c = 0.716

Appendix 8C. Work Commute

e. Use Public Transit? (Total sample)

Variable	N	Mean	Std Dev	Minimum	Maximum
BUS_W	777	0.2757639	0.4508894	0	1.0000000
LTHS	777	0.3820327	0.4902236	0	1.0000000
AGE	777	34.0540180	8.8141786	18.0000000	60.0000000
AGE_SQ	777	12.3599664	6.3067358	3.2400000	36.0000000
GRAND	777	0.1046863	0.3088828	0	1.0000000
FEMALE	777	0.9411537	0.2374385	0	1.0000000
BLACK	777	0.2971610	0.4610893	0	1.0000000
API	777	0.0322741	0.1783053	0	1.0000000
HISP	777	0.4895699	0.5043555	0	1.0000000
INFANT	777	0.4407169	0.5009068	0	1.0000000
FG	777	0.8596317	0.3504709	0	1.0000000
LONG90	777	0.2736447	0.4498102	0	1.0000000
EMP98	777	1.0341603	0.9240279	0	2.0000000
ADUL_ADJ	774	113.3880104	75.9319286	0	443.0000000
CORE	777	0.4704059	0.5035808	0	1.0000000
CAR_ACC1	777	0.4479683	0.5017263	0	1.0000000
CAR_ACC2	777	0.1534253	0.3636155	0	1.0000000
LOG_BUS	774	2.4786064	1.2319282	0	5.2832037
HWTDISTR	777	5.2284778	6.4773644	0	37.8858204
MIS_DIST	777	0.2050152	0.4073181	0	1.0000000

BUS\_W=0

BUS_W	567	0	0	0	0
LTHS	567	0.3585170	0.4821381	0	1.0000000
AGE	567	34.0181405	8.6833741	18.0000000	60.0000000
AGE_SQ	567	12.3183221	6.2170481	3.2400000	36.0000000
GRAND	567	0.1049905	0.3081859	0	1.0000000
FEMALE	567	0.9261480	0.2629331	0	1.0000000
BLACK	567	0.2747645	0.4487906	0	1.0000000
API	567	0.0408362	0.1989726	0	1.0000000
HISP	567	0.4786240	0.5022231	0	1.0000000
INFANT	567	0.4297506	0.4976965	0	1.0000000
FG	567	0.8366411	0.3716764	0	1.0000000
LONG90	567	0.2744498	0.4486309	0	1.0000000
EMP98	567	1.0783653	0.9211096	0	2.0000000
ADUL_ADJ	564	111.5261728	76.6921929	0	443.0000000
CORE	567	0.4535475	0.5005086	0	1.0000000
CAR_ACC1	567	0.5976158	0.4930097	0	1.0000000
CAR_ACC2	567	0.1454002	0.3543952	0	1.0000000
LOG_BUS	564	2.3636906	1.2482075	0	5.0434251
HWTDISTR	567	5.0075140	6.4504618	0	37.8858204
MIS_DIST	567	0.2128022	0.4114849	0	1.0000000

BUS\_W=1

BUS_W	210	1.0000000	0	1.0000000	1.0000000
LTHS	210	0.4437915	0.5072196	0	1.0000000
AGE	210	34.1482427	9.1786138	19.0000000	56.0000000
AGE_SQ	210	12.4693364	6.5566660	3.6100000	31.3600000
GRAND	210	0.1038874	0.3114945	0	1.0000000
FEMALE	210	0.9805630	0.1409419	0	1.0000000
BLACK	210	0.3559808	0.4888216	0	1.0000000
API	210	0.0097874	0.1005043	0	1.0000000
HISP	210	0.5183169	0.5101126	0	1.0000000
INFANT	210	0.4695178	0.5095058	0	1.0000000
FG	210	0.9200118	0.2769475	0	1.0000000
LONG90	210	0.2715304	0.4540489	0	1.0000000
EMP98	210	0.9180653	0.9236334	0	2.0000000
ADUL_ADJ	210	118.2574277	73.8004768	1.0000000	443.0000000
CORE	210	0.5146810	0.5102352	0	1.0000000
CAR_ACC1	210	0.0549506	0.2326490	0	1.0000000
CAR_ACC2	210	0.1745015	0.3874765	0	1.0000000
LOG_BUS	210	2.7791553	1.1340209	0	5.2832037
HWTDISTR	210	5.8087929	6.5279569	0	34.1598811
MIS_DIST	210	0.1845643	0.3960558	0	1.0000000

Appendix 8C. Work Commute  
 e. Use Public Transit? (Total sample)

The LOGISTIC Procedure

Data Set: WORK.TNA  
 Response Variable: REV\_TRAN  
 Response Levels: 2  
 Number of Observations: 774  
 Weight Variable: TNA\_WGT  
 Sum of Weights: 787.546  
 Link Function: Logit

Response Profile

Ordered Value	REV_TRAN	Count	Total Weight
1	0	210	217.83200
2	1	564	569.71400

WARNING: 3 observation(s) were deleted due to missing values for the response or explanatory variables.

Model Fitting Information and Testing Global Null Hypothesis BETA=0

Criterion	Intercept Only	Intercept and Covariates	Chi-Square for Covariates
AIC	930.847	686.324	.
SC	935.498	779.355	.
-2 LOG L Score	928.847	646.324	282.523 with 19 DF (p=0.0001) 237.265 with 19 DF (p=0.0001)

The LOGISTIC Procedure

Analysis of Maximum Likelihood Estimates

Variable	DF	Parameter Estimate	Standard Error	Wald Chi-Square	Pr > Chi-Square	Standardized Estimate	Odds Ratio
INTERCPT	1	-2.3301	1.8926	1.5158	0.2183	.	.
LTHS	1	0.1539	0.2179	0.4991	0.4799	0.041586	1.166
AGE	1	-0.0143	0.1060	0.0181	0.8929	-0.069449	0.986
AGE_SQ	1	0.0768	0.1585	0.2349	0.6279	0.267392	1.080
GRAND	1	-0.7685	0.5671	1.8359	0.1754	-0.131097	0.464
FEMALE	1	0.6948	0.6685	1.0804	0.2986	0.089654	2.003
BLACK	1	0.6874	0.3323	4.2810	0.0385	0.174985	1.989
API	1	-1.3427	0.8021	2.8021	0.0941	-0.132244	0.261
HISP	1	0.2844	0.3064	0.8619	0.3532	0.079131	1.329
INFANT	1	0.3370	0.2451	1.8895	0.1693	0.093108	1.401
FG	1	0.0252	0.3878	0.0042	0.9482	0.004836	1.026
LONG90	1	-0.1188	0.2440	0.2369	0.6265	-0.029491	0.888
EMP98	1	-0.2479	0.1081	5.2613	0.0218	-0.126406	0.780
ADUL_ADJ	1	0.000965	0.00133	0.5267	0.4680	0.040411	1.001
CORE	1	0.2272	0.1997	1.2939	0.2553	0.063086	1.255
CAR_ACC1	1	-3.5174	0.3265	116.0622	0.0001	-0.973039	0.030
CAR_ACC2	1	-0.8732	0.2526	11.9496	0.0005	-0.175349	0.418
LOG_BUS	1	0.2715	0.0851	10.1765	0.0014	0.184403	1.312
HWTDISTR	1	0.0394	0.0161	6.0164	0.0142	0.140950	1.040
MIS_DIST	1	-0.0683	0.2701	0.0639	0.8005	-0.015269	0.934

Association of Predicted Probabilities and Observed Responses

Concordant = 85.2%	Somers' D = 0.707
Discordant = 14.6%	Gamma = 0.708
Tied = 0.2%	Tau-a = 0.280
(118440 pairs)	c = 0.853

Appendix 8C. Work Commute

f. Use public transit? (Respondents with limited or no access to a car)

Variable	N	Mean	Std Dev	Minimum	Maximum
BUS_W	425	0.4720934	0.5062718	0	1.0000000
LTHS	425	0.4334705	0.5025534	0	1.0000000
AGE	425	33.8754306	9.1810774	18.0000000	57.0000000
AGE_SQ	425	12.2950535	6.5354632	3.2400000	32.4900000
GRAND	425	0.1123143	0.3202125	0	1.0000000
FEMALE	425	0.9666791	0.1820082	0	1.0000000
BLACK	425	0.3012462	0.4652796	0	1.0000000
API	425	0.0359719	0.1888504	0	1.0000000
HISP	425	0.5140737	0.5068612	0	1.0000000
INFANT	425	0.4530961	0.5048262	0	1.0000000
FG	425	0.8873922	0.3205777	0	1.0000000
LONG90	425	0.2662557	0.4482425	0	1.0000000
EMP98	425	0.9977618	0.9328413	0	2.0000000
ADUL_ADJ	425	114.8223510	75.5054198	1.0000000	443.0000000
CORE	425	0.4835505	0.5067877	0	1.0000000
CAR_ACC2	425	0.2779284	0.4543053	0	1.0000000
LOG_BUS	425	2.5998084	1.2110723	0	5.2832037
HWTDISTR	425	4.9992516	6.7045028	0	36.5351998
MIS_DIST	425	0.2147814	0.4164710	0	1.0000000
-----BUS_W=0-----					
BUS_W	227	0	0	0	0
LTHS	227	0.4323892	0.4999898	0	1.0000000
AGE	227	33.6491746	9.2274608	18.0000000	57.0000000
AGE_SQ	227	12.1585950	6.5300660	3.2400000	32.4900000
GRAND	227	0.1213293	0.3295295	0	1.0000000
FEMALE	227	0.9506429	0.2186160	0	1.0000000
BLACK	227	0.2476803	0.4356577	0	1.0000000
API	227	0.0588792	0.2375758	0	1.0000000
HISP	227	0.5041008	0.5046077	0	1.0000000
INFANT	227	0.4359600	0.5004685	0	1.0000000
FG	227	0.8520591	0.3583253	0	1.0000000
LONG90	227	0.2647524	0.4452821	0	1.0000000
EMP98	227	1.0686620	0.9390655	0	2.0000000
ADUL_ADJ	227	112.2685056	76.7520096	3.0000000	443.0000000
CORE	227	0.4509123	0.5021868	0	1.0000000
CAR_ACC2	227	0.3613467	0.4848340	0	1.0000000
LOG_BUS	227	2.4456197	1.2482957	0	4.8441871
HWTDISTR	227	4.2273895	6.7668983	0	36.5351998
MIS_DIST	227	0.2495395	0.4367491	0	1.0000000
-----BUS_W=1-----					
BUS_W	198	1.0000000	0	1.0000000	1.0000000
LTHS	198	0.4346795	0.5067420	0	1.0000000
AGE	198	34.1284356	9.1440586	19.0000000	56.0000000
AGE_SQ	198	12.4476449	6.5546853	3.6100000	31.3600000
GRAND	198	0.1022335	0.3096944	0	1.0000000
FEMALE	198	0.9846111	0.1258322	0	1.0000000
BLACK	198	0.3611448	0.4910174	0	1.0000000
API	198	0.0103565	0.1034904	0	1.0000000
HISP	198	0.5252256	0.5104716	0	1.0000000
INFANT	198	0.4722581	0.5103351	0	1.0000000
FG	198	0.9269025	0.2660868	0	1.0000000
LONG90	198	0.2679368	0.4527364	0	1.0000000
EMP98	198	0.9184794	0.9213043	0	2.0000000
ADUL_ADJ	198	117.6781242	74.1358294	1.0000000	443.0000000
CORE	198	0.5200474	0.5107115	0	1.0000000
CAR_ACC2	198	0.1846480	0.3966430	0	1.0000000
LOG_BUS	198	2.7722260	1.1446717	0	5.2832037
HWTDISTR	198	5.8623670	6.5375519	0	34.1598811
MIS_DIST	198	0.1759140	0.3892167	0	1.0000000

Appendix 8C. Work Commute

f. Use public transit? (Respondents with limited or no access to a car)

The LOGISTIC Procedure

Data Set: WORK.TNA  
 Response Variable: REV\_TRAN  
 Response Levels: 2  
 Number of Observations: 425  
 Weight Variable: TNA\_WGT  
 Sum of Weights: 436.062  
 Link Function: Logit

Response Profile

Ordered Value	REV_TRAN	Count	Total Weight
1	0	198	205.86200
2	1	227	230.20000

Model Fitting Information and Testing Global Null Hypothesis BETA=0

Criterion	Intercept Only	Intercept and Covariates	Chi-Square for Covariates
AIC	605.151	577.212	.
SC	609.203	654.202	.
-2 LOG L Score	603.151	539.212	63.939 with 18 DF (p=0.0001) 58.480 with 18 DF (p=0.0001)

The LOGISTIC Procedure

Analysis of Maximum Likelihood Estimates

Variable	DF	Parameter Estimate	Standard Error	Wald Chi-Square	Pr > Chi-Square	Standardized Estimate	Odds Ratio
INTERCPT	1	-3.6637	2.0356	3.2391	0.0719	.	.
LTHS	1	-0.0191	0.2325	0.0068	0.9344	-0.005299	0.981
AGE	1	0.0422	0.1121	0.1414	0.7069	0.213356	1.043
AGE_SQ	1	0.00817	0.1676	0.0024	0.9611	0.029435	1.008
GRAND	1	-0.7997	0.6057	1.7432	0.1867	-0.141187	0.449
FEMALE	1	0.8309	0.7568	1.2055	0.2722	0.083378	2.295
BLACK	1	0.9179	0.3609	6.4679	0.0110	0.235454	2.504
API	1	-1.1829	0.8201	2.0805	0.1492	-0.123161	0.306
HISP	1	0.5123	0.3322	2.3784	0.1230	0.143173	1.669
INFANT	1	0.3819	0.2668	2.0493	0.1523	0.106291	1.465
FG	1	0.0835	0.4162	0.0403	0.8410	0.014759	1.087
LONG90	1	-0.2113	0.2616	0.6525	0.4192	-0.052222	0.810
EMP98	1	-0.2694	0.1161	5.3868	0.0203	-0.138539	0.764
ADUL_ADJ	1	0.000798	0.00143	0.3125	0.5761	0.033209	1.001
CORE	1	0.2747	0.2141	1.6455	0.1996	0.076745	1.316
CAR_ACC2	1	-0.8586	0.2572	11.1457	0.0008	-0.215066	0.424
LOG_BUS	1	0.2618	0.0909	8.3062	0.0040	0.174830	1.299
HWDISTR	1	0.0452	0.0179	6.3727	0.0116	0.166964	1.046
MIS_DIST	1	-0.1667	0.2870	0.3374	0.5614	-0.038274	0.846

Association of Predicted Probabilities and Observed Responses

Concordant = 71.3%	Somers' D = 0.429
Discordant = 28.4%	Gamma = 0.430
Tied = 0.3%	Tau-a = 0.214
(44946 pairs)	c = 0.715

Appendix 8D. Health Care Travel

a. Is transportation a big problem or somewhat of a problem in receiving health care?  
(Total sample)

Variable	N	Mean	Std Dev	Minimum	Maximum
DIFF	985	0.4438553	0.4995222	0	1.0000000
LTHS	985	0.4062847	0.4937926	0	1.0000000
AGE	985	34.2202356	9.1538230	18.0000000	60.0000000
AGE_SQ	985	12.5391881	6.5563134	3.2400000	36.0000000
GRAND	985	0.1184141	0.3248435	0	1.0000000
FEMALE	985	0.9583195	0.2009379	0	1.0000000
BLACK	985	0.2713304	0.4470486	0	1.0000000
API	985	0.0240082	0.1539014	0	1.0000000
HISP	985	0.4901243	0.5026035	0	1.0000000
INFANT	985	0.4805090	0.5023194	0	1.0000000
FG	985	0.8391574	0.3693707	0	1.0000000
LONG90	985	0.2676286	0.4451149	0	1.0000000
EMP98	985	0.7564359	0.8960376	0	2.0000000
ADUL_ADJ	982	114.6493692	75.5276319	0	443.0000000
CARH	985	0.6301578	0.4853702	0	1.0000000
BUSH	985	0.2502659	0.4355066	0	1.0000000

----- DIFF=0 -----

DIFF	549	0	0	0	0
LTHS	549	0.3726481	0.4857876	0	1.0000000
AGE	549	34.1359712	8.8937546	18.0000000	60.0000000
AGE_SQ	549	12.4362328	6.3669728	3.2400000	36.0000000
GRAND	549	0.1162343	0.3220157	0	1.0000000
FEMALE	549	0.9484576	0.2221429	0	1.0000000
BLACK	549	0.2581168	0.4396603	0	1.0000000
API	549	0.0191621	0.1377404	0	1.0000000
HISP	549	0.5112875	0.5022277	0	1.0000000
INFANT	549	0.4709279	0.5015059	0	1.0000000
FG	549	0.8324873	0.3751924	0	1.0000000
LONG90	549	0.2742527	0.4482389	0	1.0000000
EMP98	549	0.8034333	0.9032889	0	2.0000000
ADUL_ADJ	548	113.0847490	74.8514502	0	443.0000000
CARH	549	0.7132486	0.4543752	0	1.0000000
BUSH	549	0.1785580	0.3847862	0	1.0000000

----- DIFF=1 -----

DIFF	436	1.0000000	0	1.0000000	1.0000000
LTHS	436	0.4484310	0.5010275	0	1.0000000
AGE	436	34.3258178	9.4803808	18.0000000	59.0000000
AGE_SQ	436	12.6681897	6.7923654	3.2400000	34.8100000
GRAND	436	0.1211454	0.3287198	0	1.0000000
FEMALE	436	0.9706763	0.1699653	0	1.0000000
BLACK	436	0.2878868	0.4561411	0	1.0000000
API	436	0.0300802	0.1720768	0	1.0000000
HISP	436	0.4636070	0.5023777	0	1.0000000
INFANT	436	0.4925139	0.5036573	0	1.0000000
FG	436	0.8475150	0.3621605	0	1.0000000
LONG90	436	0.2593287	0.4415215	0	1.0000000
EMP98	436	0.6975487	0.8842872	0	2.0000000
ADUL_ADJ	434	116.6140595	76.4133995	0	443.0000000
CARH	436	0.5260461	0.5030299	0	1.0000000
BUSH	436	0.3401150	0.4772664	0	1.0000000

Appendix 8D. Health Care Travel

a. Is transportation a big problem or somewhat of a problem in receiving health care?  
(Total sample)

The LOGISTIC Procedure

Data Set: WORK.TNA  
Response Variable: REV\_DIFF  
Response Levels: 2  
Number of Observations: 982  
Weight Variable: TNA\_WGT  
Sum of Weights: 992.286  
Link Function: Logit

Response Profile

Ordered Value	REV_DIFF	Count	Total Weight
1	0	434	439.90200
2	1	548	552.38400

WARNING: 4 observation(s) were deleted due to missing values for the response or explanatory variables.

Model Fitting Information and Testing Global Null Hypothesis BETA=0

Criterion	Intercept Only	Intercept and Covariates	Chi-Square for Covariates
AIC	1364.822	1331.047	.
SC	1369.712	1409.280	.
-2 LOG L Score	1362.822	1299.047	63.776 with 15 DF (p=0.0001) 62.508 with 15 DF (p=0.0001)

The LOGISTIC Procedure

Analysis of Maximum Likelihood Estimates

Variable	DF	Parameter Estimate	Standard Error	Wald Chi-Square	Pr > Chi-Square	Standardized Estimate	Odds Ratio
INTERCPT	1	0.9453	1.1845	0.6369	0.4249	.	.
LTHS	1	0.3375	0.1491	5.1259	0.0236	0.091887	1.401
AGE	1	-0.1195	0.0665	3.2294	0.0723	-0.603913	0.887
AGE_SQ	1	0.1969	0.1007	3.8195	0.0507	0.712426	1.218
GRAND	1	-0.6758	0.3782	3.1927	0.0740	-0.121193	0.509
FEMALE	1	0.7587	0.4123	3.3867	0.0657	0.083401	2.135
BLACK	1	-0.0630	0.2035	0.0957	0.7571	-0.015533	0.939
API	1	0.4931	0.4716	1.0933	0.2957	0.041900	1.637
HISP	1	-0.4297	0.1834	5.4887	0.0191	-0.119123	0.651
INFANT	1	0.2168	0.1617	1.7991	0.1798	0.060076	1.242
FG	1	-0.0411	0.2100	0.0383	0.8448	-0.008332	0.960
LONG90	1	-0.0506	0.1627	0.0969	0.7555	-0.012442	0.951
EMP98	1	-0.1040	0.0751	1.9176	0.1661	-0.051438	0.901
ADUL_ADJ	1	0.000508	0.000897	0.3208	0.5711	0.021167	1.001
CARH	1	-0.4513	0.2062	4.7914	0.0286	-0.120864	0.637
BUSH	1	0.4704	0.2293	4.2097	0.0402	0.113072	1.601

Association of Predicted Probabilities and Observed Responses

Concordant = 64.0%	Somers' D = 0.285
Discordant = 35.5%	Gamma = 0.286
Tied = 0.4%	Tau-a = 0.141
(237832 pairs)	c = 0.642

Appendix 8D. Health Care Travel

b. Is transportation a big problem or somewhat of a problem in receiving health care?  
(Respondents using public transit)

Variable	N	Mean	Std Dev	Minimum	Maximum
DIFF	242	0.6032057	0.4972165	0	1.0000000
LTHS	242	0.5142570	0.5079529	0	1.0000000
AGE	242	35.7542522	9.9778303	19.0000000	59.0000000
AGE_SQ	242	13.7475212	7.4713240	3.6100000	34.8100000
GRAND	242	0.1667698	0.3788535	0	1.0000000
FEMALE	242	0.9840919	0.1271619	0	1.0000000
BLACK	242	0.3115093	0.4706680	0	1.0000000
API	242	0.0171293	0.1318707	0	1.0000000
HISP	242	0.5580605	0.5047219	0	1.0000000
INFANT	242	0.4204073	0.5016799	0	1.0000000
FG	242	0.8950066	0.3115474	0	1.0000000
LONG90	242	0.2825132	0.4575688	0	1.0000000
EMP98	242	0.7222512	0.8942427	0	2.0000000
ADUL_ADJ	242	116.5531194	75.6164529	1.0000000	443.0000000
BUS	242	25.6111758	32.9069802	0	225.0000000
BUS_SQ	242	1.7043054	5.6282603	0	50.6250000

----- DIFF=0 -----

DIFF	96	0	0	0	0
LTHS	96	0.5362342	0.5084943	0	1.0000000
AGE	96	37.0450726	9.9071496	19.0000000	58.0000000
AGE_SQ	96	14.6673880	7.5258318	3.6100000	33.6400000
GRAND	96	0.2423715	0.4369467	0	1.0000000
FEMALE	96	0.9759451	0.1562335	0	1.0000000
BLACK	96	0.2590155	0.4467113	0	1.0000000
API	96	0	0	0	0
HISP	96	0.6114767	0.4970019	0	1.0000000
INFANT	96	0.3290137	0.4790969	0	1.0000000
FG	96	0.8957620	0.3115794	0	1.0000000
LONG90	96	0.3074291	0.4705049	0	1.0000000
EMP98	96	0.6688197	0.8735796	0	2.0000000
ADUL_ADJ	96	107.1863446	68.1199193	2.0000000	357.0000000
BUS	96	27.6910928	37.5994259	0	196.0000000
BUS_SQ	96	2.1264975	6.5013449	0	38.4160000

----- DIFF=1 -----

DIFF	146	1.0000000	0	1.0000000	1.0000000
LTHS	146	0.4998002	0.5088120	0	1.0000000
AGE	146	34.9051387	9.9640792	19.0000000	59.0000000
AGE_SQ	146	13.1424244	7.3969258	3.6100000	34.8100000
GRAND	146	0.1170383	0.3271314	0	1.0000000
FEMALE	146	0.9894510	0.1039659	0	1.0000000
BLACK	146	0.3460401	0.4840900	0	1.0000000
API	146	0.0283971	0.1690320	0	1.0000000
HISP	146	0.5229228	0.5082770	0	1.0000000
INFANT	146	0.4805269	0.5084260	0	1.0000000
FG	146	0.8945097	0.3125979	0	1.0000000
LONG90	146	0.2661232	0.4497180	0	1.0000000
EMP98	146	0.7573990	0.9087867	0	2.0000000
ADUL_ADJ	146	122.7146701	79.7757166	1.0000000	443.0000000
BUS	146	24.2429873	29.4735449	0	225.0000000
BUS_SQ	146	1.4265835	4.9755499	0	50.6250000

Appendix 8D. Health Care Travel

b. Is transportation a big problem or somewhat of a problem in receiving health care?  
(Respondents using public transit)

The LOGISTIC Procedure

Data Set: WORK.TNA  
Response Variable: REV\_DIFF  
Response Levels: 2  
Number of Observations: 242  
Weight Variable: TNA\_WGT  
Sum of Weights: 248.93  
Link Function: Logit

Ordered Value	Response Profile		Total Weight
	REV_DIFF	Count	
1	0	146	150.15600
2	1	96	98.77400

WARNING: 1 observation(s) were deleted due to missing values for the response or explanatory variables.  
WARNING: Convergence was not attained in 25 iterations. Iteration control is available with the MAXITER and the CONVERGE options on the MODEL statement.  
WARNING: The LOGISTIC procedure continues in spite of the above warning. Results shown are based on the last maximum likelihood iteration. Validity of the model fit is questionable.

Criterion	Model Fitting Information and Testing Global Null Hypothesis BETA=0		
	Intercept Only	Intercept and Covariates	Chi-Square for Covariates
AIC	336.408	337.997	.
SC	339.897	393.820	.
-2 LOG L Score	334.408	305.997	28.411 with 15 DF (p=0.0191) 26.359 with 15 DF (p=0.0344)

The LOGISTIC Procedure

WARNING: The validity of the model fit is questionable.

Analysis of Maximum Likelihood Estimates

Variable	DF	Parameter Estimate	Standard Error	Wald Chi-Square	Pr > Chi-Square	Standardized Estimate	Odds Ratio
INTERCPT	1	1.9968	2.4274	0.6767	0.4107	.	.
LTHS	1	0.1349	0.3137	0.1848	0.6672	0.037773	1.144
AGE	1	-0.2343	0.1263	3.4395	0.0637	-1.288987	0.791
AGE_SQ	1	0.4044	0.1852	4.7673	0.0290	1.665861	1.498
GRAND	1	-2.3488	0.7754	9.1762	0.0025	-0.490608	0.095
FEMALE	1	1.3910	1.1733	1.4055	0.2358	0.097521	4.019
BLACK	1	0.2975	0.4936	0.3632	0.5468	0.077193	1.346
API	1	25.7760	147449	0.0000	0.9999	1.874024	999.000
HISP	1	-0.1710	0.4622	0.1369	0.7114	-0.047580	0.843
INFANT	1	0.7244	0.3568	4.1230	0.0423	0.200376	2.064
FG	1	-0.4891	0.5213	0.8804	0.3481	-0.084017	0.613
LONG90	1	-0.1528	0.3429	0.1986	0.6558	-0.038552	0.858
EMP98	1	0.1391	0.1616	0.7412	0.3893	0.068602	1.149
ADUL_ADJ	1	0.00260	0.00199	1.6969	0.1927	0.108298	1.003
BUS	1	0.00107	0.0105	0.0105	0.9185	0.019395	1.001
BUS_SQ	1	-0.0339	0.0612	0.3074	0.5793	-0.105340	0.967

Association of Predicted Probabilities and Observed Responses

Concordant = 68.7%	Somers' D = 0.377
Discordant = 31.0%	Gamma = 0.379
Tied = 0.3%	Tau-a = 0.181
(14016 pairs)	c = 0.689

Appendix 8D. Health Care Travel

c. Has lack of transportation prevented receiving health care? (Total sample)

Variable	N	Mean	Std Dev	Minimum	Maximum
TRAN_PRB	986	0.3284290	0.4721274	0	1.0000000
LTHS	986	0.4067571	0.4938287	0	1.0000000
AGE	986	34.2272209	9.1525591	18.0000000	60.0000000
AGE_SQ	986	12.5439227	6.5551549	3.2400000	36.0000000
GRAND	986	0.1183199	0.3246959	0	1.0000000
FEMALE	986	0.9575571	0.2026644	0	1.0000000
BLACK	986	0.2711145	0.4468878	0	1.0000000
API	986	0.0239891	0.1538248	0	1.0000000
HISP	986	0.4905299	0.5025561	0	1.0000000
INFANT	986	0.4801267	0.5022491	0	1.0000000
FG	986	0.8384898	0.3699486	0	1.0000000
LONG90	986	0.2674157	0.4449536	0	1.0000000
EMP98	986	0.7558340	0.8958392	0	2.0000000
ADUL_ADJ	983	114.6448637	75.4893364	0	443.0000000
CARH	986	0.6296564	0.4854525	0	1.0000000
BUSH	986	0.2508624	0.4358039	0	1.0000000

TRAN\_PRB=0

TRAN_PRB	659	0	0	0	0
LTHS	659	0.4162850	0.4968661	0	1.0000000
AGE	659	34.2088201	9.0709001	18.0000000	60.0000000
AGE_SQ	659	12.5123005	6.4629983	3.2400000	36.0000000
GRAND	659	0.1149498	0.3215005	0	1.0000000
FEMALE	659	0.9597199	0.1981807	0	1.0000000
BLACK	659	0.2821495	0.4536284	0	1.0000000
API	659	0.0234190	0.1524339	0	1.0000000
HISP	659	0.4935993	0.5039391	0	1.0000000
INFANT	659	0.4845315	0.5037391	0	1.0000000
FG	659	0.8530960	0.3568284	0	1.0000000
LONG90	659	0.2584164	0.4412490	0	1.0000000
EMP98	659	0.7725596	0.9127584	0	2.0000000
ADUL_ADJ	657	114.6435899	76.6114044	0	443.0000000
CARH	659	0.6419902	0.4832315	0	1.0000000
BUSH	659	0.2365920	0.4283729	0	1.0000000

TRAN\_PRB=1

TRAN_PRB	327	1.0000000	0	1.0000000	1.0000000
LTHS	327	0.3872746	0.4878261	0	1.0000000
AGE	327	34.2648469	9.3288686	18.0000000	59.0000000
AGE_SQ	327	12.6085837	6.7466378	3.2400000	34.8100000
GRAND	327	0.1252111	0.3314328	0	1.0000000
FEMALE	327	0.9531346	0.2116538	0	1.0000000
BLACK	327	0.2485502	0.4327924	0	1.0000000
API	327	0.0251548	0.1568197	0	1.0000000
HISP	327	0.4842538	0.5004689	0	1.0000000
INFANT	327	0.4711197	0.4998813	0	1.0000000
FG	327	0.8086231	0.3939494	0	1.0000000
LONG90	327	0.2858174	0.4524510	0	1.0000000
EMP98	327	0.7216336	0.8610922	0	2.0000000
ADUL_ADJ	326	114.6474686	73.2918050	0	443.0000000
CARH	327	0.6044363	0.4896729	0	1.0000000
BUSH	327	0.2800426	0.4496639	0	1.0000000

Appendix 8D. Health Care Travel

c. Has lack of transportation prevented receiving health care? (Total sample)

The LOGISTIC Procedure

Data Set: WORK.TNA  
 Response Variable: REV\_TP  
 Response Levels: 2  
 Number of Observations: 983  
 Weight Variable: TNA\_WGT  
 Sum of Weights: 993.078  
 Link Function: Logit

Response Profile

Ordered Value	REV_TP	Count	Total Weight
1	0	326	326.14400
2	1	657	666.93400

WARNING: 3 observation(s) were deleted due to missing values for the response or explanatory variables.

Model Fitting Information and Testing Global Null Hypothesis BETA=0

Criterion	Intercept Only	Intercept and Covariates	Chi-Square for Covariates
AIC	1259.340	1276.449	.
SC	1264.231	1354.699	.
-2 LOG L Score	1257.340	1244.449	12.891 with 15 DF (p=0.6107) 12.957 with 15 DF (p=0.6057)

The LOGISTIC Procedure

Analysis of Maximum Likelihood Estimates

Variable	DF	Parameter Estimate	Standard Error	Wald Chi-Square	Pr > Chi-Square	Standardized Estimate	Odds Ratio
INTERCPT	1	0.8954	1.2007	0.5561	0.4558	.	.
LTHS	1	-0.1798	0.1540	1.3630	0.2430	-0.048961	0.835
AGE	1	-0.0695	0.0671	1.0737	0.3001	-0.351046	0.933
AGE_SQ	1	0.0904	0.1013	0.7970	0.3720	0.327110	1.095
GRAND	1	-0.0585	0.3848	0.0231	0.8793	-0.010478	0.943
FEMALE	1	0.1207	0.3888	0.0964	0.7562	0.013388	1.128
BLACK	1	-0.3297	0.2101	2.4622	0.1166	-0.081329	0.719
API	1	-0.1382	0.4715	0.0859	0.7694	-0.011738	0.871
HISP	1	-0.1377	0.1852	0.5528	0.4572	-0.038174	0.871
INFANT	1	-0.0616	0.1672	0.1359	0.7124	-0.017071	0.940
FG	1	-0.3509	0.2103	2.7830	0.0953	-0.071228	0.704
LONG90	1	0.2122	0.1668	1.6186	0.2033	0.052110	1.236
EMP98	1	-0.0531	0.0775	0.4696	0.4932	-0.026271	0.948
ADUL_ADJ	1	0.000209	0.000927	0.0511	0.8211	0.008717	1.000
CARH	1	-0.0493	0.2191	0.0507	0.8218	-0.013217	0.952
BUSH	1	0.2535	0.2401	1.1143	0.2912	0.060971	1.288

Association of Predicted Probabilities and Observed Responses

Concordant = 56.9%	Somers' D = 0.148
Discordant = 42.1%	Gamma = 0.149
Tied = 1.0%	Tau-a = 0.066
(214182 pairs)	c = 0.574

Appendix 8D: Health Care Travel

d. Use public transit for health care travel? (Total sample)

Variable	N	Mean	Std Dev	Minimum	Maximum
BUSH	986	0.2508624	0.4358039	0	1.0000000
LTHS	986	0.4067571	0.4938287	0	1.0000000
AGE	986	34.2272209	9.1525591	18.0000000	60.0000000
AGE_SQ	986	12.5439227	6.5551549	3.2400000	36.0000000
GRAND	986	0.1183199	0.3246959	0	1.0000000
FEMALE	986	0.9575571	0.2026644	0	1.0000000
BLACK	986	0.2711145	0.4468878	0	1.0000000
API	986	0.0239891	0.1538248	0	1.0000000
HISP	986	0.4905299	0.5025561	0	1.0000000
INFANT	986	0.4801267	0.5022491	0	1.0000000
FG	986	0.8384898	0.3699486	0	1.0000000
LONG90	986	0.2674157	0.4449536	0	1.0000000
EMP98	986	0.7558340	0.8958392	0	2.0000000
ADUL_ADJ	983	114.6448637	75.4893364	0	443.0000000
CAR_ACC1	986	0.3797403	0.4878908	0	1.0000000
CAR_ACC2	986	0.1785376	0.3849916	0	1.0000000
LOG_BUS	983	2.3701437	1.2520259	0	5.4205350

----- BUSH=0 -----

BUSH	743	0	0	0	0
LTHS	743	0.3702429	0.4840825	0	1.0000000
AGE	743	33.7081713	8.8165805	18.0000000	60.0000000
AGE_SQ	743	12.1358390	6.1823066	3.2400000	36.0000000
GRAND	743	0.1022727	0.3037676	0	1.0000000
FEMALE	743	0.9497165	0.2190782	0	1.0000000
BLACK	743	0.2579184	0.4385877	0	1.0000000
API	743	0.0263044	0.1604408	0	1.0000000
HISP	743	0.4674468	0.5001923	0	1.0000000
INFANT	743	0.5005713	0.5012555	0	1.0000000
FG	743	0.8205146	0.3847221	0	1.0000000
LONG90	743	0.2626600	0.4411846	0	1.0000000
EMP98	743	0.7678469	0.8969315	0	2.0000000
ADUL_ADJ	740	114.0118543	75.5389609	0	443.0000000
CAR_ACC1	743	0.4937109	0.5012162	0	1.0000000
CAR_ACC2	743	0.1737917	0.3798820	0	1.0000000
LOG_BUS	740	2.2619878	1.2478852	0	4.7621739

----- BUSH=1 -----

BUSH	243	1.0000000	0	1.0000000	1.0000000
LTHS	243	0.5157976	0.5076611	0	1.0000000
AGE	243	35.7772323	9.9657905	19.0000000	59.0000000
AGE_SQ	243	13.7625621	7.4607903	3.6100000	34.8100000
GRAND	243	0.1662409	0.3781899	0	1.0000000
FEMALE	243	0.9809708	0.1387901	0	1.0000000
BLACK	243	0.3105213	0.4700314	0	1.0000000
API	243	0.0170750	0.1316016	0	1.0000000
HISP	243	0.5594621	0.5043101	0	1.0000000
INFANT	243	0.4190740	0.5012178	0	1.0000000
FG	243	0.8921681	0.3150777	0	1.0000000
LONG90	243	0.2816172	0.4569075	0	1.0000000
EMP98	243	0.7199606	0.8933461	0	2.0000000
ADUL_ADJ	243	116.5291644	75.4612920	1.0000000	443.0000000
CAR_ACC1	243	0.0393958	0.1976141	0	1.0000000
CAR_ACC2	243	0.1927103	0.4006710	0	1.0000000
LOG_BUS	243	2.6920949	1.2094482	0	5.4205350

Appendix 8D. Health Care Travel

d. Use public transit for health care travel? (Total sample)

The LOGISTIC Procedure

Data Set: WORK.TNA  
 Response Variable: REV\_TRAN  
 Response Levels: 2  
 Number of Observations: 983  
 Weight Variable: TNA\_WGT  
 Sum of Weights: 993.078  
 Link Function: Logit

Response Profile

Ordered Value	REV_TRAN	Count	Total Weight
1	0	243	249.72200
2	1	740	743.35600

WARNING: 3 observation(s) were deleted due to missing values for the response or explanatory variables.

Model Fitting Information and Testing Global Null Hypothesis BETA=0

Criterion	Intercept Only	Intercept and Covariates	Chi-Square for Covariates
AIC	1122.065	884.954	.
SC	1126.956	968.095	.
-2 LOG L Score	1120.065	850.954	269.111 with 16 DF (p=0.0001) 219.633 with 16 DF (p=0.0001)

The LOGISTIC Procedure

Analysis of Maximum Likelihood Estimates

Variable	DF	Parameter Estimate	Standard Error	Wald Chi-Square	Pr > Chi-Square	Standardized Estimate	Odds Ratio
INTERCPT	1	-0.5084	1.4567	0.1218	0.7271	.	.
LTHS	1	0.2982	0.1859	2.5729	0.1087	0.081191	1.347
AGE	1	-0.1107	0.0809	1.8696	0.1715	-0.559027	0.895
AGE_SQ	1	0.2052	0.1219	2.8358	0.0922	0.742613	1.228
GRAND	1	-0.5178	0.4631	1.2505	0.2635	-0.092823	0.596
FEMALE	1	0.1123	0.6123	0.0337	0.8544	0.012457	1.119
BLACK	1	0.8300	0.2849	8.4897	0.0036	0.204721	2.293
API	1	-0.0554	0.6523	0.0072	0.9324	-0.004703	0.946
HISP	1	0.7804	0.2608	8.9509	0.0028	0.216310	2.182
INFANT	1	-0.2953	0.2113	1.9535	0.1622	-0.081799	0.744
FG	1	0.2175	0.2976	0.5342	0.4649	0.044155	1.243
LONG90	1	-0.1067	0.2065	0.2671	0.6053	-0.026209	0.899
EMP98	1	0.0296	0.0969	0.0935	0.7597	0.014650	1.030
ADUL_ADJ	1	-0.00023	0.00116	0.0394	0.8427	-0.009579	1.000
CAR_ACC1	1	-3.3258	0.3454	92.7011	0.0001	-0.894202	0.036
CAR_ACC2	1	-0.6046	0.2154	7.8792	0.0050	-0.128501	0.546
LOG_BUS	1	0.2318	0.0717	10.4478	0.0012	0.159997	1.261

Association of Predicted Probabilities and Observed Responses

Concordant = 82.0%	Somers' D = 0.642
Discordant = 17.8%	Gamma = 0.644
Tied = 0.2%	Tau-a = 0.239
(179820 pairs)	c = 0.821

Appendix 8D. Health Care Travel

g. Use transit for health care travel? (Respondents with limited or no access to car)

Variable	N	Mean	Std Dev	Minimum	Maximum
BUSH	608	0.3885139	0.4915861	0	1.0000000
LTHS	608	0.4503757	0.5017917	0	1.0000000
AGE	608	34.0554451	9.4858111	18.0000000	58.0000000
AGE_SQ	608	12.4823251	6.7948241	3.2400000	33.6400000
GRAND	608	0.1296871	0.3388357	0	1.0000000
FEMALE	608	0.9764673	0.1528859	0	1.0000000
BLACK	608	0.2934536	0.4592436	0	1.0000000
API	608	0.0241222	0.1547423	0	1.0000000
HISP	608	0.4922551	0.5042210	0	1.0000000
INFANT	608	0.4824372	0.5039703	0	1.0000000
FG	608	0.8563358	0.3537523	0	1.0000000
LONG90	608	0.2751555	0.4504168	0	1.0000000
EMP98	608	0.6782230	0.8771115	0	2.0000000
ADUL_ADJ	608	117.5277598	75.2920923	1.0000000	443.0000000
CAR_ACC2	608	0.2878434	0.4566347	0	1.0000000
LOG_BUS	608	2.4678395	1.2531216	0	5.4205350

----- BUSH=0 -----

BUSH	375	0	0	0	0
LTHS	375	0.4080348	0.4938006	0	1.0000000
AGE	375	33.0160294	9.0127923	18.0000000	57.0000000
AGE_SQ	375	11.7052356	6.2318308	3.2400000	32.4900000
GRAND	375	0.1042282	0.3070056	0	1.0000000
FEMALE	375	0.9720042	0.1657432	0	1.0000000
BLACK	375	0.2822628	0.4522353	0	1.0000000
API	375	0.0281548	0.1661994	0	1.0000000
HISP	375	0.4504656	0.4999000	0	1.0000000
INFANT	375	0.5223437	0.5018695	0	1.0000000
FG	375	0.8300861	0.3773383	0	1.0000000
LONG90	375	0.2750056	0.4486348	0	1.0000000
EMP98	375	0.6561782	0.8692732	0	2.0000000
ADUL_ADJ	375	117.8786405	75.0025051	3.0000000	443.0000000
CAR_ACC2	375	0.3432656	0.4770511	0	1.0000000
LOG_BUS	375	2.3108829	1.2544693	0	4.7621739

----- BUSH=1 -----

BUSH	233	1.0000000	0	1.0000000	1.0000000
LTHS	233	0.5170166	0.5081302	0	1.0000000
AGE	233	35.6913925	9.9974436	19.0000000	58.0000000
AGE_SQ	233	13.7053947	7.4606943	3.6100000	33.6400000
GRAND	233	0.1697570	0.3817448	0	1.0000000
FEMALE	233	0.9834920	0.1295654	0	1.0000000
BLACK	233	0.3110670	0.4707303	0	1.0000000
API	233	0.0177753	0.1343600	0	1.0000000
HISP	233	0.5580280	0.5049891	0	1.0000000
INFANT	233	0.4196278	0.5018132	0	1.0000000
FG	233	0.8976505	0.3082145	0	1.0000000
LONG90	233	0.2753914	0.4542381	0	1.0000000
EMP98	233	0.7129196	0.8903213	0	2.0000000
ADUL_ADJ	233	116.9755048	75.9143008	1.0000000	443.0000000
CAR_ACC2	233	0.2006136	0.4072070	0	1.0000000
LOG_BUS	233	2.7148751	1.2117931	0	5.4205350

Appendix 8D. Health Care Travel

g. Use transit for health care travel? (Respondents with limited or no access to car)

The LOGISTIC Procedure

Data Set: WORK.TNA  
 Response Variable: REV\_TRAN  
 Response Levels: 2  
 Number of Observations: 608  
 Weight Variable: TNA\_WGT  
 Sum of Weights: 617.44  
 Link Function: Logit

Response Profile

Ordered Value	REV_TRAN	Count	Total Weight
1	0	233	239.88400
2	1	375	377.55600

Model Fitting Information and Testing Global Null Hypothesis BETA=0

Criterion	Intercept Only	Intercept and Covariates	Chi-Square for Covariates
AIC	826.997	793.354	.
SC	831.407	863.917	.
-2 LOG L Score	824.997	761.354	63.643 with 15 DF (p=0.0001) 59.872 with 15 DF (p=0.0001)

Analysis of health seeking 15:42 Friday, May 19, 2000 46  
 MODEL=Use of Transit those w/limited/no access

The LOGISTIC Procedure

Analysis of Maximum Likelihood Estimates

Variable	DF	Parameter Estimate	Standard Error	Wald Chi-Square	Pr > Chi-Square	Standardized Estimate	Odds Ratio
INTERCPT	1	-0.9123	1.5483	0.3472	0.5557	.	.
LTHS	1	0.2704	0.1925	1.9737	0.1601	0.074812	1.311
AGE	1	-0.0866	0.0841	1.0614	0.3029	-0.452920	0.917
AGE_SQ	1	0.1623	0.1269	1.6374	0.2007	0.608090	1.176
GRAND	1	-0.2790	0.4816	0.3356	0.5624	-0.052114	0.757
FEMALE	1	0.0834	0.6773	0.0152	0.9020	0.007029	1.087
BLACK	1	0.8024	0.2939	7.4513	0.0063	0.203158	2.231
API	1	0.0116	0.6620	0.0003	0.9860	0.000988	1.012
HISP	1	0.7780	0.2692	8.3495	0.0039	0.216264	2.177
INFANT	1	-0.3379	0.2199	2.3618	0.1243	-0.093884	0.713
FG	1	0.3067	0.3106	0.9748	0.3235	0.059809	1.359
LONG90	1	-0.1950	0.2148	0.8238	0.3641	-0.048412	0.823
EMP98	1	0.0367	0.1009	0.1322	0.7162	0.017742	1.037
ADUL_ADJ	1	-0.00003	0.00120	0.0006	0.9805	-0.001222	1.000
CAR_ACC2	1	-0.6030	0.2169	7.7313	0.0054	-0.151804	0.547
LOG_BUS	1	0.2620	0.0746	12.3274	0.0004	0.180977	1.299

Association of Predicted Probabilities and Observed Responses

Concordant = 68.8%	Somers' D = 0.379
Discordant = 30.9%	Gamma = 0.380
Tied = 0.3%	Tau-a = 0.179
(87375 pairs)	c = 0.689

Appendix 8E. Childcare Travel

a. Use of any child care service?

Variable	N	Mean	Std Dev	Minimum	Maximum
W_CARE	395	0.6056895	0.4957535	0	1.0000000
LTHS	395	0.3597516	0.4868523	0	1.0000000
AGE	395	26.9817093	7.1286724	18.0000000	51.0000000
AGE_SQ	395	7.7739525	4.3185190	3.2400000	26.0100000
BLACK	395	0.3641023	0.4881204	0	1.0000000
FG	395	0.8886576	0.3190944	0	1.0000000
EMPL	395	0.4531239	0.5049805	0	1.0000000
SEARCH	395	0.2822282	0.4565780	0	1.0000000
CAR_ACC1	395	0.3065665	0.4677205	0	1.0000000
CAR_ACC2	395	0.1875783	0.3960077	0	1.0000000
LOG_BUS	395	2.3253832	1.2612710	0	5.4205350

----- W\_CARE=0 -----

W_CARE	160	0	0	0	0
LTHS	160	0.4741859	0.5007037	0	1.0000000
AGE	160	27.4060573	7.5304019	18.0000000	48.0000000
AGE_SQ	160	8.0748892	4.6438907	3.2400000	23.0400000
BLACK	160	0.2983349	0.4587830	0	1.0000000
FG	160	0.8067979	0.3958938	0	1.0000000
EMPL	160	0.1878479	0.3916627	0	1.0000000
SEARCH	160	0.4059822	0.4924290	0	1.0000000
CAR_ACC1	160	0.2644332	0.4422414	0	1.0000000
CAR_ACC2	160	0.1792787	0.3846383	0	1.0000000
LOG_BUS	160	2.2660928	1.2323095	0	5.2729996

----- W\_CARE=1 -----

W_CARE	235	1.0000000	0	1.0000000	1.0000000
LTHS	235	0.2852536	0.4625709	0	1.0000000
AGE	235	26.7054541	6.8432837	18.0000000	51.0000000
AGE_SQ	235	7.5780394	4.0799127	3.2400000	26.0100000
BLACK	235	0.4069176	0.5032660	0	1.0000000
FG	235	0.9419492	0.2395547	0	1.0000000
EMPL	235	0.6258215	0.4957371	0	1.0000000
SEARCH	235	0.2016630	0.4110485	0	1.0000000
CAR_ACC1	235	0.3339957	0.4831653	0	1.0000000
CAR_ACC2	235	0.1929815	0.4042838	0	1.0000000
LOG_BUS	235	2.3639820	1.2816819	0	5.4205350

Appendix 8E. Childcare Travel  
a. Use of any child care service?

The LOGISTIC Procedure

Data Set: WORK.CHILD  
Response Variable: REV\_CARE  
Response Levels: 2  
Number of Observations: 395  
Weight Variable: TNA\_WGT  
Sum of Weights: 405.452  
Link Function: Logit

Response Profile

Ordered Value	REV_CARE	Count	Total Weight
1	0	235	245.57800
2	1	160	159.87400

Model Fitting Information and Testing Global Null Hypothesis BETA=0

Criterion	Intercept Only	Intercept and Covariates	Chi-Square for Covariates
AIC	545.822	456.247	.
SC	549.801	500.015	.
-2 LOG L Score	543.822	434.247	109.575 with 10 DF (p=0.0001) 99.447 with 10 DF (p=0.0001)

Analysis of Maximum Likelihood Estimates

Variable	DF	Parameter Estimate	Standard Error	Wald Chi-Square	Pr > Chi-Square	Standardized Estimate	Odds Ratio
INTERCPT	1	-1.4989	1.9832	0.5712	0.4498	.	.
LTHS	1	-0.7025	0.2527	7.7300	0.0054	-0.188574	0.495
AGE	1	-0.0190	0.1384	0.0189	0.8908	-0.074722	0.981
AGE_SQ	1	0.0153	0.2280	0.0045	0.9464	0.036505	1.015
BLACK	1	0.1346	0.2670	0.2540	0.6143	0.036213	1.144
FG	1	1.5498	0.4133	14.0606	0.0002	0.272655	4.711
EMPL	1	2.1461	0.3017	50.5867	0.0001	0.597508	8.552
SEARCH	1	0.2340	0.2902	0.6500	0.4201	0.058897	1.264
CAR_ACC1	1	0.0276	0.2910	0.0090	0.9244	0.007120	1.028
CAR_ACC2	1	0.4087	0.3379	1.4633	0.2264	0.089241	1.505
LOG_BUS	1	0.0755	0.0957	0.6225	0.4301	0.052483	1.078

The LOGISTIC Procedure

Association of Predicted Probabilities and Observed Responses

Concordant = 79.5%	Somers' D = 0.592
Discordant = 20.3%	Gamma = 0.593
Tied = 0.2%	Tau-a = 0.286
(37600 pairs)	c = 0.796

Appendix 8E. Childcare Travel

b. Use licensed childcare service?

Variable	N	Mean	Std Dev	Minimum	Maximum
W_CARE	395	0.6056895	0.4957535	0	1.0000000
LTHS	395	0.3597516	0.4868523	0	1.0000000
AGE	395	26.9817093	7.1286724	18.0000000	51.0000000
AGE_SQ	395	7.7739525	4.3185190	3.2400000	26.0100000
BLACK	395	0.3641023	0.4881204	0	1.0000000
FG	395	0.8886576	0.3190944	0	1.0000000
EMPL	395	0.4531239	0.5049805	0	1.0000000
SEARCH	395	0.2822282	0.4565780	0	1.0000000
CAR_ACC1	395	0.3065665	0.4677205	0	1.0000000
CAR_ACC2	395	0.1875783	0.3960077	0	1.0000000
LOG_BUS	395	2.3253832	1.2612710	0	5.4205350

----- LIC\_CARE=0 -----

W_CARE	357	0.4791283	0.4996877	0	1.0000000
LTHS	357	0.4144019	0.4927402	0	1.0000000
AGE	315	26.6683330	7.3005186	18.0000000	51.0000000
AGE_SQ	315	7.6329181	4.4531229	3.2400000	26.0100000
BLACK	357	0.2827872	0.4504652	0	1.0000000
FG	357	0.8020978	0.3985165	0	1.0000000
EMPL	357	0.3929350	0.4885233	0	1.0000000
SEARCH	357	0.3061408	0.4610028	0	1.0000000
CAR_ACC1	357	0.2851905	0.4516167	0	1.0000000
CAR_ACC2	357	0.2139616	0.4102014	0	1.0000000
LOG_BUS	357	2.3507059	1.2181938	0	5.2729996

----- LIC\_CARE=1 -----

W_CARE	85	1.0000000	0	1.0000000	1.0000000
LTHS	85	0.1562486	0.3730937	0	1.0000000
AGE	80	28.1776347	6.2993768	19.0000000	41.0000000
AGE_SQ	80	8.3121764	3.7152652	3.6100000	16.8100000
BLACK	85	0.5288414	0.5129191	0	1.0000000
FG	85	0.9374915	0.2487457	0	1.0000000
EMPL	85	0.6576241	0.4875768	0	1.0000000
SEARCH	85	0.1531592	0.3700625	0	1.0000000
CAR_ACC1	85	0.3901141	0.5012134	0	1.0000000
CAR_ACC2	85	0.1682677	0.3844101	0	1.0000000
LOG_BUS	85	2.2467094	1.3423228	0	5.4205350

Appendix 8E. Childcare Travel  
 b. Use licensed childcare service?

The LOGISTIC Procedure

Data Set: WORK.CHILD  
 Response Variable: REV\_LIC  
 Response Levels: 2  
 Number of Observations: 395  
 Weight Variable: TNA\_WGT  
 Sum of Weights: 405.452  
 Link Function: Logit

Response Profile

Ordered Value	REV_LIC	Count	Total Weight
1	0	80	84.18400
2	1	315	321.26800

Model Fitting Information and Testing Global Null Hypothesis BETA=0

Criterion	Intercept Only	Intercept and Covariates	Chi-Square for Covariates
AIC	416.209	372.716	.
SC	420.188	416.483	.
-2 LOG L Score	414.209	350.716	63.494 with 10 DF (p=0.0001) 56.013 with 10 DF (p=0.0001)

Analysis of Maximum Likelihood Estimates

Variable	DF	Parameter Estimate	Standard Error	Wald Chi-Square	Pr > Chi-Square	Standardized Estimate	Odds Ratio
INTERCPT	1	-12.8421	3.0498	17.7306	0.0001	.	.
LTHS	1	-0.9557	0.3409	7.8591	0.0051	-0.256514	0.385
AGE	1	0.6501	0.2025	10.3017	0.0013	2.555006	1.916
AGE_SQ	1	-1.0038	0.3361	8.9199	0.0028	-2.390065	0.366
BLACK	1	0.8063	0.2912	7.6637	0.0056	0.216978	2.240
FG	1	1.1404	0.6444	3.1319	0.0768	0.200629	3.128
NOT_SRH	1	0.4988	0.4234	1.3877	0.2388	0.123065	1.647
EMPL	1	1.0109	0.3649	7.6730	0.0056	0.281449	2.748
CAR_ACC1	1	0.2778	0.3121	0.7921	0.3735	0.071633	1.320
CAR_ACC2	1	0.4059	0.3885	1.0913	0.2962	0.088614	1.501
LOG_BUS	1	-0.1312	0.1085	1.4612	0.2267	-0.091200	0.877

The LOGISTIC Procedure

Association of Predicted Probabilities and Observed Responses

Concordant = 76.8%	Somers' D = 0.538
Discordant = 23.0%	Gamma = 0.540
Tied = 0.3%	Tau-a = 0.174
(25200 pairs)	c = 0.769

Appendix 8E. Childcare Travel

c. Use public transit for travel to/from childcare?

Variable	N	Mean	Std Dev	Minimum	Maximum
BUS_C	442	0.0856479	0.2810680	0	1.0000000
LTHS	442	0.3629346	0.4829504	0	1.0000000
FG	442	0.8290909	0.3780768	0	1.0000000
BLACK	442	0.3318423	0.4729352	0	1.0000000
SEARCH	442	0.2756413	0.4487922	0	1.0000000
CAR_ACC1	442	0.3061088	0.4628922	0	1.0000000
LOG_BUS	442	2.3299724	1.2421403	0	5.4205350

----- BUS\_C=0 -----

BUS_C	406	0	0	0	0
LTHS	406	0.3812069	0.4867410	0	1.0000000
FG	406	0.8150288	0.3891198	0	1.0000000
BLACK	406	0.3105127	0.4637112	0	1.0000000
SEARCH	406	0.2785484	0.4492610	0	1.0000000
CAR_ACC1	406	0.3321615	0.4720143	0	1.0000000
LOG_BUS	406	2.2995997	1.2479662	0	5.4205350

----- BUS\_C=1 -----

BUS_C	36	1.0000000	0	1.0000000	1.0000000
LTHS	36	0.1678652	0.3899573	0	1.0000000
FG	36	0.9792137	0.1488563	0	1.0000000
BLACK	36	0.5595507	0.5179735	0	1.0000000
SEARCH	36	0.2446066	0.4484980	0	1.0000000
CAR_ACC1	36	0.0279775	0.1720611	0	1.0000000
LOG_BUS	36	2.6542225	1.1375191	0	4.8362819

Appendix 8E. Childcare Travel

c. Use public transit for travel to/from childcare?

The LOGISTIC Procedure

Data Set: WORK.CHILD  
 Response Variable: REV\_TRAN  
 Response Levels: 2  
 Number of Observations: 442  
 Weight Variable: TNA\_WGT  
 Sum of Weights: 444.868  
 Link Function: Logit

Response Profile

Ordered Value	REV_TRAN	Count	Total Weight
1	0	36	38.10200
2	1	406	406.76600

Model Fitting Information and Testing Global Null Hypothesis BETA=0

Criterion	Intercept Only	Intercept and Covariates	Chi-Square for Covariates
AIC	262.115	231.119	.
SC	266.207	259.758	.
-2 LOG L Score	260.115	217.119	42.997 with 6 DF (p=0.0001) 33.839 with 6 DF (p=0.0001)

Analysis of Maximum Likelihood Estimates

Variable	DF	Parameter Estimate	Standard Error	Wald Chi-Square	Pr > Chi-Square	Standardized Estimate	Odds Ratio
INTERCPT	1	-4.1129	1.2071	11.6096	0.0007	.	.
LTHS	1	-0.9808	0.4749	4.2649	0.0389	-0.261146	0.375
FG	1	1.8698	1.1649	2.5766	0.1085	0.389752	6.487
BLACK	1	0.6038	0.3805	2.5178	0.1126	0.157445	1.829
SEARCH	1	-0.4097	0.4135	0.9815	0.3218	-0.101370	0.664
CAR_ACC1	1	-2.8913	0.9942	8.4566	0.0036	-0.737874	0.056
LOG_BUS	1	0.2042	0.1521	1.8024	0.1794	0.139862	1.227

The LOGISTIC Procedure

Association of Predicted Probabilities and Observed Responses

Concordant = 80.2%	Somers' D = 0.610
Discordant = 19.2%	Gamma = 0.613
Tied = 0.6%	Tau-a = 0.091
(14616 pairs)	c = 0.805

Appendix 8E. Childcare Travel

c. Use public transit for travel to/from childcare?

Variable	N	Mean	Std Dev	Minimum	Maximum
DIFF	199	0.3308784	0.4810207	0	1.0000000
LIC_CARE	199	0.4028551	0.5014081	0	1.0000000
NOT_SRH	199	0.1931106	0.4035405	0	1.0000000
EMPL	199	0.5971449	0.5014081	0	1.0000000
CAR_C	199	0.4311161	0.5062744	0	1.0000000
BUS_C	199	0.1789801	0.3918829	0	1.0000000

----- DIFF=0 -----

DIFF	134	0	0	0	0
LIC_CARE	134	0.4557851	0.5081613	0	1.0000000
NOT_SRH	134	0.1808176	0.3926874	0	1.0000000
EMPL	134	0.6691608	0.4800761	0	1.0000000
CAR_C	134	0.4846021	0.5099180	0	1.0000000
BUS_C	134	0.1308826	0.3441252	0	1.0000000

----- DIFF=1 -----

DIFF	65	1.0000000	0	1.0000000	1.0000000
LIC_CARE	65	0.2958170	0.4720719	0	1.0000000
NOT_SRH	65	0.2179704	0.4270357	0	1.0000000
EMPL	65	0.4515102	0.5147210	0	1.0000000
CAR_C	65	0.3229538	0.4836522	0	1.0000000
BUS_C	65	0.2762458	0.4624846	0	1.0000000

Appendix 8E. Childcare Travel

d. Use public transit for travel to/from childcare?

The LOGISTIC Procedure

Data Set: WORK.CHILD  
 Response Variable: REV\_DIFF  
 Response Levels: 2  
 Number of Observations: 199  
 Weight Variable: TNA\_WGT  
 Sum of Weights: 206.928  
 Link Function: Logit

Response Profile

Ordered Value	REV_DIFF	Count	Total Weight
1	0	65	68.46800
2	1	134	138.46000

WARNING: 243 observation(s) were deleted due to missing values for the response or explanatory variables.

Model Fitting Information and Testing Global Null Hypothesis BETA=0

Criterion	Intercept Only	Intercept and Covariates	Chi-Square for Covariates
AIC	264.715	253.093	.
SC	268.009	272.852	.
-2 LOG L Score	262.715	241.093	21.623 with 5 DF (p=0.0006) 21.347 with 5 DF (p=0.0007)

Analysis of Maximum Likelihood Estimates

Variable	DF	Parameter Estimate	Standard Error	Wald Chi-Square	Pr > Chi-Square	Standardized Estimate	Odds Ratio
INTERCPT	1	0.2425	0.3684	0.4332	0.5104	.	.
LIC_CARE	1	-0.7300	0.3357	4.7278	0.0297	-0.201789	0.482
NOT_SRH	1	-0.6651	0.4661	2.0356	0.1537	-0.147963	0.514
EMPL	1	-1.0477	0.3812	7.5555	0.0060	-0.289624	0.351
CAR_C	1	-0.2831	0.3549	0.6363	0.4250	-0.079032	0.753
BUS_C	1	0.8540	0.4330	3.8892	0.0486	0.184504	2.349

The LOGISTIC Procedure

Association of Predicted Probabilities and Observed Responses

Concordant = 64.5%	Somers' D = 0.369
Discordant = 27.6%	Gamma = 0.401
Tied = 7.9%	Tau-a = 0.163
(8710 pairs)	c = 0.685

Appendix 8F. Car Access

a. Have unlimited access to car?

Variable	N	Mean	Std Dev	Minimum	Maximum
CAR_OWN1	1487	0.3616611	0.4847518	0	1.0000000
LTHS	1487	0.4104521	0.4962879	0	1.0000000
AGE	1487	33.6232675	9.0799761	18.0000000	60.0000000
AGE_SQ	1487	12.1152386	6.3974334	3.2400000	36.0000000
GRAND	1487	0.1016124	0.3048233	0	1.0000000
FEMALE	1487	0.9607083	0.1960150	0	1.0000000
BLACK	1487	0.3001761	0.4624080	0	1.0000000
API	1487	0.0277495	0.1657141	0	1.0000000
HISP	1487	0.4845954	0.5042044	0	1.0000000
INFANT	1487	0.4804064	0.5040564	0	1.0000000
FG	1487	0.8612393	0.3487691	0	1.0000000
ADULT	1487	0.6046986	0.4932607	0	1.0000000
LONG90	1487	0.2675381	0.4466098	0	1.0000000
LOGEARN	1487	3.5515154	3.9524486	0	10.1153198
LOG_BUS	1482	2.4424938	1.2468554	0	5.4205350

CAR\_OWN1=0

CAR_OWN1	943	0	0	0	0
LTHS	943	0.4551428	0.5041592	0	1.0000000
AGE	943	33.1790394	9.3936552	18.0000000	58.0000000
AGE_SQ	943	11.8694095	6.5867220	3.2400000	33.6400000
GRAND	943	0.1041649	0.3092624	0	1.0000000
FEMALE	943	0.9781048	0.1481562	0	1.0000000
BLACK	943	0.3143485	0.4700130	0	1.0000000
API	943	0.0256155	0.1599445	0	1.0000000
HISP	943	0.4965303	0.5061882	0	1.0000000
INFANT	943	0.4991155	0.5061996	0	1.0000000
FG	943	0.8810574	0.3277353	0	1.0000000
ADULT	943	0.5808258	0.4995428	0	1.0000000
LONG90	943	0.2716705	0.4503370	0	1.0000000
LOGEARN	943	3.2201454	3.8804144	0	10.1153198
LOG_BUS	943	2.5213594	1.2422509	0	5.4205350

CAR\_OWN1=1

CAR_OWN1	544	1.0000000	0	1.0000000	1.0000000
LTHS	544	0.3315723	0.4725194	0	1.0000000
AGE	544	34.4073386	8.4601859	18.0000000	60.0000000
AGE_SQ	544	12.5491318	6.0366951	3.2400000	36.0000000
GRAND	544	0.0971073	0.2971989	0	1.0000000
FEMALE	544	0.9300031	0.2560855	0	1.0000000
BLACK	544	0.2751616	0.4482474	0	1.0000000
API	544	0.0315160	0.1753537	0	1.0000000
HISP	544	0.4635299	0.5005125	0	1.0000000
INFANT	544	0.4473844	0.4990629	0	1.0000000
FG	544	0.8262599	0.3802871	0	1.0000000
ADULT	544	0.6468345	0.4797213	0	1.0000000
LONG90	544	0.2602445	0.4403907	0	1.0000000
LOGEARN	544	4.1363899	4.0111841	0	9.9762960
LOG_BUS	539	2.3022794	1.2436232	0	5.0434251

Appendix 8F. Car Access

b. Have unlimited access to car?

The LOGISTIC Procedure

Data Set: WORK.TNA  
 Response Variable: REV\_OWN1  
 Response Levels: 2  
 Number of Observations: 1482  
 Weight Variable: TNA\_WGT  
 Sum of Weights: 1508.572  
 Link Function: Logit

Response Profile

Ordered Value	REV_OWN1	Count	Total Weight
1	0	539	543.06400
2	1	943	965.50800

WARNING: 161 observation(s) were deleted due to missing values for the response or explanatory variables.

Model Fitting Information and Testing Global Null Hypothesis BETA=0

Criterion	Intercept Only	Intercept and Covariates	Chi-Square for Covariates
AIC	1973.432	1889.055	.
SC	1978.733	1968.572	.
-2 LOG L	1971.432	1859.055	112.377 with 14 DF (p=0.0001)
Score	.	.	108.752 with 14 DF (p=0.0001)

The LOGISTIC Procedure

Analysis of Maximum Likelihood Estimates

Variable	DF	Parameter Estimate	Standard Error	Wald Chi-Square	Pr > Chi-Square	Standardized Estimate	Odds Ratio
INTERCPT	1	-2.9348	1.0574	7.7030	0.0055	.	.
LTHS	1	-0.6528	0.1266	26.5876	0.0001	-0.178661	0.521
AGE	1	0.2186	0.0609	12.8935	0.0003	1.095306	1.244
AGE_SQ	1	-0.2850	0.0920	9.5985	0.0019	-1.006280	0.752
GRAND	1	0.1315	0.3284	0.1603	0.6889	0.022127	1.140
FEMALE	1	-1.1925	0.3381	12.4441	0.0004	-0.127425	0.303
BLACK	1	-0.3770	0.1713	4.8439	0.0277	-0.096215	0.686
API	1	-0.2596	0.3603	0.5194	0.4711	-0.023760	0.771
HISP	1	-0.1928	0.1589	1.4724	0.2250	-0.053618	0.825
INFANT	1	-0.0471	0.1338	0.1240	0.7247	-0.013102	0.954
FG	1	0.0927	0.1947	0.2268	0.6339	0.017712	1.097
ADULT	1	0.2651	0.1232	4.6329	0.0314	0.072149	1.304
LONG90	1	-0.3028	0.1391	4.7419	0.0294	-0.074605	0.739
LOGEARN	1	0.0666	0.0144	21.4676	0.0001	0.145182	1.069
LOG_BUS	1	-0.1381	0.0455	9.2076	0.0024	-0.094960	0.871

Association of Predicted Probabilities and Observed Responses

Concordant = 66.5%	Somers' D = 0.335
Discordant = 33.0%	Gamma = 0.337
Tied = 0.4%	Tau-a = 0.155
(508277 pairs)	c = 0.668

Appendix 8F. Car Access

b. Have access to a car (unlimited and limited)

Variable	N	Mean	Std Dev	Minimum	Maximum
CAR_OWN2	1487	0.5341983	0.5032626	0	1.0000000
LTHS	1487	0.4104521	0.4962879	0	1.0000000
AGE	1487	33.6232675	9.0799761	18.0000000	60.0000000
AGE_SQ	1487	12.1152386	6.3974334	3.2400000	36.0000000
GRAND	1487	0.1016124	0.3048233	0	1.0000000
FEMALE	1487	0.9607083	0.1960150	0	1.0000000
BLACK	1487	0.3001761	0.4624080	0	1.0000000
API	1487	0.0277495	0.1657141	0	1.0000000
HISP	1487	0.4845954	0.5042044	0	1.0000000
INFANT	1487	0.4804064	0.5040564	0	1.0000000
FG	1487	0.8612393	0.3487691	0	1.0000000
ADULT	1487	0.6046986	0.4932607	0	1.0000000
LONG90	1487	0.2675381	0.4466098	0	1.0000000
LOGEARN	1487	3.5515154	3.9524486	0	10.1153198
LOG_BUS	1482	2.4424938	1.2468554	0	5.4205350

CAR\_OWN2=0

CAR_OWN2	673	0	0	0	0
LTHS	673	0.4521021	0.5096080	0	1.0000000
AGE	673	33.2205382	9.5605059	18.0000000	58.0000000
AGE_SQ	673	11.9078587	6.7722961	3.2400000	33.6400000
GRAND	673	0.1050927	0.3140100	0	1.0000000
FEMALE	673	0.9883697	0.1097800	0	1.0000000
BLACK	673	0.3714310	0.4947477	0	1.0000000
API	673	0.0223068	0.1512125	0	1.0000000
HISP	673	0.4831408	0.5116714	0	1.0000000
INFANT	673	0.5126664	0.5117982	0	1.0000000
FG	673	0.9471655	0.2290550	0	1.0000000
ADULT	673	0.5007807	0.5119619	0	1.0000000
LONG90	673	0.2919323	0.4655289	0	1.0000000
LOGEARN	673	3.3054911	3.9351561	0	10.1153198
LOG_BUS	673	2.5431339	1.2800690	0	5.4205350

CAR\_OWN2=1

CAR_OWN2	814	1.0000000	0	1.0000000	1.0000000
LTHS	814	0.3741349	0.4824060	0	1.0000000
AGE	814	33.9744329	8.6533485	18.0000000	60.0000000
AGE_SQ	814	12.2960665	6.0685330	3.2400000	36.0000000
GRAND	814	0.0985777	0.2971747	0	1.0000000
FEMALE	814	0.9365885	0.2429499	0	1.0000000
BLACK	814	0.2380444	0.4245727	0	1.0000000
API	814	0.0324954	0.1767647	0	1.0000000
HISP	814	0.4858637	0.4982584	0	1.0000000
INFANT	814	0.4522768	0.4961820	0	1.0000000
FG	814	0.7863147	0.4086427	0	1.0000000
ADULT	814	0.6953113	0.4588556	0	1.0000000
LONG90	814	0.2462673	0.4295071	0	1.0000000
LOGEARN	814	3.7660397	3.9567178	0	9.9762960
LOG_BUS	809	2.3543070	1.2125183	0	5.0434251

Appendix 8F. Car Access

b. Have access to a car (unlimited and limited)

The LOGISTIC Procedure

Data Set: WORK.TNA  
 Response Variable: REV\_OWN2  
 Response Levels: 2  
 Number of Observations: 1482  
 Weight Variable: TNA\_WGT  
 Sum of Weights: 1508.572  
 Link Function: Logit

Response Profile

Ordered Value	REV_OWN2	Count	Total Weight
1	0	809	804.03200
2	1	673	704.54000

WARNING: 161 observation(s) were deleted due to missing values for the response or explanatory variables.

Model Fitting Information and Testing Global Null Hypothesis BETA=0

Criterion	Intercept Only	Intercept and Covariates	Chi-Square for Covariates
AIC	2086.758	1918.091	.
SC	2092.060	1997.608	.
-2 LOG L Score	2084.758	1888.091	196.668 with 14 DF (p=0.0001) 180.784 with 14 DF (p=0.0001)

The LOGISTIC Procedure

Analysis of Maximum Likelihood Estimates

Variable	DF	Parameter Estimate	Standard Error	Wald Chi-Square	Pr > Chi-Square	Standardized Estimate	Odds Ratio
INTERCPT	1	-0.6996	1.0337	0.4581	0.4985	.	.
LTHS	1	-0.5007	0.1230	16.5689	0.0001	-0.137014	0.606
AGE	1	0.1930	0.0583	10.9490	0.0009	0.967301	1.213
AGE_SQ	1	-0.2802	0.0889	9.9268	0.0016	-0.989260	0.756
GRAND	1	0.2847	0.3321	0.7347	0.3914	0.047918	1.329
FEMALE	1	-0.7609	0.4435	2.9437	0.0862	-0.081299	0.467
BLACK	1	-0.7986	0.1743	20.9974	0.0001	-0.203833	0.450
API	1	-0.4089	0.3780	1.1699	0.2794	-0.037416	0.664
HISP	1	-0.4093	0.1647	6.1715	0.0130	-0.113817	0.664
INFANT	1	-0.2690	0.1339	4.0342	0.0446	-0.074787	0.764
FG	1	-1.0702	0.2218	23.2907	0.0001	-0.204447	0.343
ADULT	1	0.6210	0.1191	27.2041	0.0001	0.169025	1.861
LONG90	1	-0.2992	0.1382	4.6854	0.0304	-0.073727	0.741
LOGEARN	1	0.0475	0.0143	11.0239	0.0009	0.103682	1.049
LOG_BUS	1	-0.1107	0.0456	5.8850	0.0153	-0.076087	0.895

Association of Predicted Probabilities and Observed Responses

Concordant = 71.0%	Somers' D = 0.423
Discordant = 28.7%	Gamma = 0.424
Tied = 0.3%	Tau-a = 0.210
(544457 pairs)	c = 0.712

## **Appendix 9. Map Data Sources & Methodology**

This appendix describes the map sources and the methodologies used to construct the maps in this report. These are the maps contained in the report:

- Licensed Child Care Slots per Child (Section 4)
- Percent Exempt Child Care Providers (Section 4)
- Estimated Distribution of Need for Car Passenger Trips Among GAIN Participants (Section 5)
- Welfare to Work Population Density (Section 6)
- Density of Jobs That Are Primarily Held by Women with a Low Level of Education (Section 6)
- High Density Employment & Welfare-to-Work Population (Section 6)
- Estimated Levels of Transit Dependency (Section 6)
- Transit Service Availability, AM Peak (6 AM – 9 AM) (Section 6)
- High Levels of Service and Potential Welfare to Work Transit Riders (Section 6)
- Transit Service Availability, Off Peak (7 PM – 6 AM) (Section 6)
- Job Accessibility within 30 minutes by Transit (Section 6)
- Job Accessibility within 30 minutes by Auto (Section 6)
- Neighborhood Deficiencies – Transit & Job Access (Section 6)
- Routes with Highest Welfare to Work Demand (Section 6)
- Welfare to Work Services Locations (Appendix 4)
- Median Distance to Child Care (Appendix 4)

### ***Licensed Child Care Slots per Child***

This map depicts a measure of the availability of licensed childcare in Los Angeles County in December 1999. It represents the number of childcare slots per child under 5 in all census tracts with 50 or more children under age 5. “Licensed care” indicates childcare providers that are licensed by the county; these providers can be center-based (child care centers) or home-based (family child care homes).

Information on licensed childcare facilities in Los Angeles County was obtained from the Licensing Information System File obtained from the Community Care Licensing Division of the California Department of Social Services via the Los Angeles Department of Public Social Services (LADPSS). This information identified 11,438 firms that were licensed to provide childcare in Los Angeles County as of December 1999. This information also identifies the cap on the number of children that each facility can serve.

Ninety-nine percent (11,427) of these facilities were geocoded by the UCLA Lewis Center for Regional Policy Studies and were aggregated by TAZ (Transportation Analysis Zone). Only 10,905 were identified as providing pre-school age childcare and were used for this analysis. This information provides a general measure of the existing level of licensed childcare across Los Angeles County.

The number of children under age 5 was derived from the Estimates of 1998 Population by Census Tract provided by the Urban Research Division of LA County.

### ***Percent License-Exempt Child Care Providers***

This map provides a general measure of the distribution of license-exempt childcare used by CalWORKs participants based on the TANF Childcare Providers database provided by LADPSS. These childcare providers do not require a county license and are generally relatives/friends who care for the children in a home-based environment. It is important to keep in mind, however, that while most license-exempt providers are relatives of participants or neighbors caring for only one or two children, larger entities such as schools or churches may also be license-exempt providers. Conversely, a single person providing care to a handful of children may be a licensed provider.

The TANF Childcare Providers data provides information on the location of childcare providers that received payments from LADPSS for providing stage 1 childcare for children on CalWORKs in 1999.

This map was derived through a number of methodological steps. First, the locations of childcare providers in the TANF Childcare Provider data were geocoded; next, the geocoded residential locations of CalWORKs cases were compared to the geocoded locations where these cases received childcare. The residential locations of cases used for this comparison were based on MEDS data for the third quarter of 1998 (See Appendix 4 for additional information on the MEDS database).

This map displays only providers that served children in the TANF Childcare Providers database who had matching welfare case records in the MEDS data. A total of 30,357 providers from the TANF Childcare Provider data were geocoded and matched with geocoded residential locations. Of these providers, 21,346 were classified as Exempt Home, 5,311 were classified as Licensed Center, and 3,700 were classified as Licensed Home.

This map displays number of childcare providers in each TAZ which provided exempt childcare to CalWORKs children as a percentage of all childcare providers in each TAZ, based on the TANF childcare providers matched with MEDS records as described above.

### ***Estimated Distribution of Need for Car Passenger Trips Among GAIN Participants***

This map identifies areas in Los Angeles County in which the demand for work-related car trips may exceed the actual number of cars owned by welfare households; it suggests that there are areas in which participants may have a higher need to arrange to ride as passengers in others' cars.

The estimated number of car trips used in this analysis reflects the number of GAIN welfare-to-work participants that are likely to take a car for a work-related trip. This estimate was derived through a two-step process that involved estimating the number of welfare-to-work participants in each TAZ and then estimating how many of the participants in each area would take a car. In the first step, the total number of welfare to work participants in each TAZ was derived from an extensive geocoding process as described below in "Welfare-to-Work Population Density" map methodology. For the second step, SCAG estimated how many of these GAIN participants that reside in each Transportation Analysis Zone (TAZ) would take a car for a work-based trip using their Regional Mode Choice Model (See Appendix 3 for additional details on this model). In other words, they estimate the number of welfare to work participants residing in each area who would potentially take a car on a work trip.

This estimate of the welfare-to-work "demand" for cars was compared to a relative measure of welfare participant car supply. This supply measure is based on the estimated number of GAIN participants who own a car registered in their name based on the estimated probability of car ownership described below in the "Estimated Levels of Welfare-to-Work Auto Ownership" map methodology. Analysis of ownership patterns for similar populations suggests that this estimate of individual ownership of a registered auto systematically underestimates the level of participant household car ownership by about 1.5 or 2 times. For that reason, the supply measure used for this map is based on the estimated number of GAIN participants estimated to own registered a car multiplied by 2.

Finally, the estimated number of GAIN household cars was subtracted from the estimated welfare-to-work car demand (the number of GAIN car riders per TAZ). The map shades the resulting measure in terms of excess supply and levels of excess demand. The shading represents the relative excess number of car trips that must be supplied by cars that belong to persons other than the welfare participant.

### ***Welfare-to-Work Population Density***

This map shades the number of estimated July 1999 GAIN cases per square mile for all TAZs in Los Angeles County with 50 or more cases per TAZ.

The welfare-to-work population represents the estimated distribution and number of GAIN cases in July 1999. This estimate is based on persons enrolled in GAIN in July 1998. We use July 1998 case data because the most complete geocoding of welfare participants, performed jointly by the UCLA Lewis Center and the Urban Research Division of LA County, was based on 1998 data.

The geocoding process entailed a number of steps. Using the GEARS database for July 1998, we extracted cases with adults aged 18 to 60 who were actively registered in GAIN. We obtained the addresses for these cases from the FOCUS database. We then identified the TAZs in which the GAIN cases reside. Of the total GAIN cases, 96% had valid addresses. Of the GAIN cases with valid addresses, 97.1% were geocoded to the TAZ level. (An additional 0.6% of the GAIN cases were allocated to the TAZ level based on the distribution of the geocoded cases.)

Next, the number of GAIN participants per TAZ for July 1998 was adjusted to represent the estimated number of GAIN participants per TAZ for July 1999. A comparison between GAIN data for July 1998 and July 1999 showed that the population increased by about 33%. Also, while there were statistically significant differences in the characteristics of the population between the two years, the actual qualitative differences are slight. For example, the proportion of GAIN adults which were aged 25 or younger in 1998 was 29.9%, while in 1999 it was 29.6%. To account for the increase in total GAIN population, we identified zip codes in which the largest absolute increases occurred. We then adjusted the 1998 population in these zip codes by the appropriate factors to increase them to the 1999 levels.

### ***Density of Jobs That Are Primarily Held by Women with a Low Level of Education***

This map shades the number of low education jobs held primarily by women, per square mile for all TAZs in Los Angeles County.

Job locations used in this needs assessment were derived by the UCLA Lewis Center for Regional Policy Studies based on the American Business Information (ABI) database for Los Angeles County for 1998. More specifically, this analysis is based on the estimated locations of jobs that welfare-to-work participants are likely to secure – that is, jobs that are primarily held by women with a low level of education. This assumes that welfare participants are more likely to find employment in jobs that require only a low level of education. Because the welfare caseload is mainly comprised of women, we also assumed that participants are more likely to find employment in jobs that are primarily held by women.

A number of methodological steps were taken to identify the number of low education, female majority jobs in all areas of the Los Angeles County from the ABI database. The gender composition of occupations was based on the 1998 Current Population Survey; the educational level was based on aggregated and unpublished data from the California Cooperative Occupational Information System (CCOIS) conducted by California's Labor Market Information Division. These two sources of information were used to identify occupations that were predominantly female and where a majority of the firms require no more than a high school education. That information, then, was used with EDD's occupation-industry matrix (unpublished summary data) to estimate the number of female-majority/low-education jobs in each industry in the ABI database for Los Angeles County.

This job location information is based on estimates of existing jobs and does not provide information on levels of job availability and/or openings.

## ***High Density Employment & Welfare-to-Work Population***

This map identifies areas in Los Angeles County that have an overlap of high density of the GAIN welfare-to-work participants and a high density of potential jobs. The location of high density of the GAIN welfare-to-work participants is based on the number of estimated July 1999 GAIN cases per square mile as described above in the "Welfare-to-Work Population Density" map methodology. The location of high density of potential jobs is based on the number of low education, female majority jobs per square mile as described above in the "Density of Jobs That Are Primarily Held by Women with a Low Level of Education" map methodology.

## ***Estimated Transit Dependency - Percent without an Auto***

This map shades areas where we estimate that the welfare population is transit dependent, based on the probability of car ownership. Areas where the probability of car ownership is low are considered areas of potentially high transit dependency.

In order to shade areas of non-car ownership, we first estimated the probability of car ownership. The probability of car ownership per TAZ is based on persons enrolled in GAIN in July 1998. We use July 1998 because the most complete geocoding of welfare participants, performed jointly by the Lewis Center and URD, was based on 1998 data. We identified the TAZs in which the GAIN cases reside using the geocoding process described above. We identified the TAZs in which the GAIN cases reside using the geocoding process described above in the "Welfare-to-Work Population Density" map methodology.

The probability of car ownership is calculated based on results from an analysis of Q5 data.<sup>12</sup> The car ownership measure in Q5 was derived by matching respondents with official DMV records. Respondents who had a car officially registered with DMV were flagged as being car owners. This measure does not take into account ownership of unregistered vehicles. This analysis of Q5 concluded that the best two predictors of auto ownership were total earnings greater than \$1,630 in the preceding two-year period, and the presence of an adult male in the household.

Note that the survey results of welfare-to-work participants conducted for this study reflect whether a household owned a car regardless of registration, while this map considers the probability of owning a vehicle officially registered with the DMV.

We utilized characteristics of the GAIN population in order to assign the probability of car ownership based on the car ownership predictors derived from Q5. Using the GEARS database, we extracted adults aged 18 to 60 who were actively registered in GAIN. For these adults, we matched records from the Base Wage file to determine total earnings for 1996-1997. We also matched information from the FOCUS database, which contains all persons in CalWORKs. From FOCUS we obtained addresses and identified cases that contained an adult male aged 18 to 54.

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<sup>12</sup> Q5 is an ongoing survey conducted by the California Department of Social Services. This analysis used results from surveys administered between October 1997 and September 1998.

Using the two predictors of auto ownership described above, each GEARS case was assigned a probability of automobile ownership. These probabilities were then aggregated to the TAZ level to obtain an overall TAZ probability of automobile ownership.

Once the probability of car ownership was determined, we mapped those areas with the lowest car ownership, which are the areas of highest transit dependency.

### ***Transit Service Availability, AM Peak and Off-Peak***

These maps represent a relative measure of the maximum level of transit service available during the AM peak (6 AM – 9 AM) and off-peak (7 PM – 6 PM), respectively, for all TAZs in Los Angeles County. This measure is based on the transit line schedules obtained from SCAG in February, 2000.

This analysis followed a number of methodological steps. We (1) calculated the time for a one-way bus run by bus routes, (2) calculated the total bus operation time within a specified time period (i.e. AM peak or off-peak periods), and (3) obtained route carrying capacity in the period [Route carrying capacity =  $[(\text{total bus operation time}) / (\text{one-way bus run time})] * 43 * (\text{load factor})$ ]. The number of seats on a bus is assumed 43. Load factors in the AM peak and off-peak periods are assumed 1.35 and 1.00 respectively.

Each TAZ was assigned a total number of runs in these respective periods for all lines passing through it in that period. This provides an aggregate measure of the level of transit service for all TAZs in Los Angeles County without regards to the destination or load of each line.

### ***High Levels of Service and Potential Welfare to Work Transit Riders***

This map identifies areas in Los Angeles County that have an overlap of areas with a high level of GAIN transit demand and areas with a high level of transit service.

The estimated level of GAIN transit demand is based on the estimated number of welfare-to-work participants in each TAZ that are likely to use transit for a work trip. This estimate reflects the number of GAIN welfare-to-work participants that are likely to take transit for a work-related trip. This estimate was derived through a two-step process that involved estimating the number of welfare-to-work participants in each TAZ and then estimating how many of the participants in each area would take transit. In the first step, the total number of welfare to work participants in each TAZ was derived from an extensive geocoding process as described above in the “Welfare-to-Work Population Density” map methodology. For the second step, SCAG estimated how many of these GAIN participants that reside in each Transportation Analysis Zone (TAZ) would take transit for a work-based trip using their Regional Mode Choice Model (See Appendix 3 for additional details on this model). In other words, they estimate the number of welfare to work participants residing in each area who would potentially take transit for a work trip. Based on this analysis, this maps shades those TAZs that contain 50 or more estimated participant transit riders per square mile. This provides a general description of those areas in Los Angeles County

that may experience increased transit demand due to the number of welfare participants joining the work force.

This map also shades areas with a high level of transit service for the AM peak period. Estimates of level of transit service are described above in the “Transit Service Availability, AM Peak and Off-Peak” map methodology. In this way, this map shades areas that have both a high level of welfare-to-work transit riders and a high level of transit service, areas with a high level of welfare-to-work transit riders and a low level of transit service, and areas with a low level of welfare-to-work transit riders and a high level of transit service.

### ***Job Accessibility within 30 minutes by Transit***

This map depicts the number of low education, female majority jobs (as defined above in the “Density of Jobs That Are Primarily Held by Women with a Low Level of Education” map methodology) within 30 minutes by transit from every TAZ in Los Angeles County. Travel times were derived from origin-destination travel time information obtained from SCAG’s regional transportation model.

The number of low education, female majority jobs accessible by transit was derived for each TAZ. Trips from each origin TAZ to each destination TAZ were selected if they were within 30 minutes by transit. The total of these jobs per origin TAZ were summed for 30 minutes by transit. This gave a relative measure of the number of low education, female majority jobs accessible by transit from each TAZ in Los Angeles County.

### ***Job Accessibility within 30 minutes by Auto***

This map depicts the number of low education, female majority jobs (as defined above in the “Density of Jobs That Are Primarily Held by Women with a Low Level of Education” methodology and map) within 30 minutes by auto from every TAZ in Los Angeles County. The same procedure used to generate the map of job accessibility within 30 minutes by transit (described above) was used to generate this map, but in this case, travel times were calculated for auto instead of transit.

### ***Neighborhood Deficiencies—Transit & Job Access***

This map identifies areas within Los Angeles County that have low levels of transit service and low levels of job accessibility. The level of transit service is based on the level of transit service for the AM peak period as represented in the “Transit Service Availability, AM Peak” map (described above). TAZs are classified as having ‘low’ levels of transit service if they fall in the lower quartile of TAZs in terms of transit access during the AM peak. The level of job accessibility is based on the number of low education, female majority jobs accessible from each TAZ within 30 minutes by transit as represented in “Job Accessibility within 30 minutes by Transit” map (described above). TAZs are classified as having ‘low’ levels of job access if they fall in the lower quartile of TAZs in terms of the number of jobs accessible. The areas with the

darkest shading represent those neighborhoods with the lowest level of transit service and lowest level of accessibility to low education, female majority jobs. Note that the transit and job measures used for this analysis are based on the assumption that the transit system is functioning with unconstrained capacity.

### ***Routes with Highest Welfare to Work Demand***

This map identifies the top fifteen public transit routes based on demand exclusive to the GAIN population. The geocoded home locations of the GAIN population, together with the geocoded location of the likely employment locations, were summarized by TAZ. They were then entered into a regional transportation model to determine the method of travel (auto, shared ride, or transit), and for those who take transit, the specific routes taken. From this analysis, ridership volumes by route were determined, and the top fifteen routes in terms of demand were mapped.

The source of the residential and employment data have previously been documented, while the transportation modeling was conducted by SCAG's regional travel demand forecasting model.

### ***Welfare to Work Services Locations***

This map identifies the boundaries of the Los Angeles County Supervisorial Districts and key welfare-to-work locations. Among these locations are Job Club sites and GAIN/CalWORKs offices, as well as after school programs and mental health/substance abuse centers that provide services for welfare-to-work participants. These locations were geocoded and mapped based on data provided by LADPSS in May of 2000.

### ***Median Distance to Licensed Child Care***

This map provides a general measure of the distance that CalWORKs participants travel to receive licensed childcare based on the TANF Childcare Providers data provided by LADPSS (Appendix 4 provides additional information on the childcare data used for this report). This data provides information on the location of childcare providers that received payments from LADPSS for providing stage 1 childcare for children on CalWORKs in 1999.

This map was derived through a number of methodological steps. First, the locations of childcare providers in the TANF Childcare Provider data were geocoded; next, the geocoded residential locations of CalWORKs cases were compared to the geocoded locations where these cases received childcare. The residential locations of cases used for this comparison were based on MEDS data for the third quarter of 1998 (see Appendix 4 for additional information on the MEDS database).

Once the residential location and childcare location of CalWORKs cases were matched, the Lewis Center calculated the "straight-line" distance between these locations; 30,357 providers from the TANF Childcare Provider database were geocoded and matched with geocoded

residential locations. Of these providers, 21,346 were classified as Exempt Home, 5,311 were classified as Licensed Center, and 3,700 were classified as Licensed Home.

This map displays the median distance from CalWORKs residences to licensed care providers for all TAZs in the county. (See Appendix 4 for additional information on the travel distance to childcare).

## Appendix 10. Survey of Community Based Organizations

Twenty-seven community-based organizations (CBOs), selected from a list provided by DPSS, were interviewed by phone, using the questionnaire that appears below. The purpose of this survey was to determine the willingness and availability of CBOs to use their vehicles to meet some of the transportation requirements of the welfare-to-work population.

### CBO Questionnaire:

1. How many vans or vehicles do you currently operate?
2. What are the hours of operations of these vehicles?
3. Are you willing to modify the vehicle's hours of operation?
4. Are you willing to use any or all of your vehicles to transport a W-t-W and low-income rider?

#### *If yes:*

- a) Are you willing to commit your vehicles on a full-time basis or a part-time basis only?
- b) Are you willing to transport a person who is not a member of your community?

#### *If no:*

- a) Identify which of the following categories of riders you are willing to transport?
    - Members of the same church
    - Members of the same school
    - Members of the same organization
    - Members within the same area
    - Others \_\_\_\_\_
  - b) Are you willing to transport a rider who is undergoing a job search (transporting them to and from training locations, job interviews, etc.)?
  - c) Are you willing to transport a rider to and from a job site?
  - d) Are you willing to transport a rider to and from a child care center?
  - e) Which of the following modes of payment would you prefer?
    - Paid directly to you by the rider
    - Paid directly through a government agency
    - Others \_\_\_\_\_
5. Do you have any other suggestions/methods that you would prefer that would transport welfare-to-work and low-income riders to and from job sites?

## Appendix 11. Market Rate Analysis

The research team was asked to examine average transportation costs for the GAIN participants in Los Angeles County. Consistent with the categories established in the Needs Assessment, three separate groups were examined: those who drive, those who share rides, and those who take transit. An average or market rate was established for each group based upon their travel characteristics, and the price specific to each mode of travel.

### **Regional Modeling**

To begin with, the individual home locations of the GAIN population were address matched, and summarized by transportation analysis zone (TAZ), which roughly corresponds in size to a census tract. In addition, the location of jobs that will likely be filled by GAIN participants was also address matched, and summarized by TAZ. Taken together, these two data sets were used to populate a transportation model that determines the likely method of travel going from home to work, the average distances, and the particular route (street or bus route) that would be used. The Southern California Association of Governments conducted detailed transportation modeling associated with this research effort, and the relevant results of that effort are presented below (see Table 24):

**Table 24. Market Rate Values by Mode of Transportation for Los Angeles County, 2000**

Mode of Travel	% of Trips	Average Distance	Unit Cost x 2	Market Rate
Auto Driver	53%	9.7	\$0.325	\$6.30
Auto Passenger	18%	12.0	\$0.325	\$7.80 / 2 = \$3.90
Transit Rider	29%	10.7		\$3.20

Source: CTNA, 2000.

For all modes, the average home to work travel distance is just over ten miles one way, or just over 20 miles round trip. This differs slightly from the figure which was calculated for currently working GAIN participants reported in the CTNA, of just over seven miles one way. Because these estimates are projected rather than actual, and because this includes the entire GAIN population, the model anticipates a slightly longer home to work trip than what has been measured to date.

Further, there are differences by mode, with car passengers traveling the longest distance at 12 miles one way, followed by transit riders at 10.7 miles each way, and individual drivers with an average distance of 9.7 miles.

We examined the travel distances of those participants living in the North County as opposed to those who reside in the Southern portion of the County, and found significant travel differences only among those who share a ride. The average distance for those who share a ride in the South County is 11.8 miles one way, while for the North County residents it is 18.6 miles.

To calculate the average cost for those who drive, the average travel distance was multiplied times 32.5 cents, which represents the standard mileage reimbursement rates currently in effect. The same formula was used for those who share a ride, with the exception that the total cost was divided by two, to reflect the shared total cost.

For those who take transit, a more complex methodology was utilized. The travel distance was taken from the SCAG transportation modeling previously referenced, while the TranStar trip itinerary planning system maintained by SCAG was used to calculate travel times on transit, the cost, and the number of transfers required. This was accomplished by creating unique origin / destination pairs for entry into TranStar.<sup>13</sup>

### ***Creating Origin-Destination Pairs***

Prior to creating one hundred unique transit itineraries several steps were taken in an attempt to evenly distribute the origin and destination locations between the locations of residences and work sites of welfare recipients. First, ten population centers or groups were created based on the concentration of residential population density identified in the CTNA research. Second, ten employment centers were established based on employment densities also identified as part of this research effort. Third, intersection locations within each of the residential and employment centers were identified. An origin-destination (OD) pair was established by selecting an intersection in a residential center and an intersection in an employment center. Various intersections within each residential center were matched with various intersections in each of the employment centers creating one hundred OD pairs.

### ***Transit Itineraries***

For each of the OD pairs a transit itinerary was created using TranStar. TranStar creates transit itineraries, using public transportation, between any two points in Southern California. The same options provided by TranStar were used for all one hundred OD pairs. For each trip "Wednesday" was used as the day the trip was to be taken and the starting time used for each trip was 7:00 AM. The itinerary preference used was "Fastest Itinerary". The fare category used was "Regular" and there were no special accommodations needed. The results or itinerary may change with trips occurring on different days of the week, different start times and/or changing the "Itinerary Preference", "Fare Category" or "Special Accommodations". Altering these categories from those above could change the length of trip by time, number of transfers and costs needed to get from the origin to the destination.

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<sup>13</sup> TranStar is the Southern California Association of Governments' regional Trip Planner, which assists users in finding transit routes, generating an itinerary from a complex set of variables entered into a computer program. A version of the program is available online.

## Results

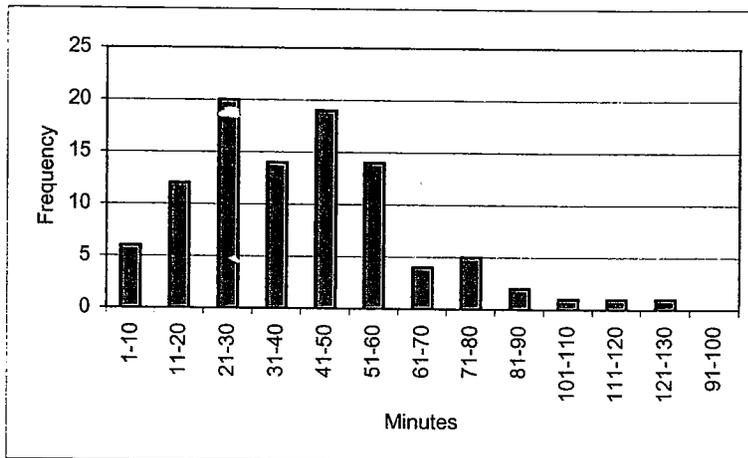
The origin intersection, destination intersection, number of transfers, cost, and length of trip by time for each transit itinerary was recorded. For the one hundred itineraries, the average number of transfers needed is one, with a minimum of zero and a maximum of three. The mean cost per trip is \$1.60, with a minimum of \$0.90 and maximum of \$3.35. The total trip time has a range from a low of 5 minutes to a high of 127 minutes. The mean trip time is 41 minutes. Table 25 summarizes the results. The figures that follow illustrate the distribution of trip times, costs and transfers.

**Table 25. Transfers, Cost and Trip Time for Transit Itineraries, Los Angeles County, 2000**

	Minimum	Maximum	Mean
Transfers	0	3	1
Cost	\$0.90	\$3.35	\$1.60
Trip Time (minutes)	5	127	41

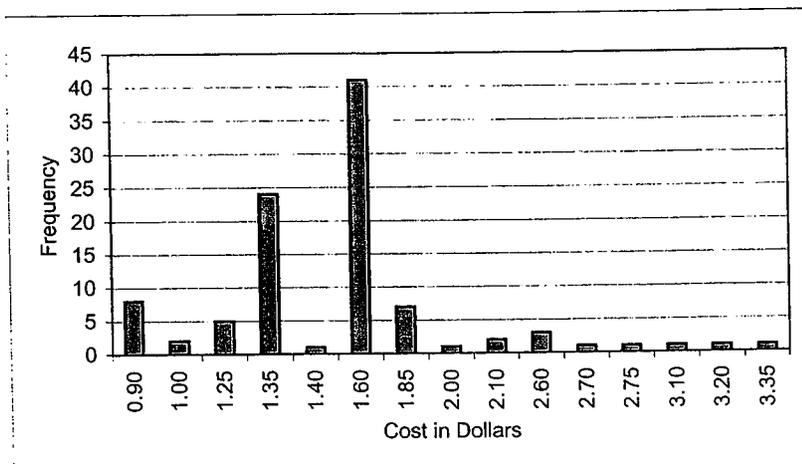
Source: CTNA, 2000.

**Figure 3. Distribution of Trip Times, Los Angeles County, 2000**



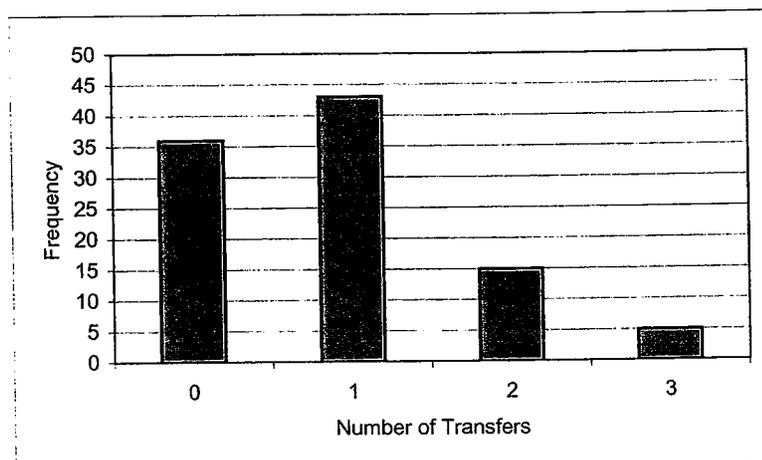
Source: CTNA, 2000.

**Figure 4. Distribution of Trip Costs, Los Angeles County, 2000**



Source: CTNA, 2000.

**Figure 5. Distribution of Transfers per Trip, Los Angeles County, 2000**



Source: CTNA, 2000.

The travel time does not include the time spent waiting for the bus to arrive, nor any time walking to the final destination. As such, the actual travel times are likely to be longer.

This analysis has attempted to identify an average or “market rate” transportation cost for GAIN participants in Los Angeles County. As we have seen, the GAIN population divides into three separate groups based upon their mode of travel (car drivers and passengers, and transit riders). For each we have calculated an average travel cost, and further dividing those who share a ride between those who live in the North County, and those who live south of the San Gabriel Mountains.

While these are meant only as illustrative examples, it does point to a difference between the current rates of transportation assistance offered by the County, and the actual cost of transportation for participants.

## **Appendix 12. Overview of Transportation Programs for Welfare Participants**

As part of the Transportation Needs Assessment, a search was conducted of various programs that have been implemented in other states and jurisdictions around the country. These have been grouped by the category and type of problem they were meant to address.

### ***Policies Designed For All Welfare-to-Work Participants***

There are a set of policies which are meant to help all welfare recipients, and are typically focused on the initial stages of the program. Two model programs in this regard are in Tennessee and Lowell, Massachusetts. In the Tennessee Families First Program, each welfare-to-work participant is assigned to a "broker" who assesses their needs, creates a transportation plan, and contracts with existing transportation providers to arrange for service.<sup>14</sup> The advantage of this program is that each participant's individual needs are assessed, and uniquely addressed.

In the second case, the Lowell Regional Transit Authority participates in a job access center, which provides a one-stop service for job training, job placement, childcare services, public transportation and other commute options<sup>15</sup>. The advantage is the ability to integrate these disparate services under one roof, so that the totality of needs may be addressed in one location, with trained staff.

### ***Programs For Welfare Participants Who Own Cars***

A second set of programs is focused on those who already own cars, recognizing the importance of reliable transportation for those seeking to enter full time employment. Many programs focus on the occasional crisis: what can be done when the car doesn't start, or proves unreliable.

The State of Oregon operates the Gateway Program, which maintains a databank and dispatch system to match participants in need of temporary or emergency rides with volunteer drivers.<sup>16</sup> A similar program, which will focus on a dispatch system and contracted service providers, is being contemplated in Los Angeles County on a limited basis.

Many states currently maintain car repair funds, which provide revolving loan funds for car repair and maintenance. Such programs may be even more attractive in Southern California, given the air quality benefits to be obtained from regular maintenance programs, and some additional funding may be available from air quality sources.

In addition to car repair funds, many states have programs that focus on the car operating expenses: gas, insurance and mileage programs. Given the rising cost of gasoline, and the high

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<sup>14</sup> [http://www.ctaa.org/ntrc/atj/states\\_old/tn/tn\\_statewide\\_tk.shtml](http://www.ctaa.org/ntrc/atj/states_old/tn/tn_statewide_tk.shtml)

<sup>15</sup> <http://www.ctaa.org/ntrc/atj/pubs/states-move/welfare-ma.shtml>, <http://www.massacesstojobs.com/>

<sup>16</sup> <http://www.ctaa.org/ntrc/atj/pubs/states-move/welfare-or.shtml>

cost of car insurance in Southern California, these may prove to be important programs. This is further emphasized by survey respondents who reported not having car insurance.

### ***Programs for the Transit Dependent Who Work Standard Hours***

These constitute the largest number of existing programs, and are focused around making transit easier to use, adjustments to schedule and service, emergency rides home, and various transit subsidy programs.

The first major category is the provision of a guaranteed ride home. For those who rely on public transit, a great fear is being stranded in the event of a crisis at home, or the need to respond to an unforeseen crisis. This applies not just to the welfare-to-work population, but similarly affects all who rely on public transportation. "Guaranteed ride home" programs are widespread, and provide a common assurance measure for those who depend on public transit.

Secondly, a large number of transit agencies have examined reverse commute programs, which address the common fact that much of the existing service in many jurisdictions runs from the suburbs to a downtown area, but little service is provided in the opposite direction. In many areas, the welfare-to-work population is located in the central city areas, while the expanding job areas are in the suburbs. Reverse commute programs seek to redress this imbalance by providing better service in the "reverse commute" directions.

Many transit agencies have made adjustments to schedules and run times, to better accommodate the welfare-to-work participants. In Hartford, by rescheduling the last buses to leave the areas two major malls until after the malls had closed, the ridership was doubled, allowing the service workers to take advantage of the later schedule.<sup>17</sup> Similarly the Ventura County Transportation Commission has reported adjusting schedules to reduce transfer times, and provide better inter-jurisdictional service from lower income jurisdictions to the job rich areas in the Eastern portion of the County.<sup>18</sup> Similarly many transit providers have looked at extension of hours of service to accommodate off-hour workers.

Finally, there are a number of transit subsidy programs, which include the provision of full free transit passes for welfare-to-work participants (Hennepin County Minnesota).<sup>19</sup> Santa Clara County provides a \$1.50 day pass, which allows for transfer between dial-a-ride services and the mainline feeder buses.<sup>20</sup> The pass can be used for travel to work and to childcare. Similarly, Kentucky provides transit passes and/or tokens from existing providers to participants.<sup>21</sup> Universal fare programs similarly address the inter-carrier fare issue, which can make it difficult to transfer in large multi-carrier areas.

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<sup>17</sup> <http://www.ctaa.org/ntrc/atj/pubs/innovative-old/section4.shtml>

<sup>18</sup> <http://www.goventura.org>

<sup>19</sup> <http://www.ctaa.org/ntrc/atj/pubs/innovative/innov5.shtml>

<sup>20</sup> <http://www.ctaa.org/ntrc/atj/toolkit/brief3.shtml>

<sup>21</sup> [http://www.ctaa.org/ntrc/atj/states\\_old/ky/ky\\_tarc\\_nia.shtml](http://www.ctaa.org/ntrc/atj/states_old/ky/ky_tarc_nia.shtml)

## ***For Welfare Participants Who Work Non-Standard Hours***

Programs have been developed which focus on those participants who work weekends, evenings or swing shifts. Existing transit service is likely to be more limited in these times, and safety issues (waiting for the bus alone) are of concern to women who work such hours. Several programs have been developed to meet these needs.

In Louisville Kentucky, flexible route shuttles are operated within the local empowerment zone, and take residents from home to work in the 11:00 PM to 5:00 AM time period.<sup>22</sup> Pre-registration is required in the program, but once registered and approved, the participant is routinely picked up and delivered from home to work and back. A few jurisdictions have implemented taxi voucher programs, which serve the same purpose of providing off-hour transportation and also address the safety issues.

Buffalo's Niagara Frontier Transit Authority operates a "request-a-stop" program in the evening hours, allowing a transit patron to request to be let off at any location along the route after 9:00 PM.<sup>23</sup>

Finally, a number of transit agencies, based upon demand analysis, have extended their schedules and service hours to evenings and weekends to accommodate these off-hour welfare-to-work clients.

## ***Programs for Welfare Participants With Low Transit Accessibility***

In many instances it will not be cost effective to attempt to extend fixed route public transit services to small numbers of riders with low accessibility. It is in these areas that more flexible programs are required.

Several agencies were able to incorporate the welfare-to-work population into existing demand responsive shuttle programs for the elderly and disabled (both in Ohio). While there are some federal restrictions in this area, some agencies have found avenues to include additional trips for the welfare-to-work participants in these existing programs, as well as in smart shuttle programs. Other agencies have implemented feeder shuttle systems, which pick up clients at their door, and deliver them to the nearest main feeder transit route location.

To help facilitate this type of demand responsive service, Detroit has implemented a computerized reservation system for flexible route shuttles, which has combined multiple providers under one coordinated system.<sup>24</sup> In addition, transportation vouchers to use on this system are distributed to welfare-to-work participants.

As we have already noted, many community based organizations (CBOs), operate vans and small buses to transport their members to various functions. Under existing regulation, federal

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<sup>22</sup> <http://www.ctaa.org/ntrc/atj/pubs/innovative-old/section5.shtml>

<sup>23</sup> <http://www.ctaa.org/ntrc/atj/pubs/innovative-old/section5.shtml>, <http://www.nfta.com/>

<sup>24</sup> <http://www.ctaa.org/ntrc/atj/pubs/innovative/innov5.shtml#michigan>

transportation funds may be paid directly to such services to provide transportation services to the welfare-to-work population. In addition to these established organizations, several jurisdictions have attempted to organize vanpools among the welfare-to-work clients themselves.

The City of Baltimore trained 18 recipients as transportation providers, and leased vans so these individuals could provide transportation services to other welfare-to-work participants.<sup>25</sup> Similar programs are being implemented in Contra Costa County, the State of Vermont, and in the Florida Panhandle (Okaloosa County).

The provision of seamless rideshare services is also common among programs. While such programs may not be as effective in the initial job search phase, once employment is secured, carpool and vanpool programs may prove to be more useful. Hartford Connecticut has implemented a one-stop call center that provides transportation information, including a seamless transfer to the local rideshare agency.<sup>26</sup>

Finally there are the “informal carpools,” which are not officially registered, but through which many welfare-to-work recipients receive regular transportation services. There is considerable evidence relating to the frequent use of “jitney” service and informal “cab” services among the poor. In addition, as we have seen from the survey data, a large number of current welfare-to-work participants may not own a car, but obtain rides from others in their home to work and job search trips.

Several states have recognized these more informal avenues, and both Kentucky and Tennessee operate programs that pay transportation costs directly to the recipients who can arrange their own transportation, or to a client provider (relative or neighbor) to provide such transportation services. In some programs, this subsidy is paid directly to the employer, when they provide the transportation services (Minneapolis). In others, gas vouchers (5 dollars/day) are provided directly to the recipient.

It may well be that such “informal carpools” constitute a flexible and cost effective mechanism to address transportation needs.

### ***Car Purchasing and Leasing Programs***

Several states and other jurisdictions have begun to implement programs designed to purchase or lease cars for welfare-to-work recipients. Tennessee and Georgia both operate “First Wheels” programs, which provide revolving loan funds allowing clients to purchase automobiles.<sup>27</sup> County case managers work with recipients to obtain a driver’s license, insurance, and to assist them with schedules to keep their cars in good working order.

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<sup>25</sup> [http://www.ctaa.org/ntrc/atj/states\\_old/md/md\\_aa\\_dss.shtml](http://www.ctaa.org/ntrc/atj/states_old/md/md_aa_dss.shtml)

<sup>26</sup> <http://www.volpe.dot.gov/restec/show/mwrj3.html>, <http://www.ncsl.org/statefed/welfare/transch.htm>

<sup>27</sup> [http://www.ctaa.org/ntrc/atj/states\\_old/tn/tn\\_statewide\\_tk.shtml](http://www.ctaa.org/ntrc/atj/states_old/tn/tn_statewide_tk.shtml), <http://www.ctaa.org/ntrc/atj/pubs/states-move/welfare-ga.shtml>

Car donation programs have been established in several states, which allow for used cars to be donated, repaired and then sold or given to the recipient for use. In one instance (Blunt County), a local car dealer established a foundation for such purposes.<sup>28</sup> The car is given to the recipient, along with the first two months of insurance, and title transfers to the recipient after three years if they are still working. North Carolina is similarly following suit, which will allow individuals, businesses, nonprofit organizations, and local and county governments to donate cars to be sold to Work First recipients at a nominal cost.<sup>29</sup> Ohio is considering the use of state "seized" automobiles for existing welfare clients.<sup>30</sup>

Ventura County Transportation Commission has developed a "Smart Car-Sharing Program," which is designed to provide transportation in areas or at times when transit service is not available.<sup>31</sup> Automobiles are shared among recipients, and the program functions similarly to a vanpool, but with greater flexibility in ridership.

## **Conclusion**

Because so many of these programs are relatively new, there is little in the way of evaluative research on the effectiveness of these programs. In this sense, choice among a variety of options is made more difficult by this lack. Several principles were developed by the Transportation Interagency Task Force (TIATIF) to guide the development of policies to address the transportation needs of the welfare-to-work population in Los Angeles County.<sup>32</sup> A significant goal that emerged is related to program sustainability: "To ensure that funding sources and program designs address the sufficiency of funds for the duration of the transportation obstacles they target."

This goal recognized that certain transportation obstacles may be short or long lived, and that various funding sources may be short or long lived, but that transportation solutions should attempt to integrate sustainable revenue sources in their project designs from the beginning, whenever possible. It will be of little long-term help if policies are created which solve a transportation deficiency for only a short period, when the welfare-to-work population may need to rely on such programs over a much longer period.

A second primary goal was the need to facilitate coordination between different levels of government, transportation providers, employers and service users. This goal is founded on the assumption that the transportation obstacles that confront the welfare-to-work population are complex, and mitigating these problems will require a variety of solutions implemented on a range of scales. To be successful, programs will necessarily need to involve the cooperation and participation of all relevant social service agencies.

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<sup>28</sup> [http://www.ctaa.org/ntrc/atj/states\\_old/tn/tn\\_statewide\\_tk.shtml](http://www.ctaa.org/ntrc/atj/states_old/tn/tn_statewide_tk.shtml)

<sup>29</sup> <http://www.ctaa.org/ntrc/atj/pubs/states-move/welfare-nc.shtml>, [www.dhhs.state.nc.us/NCWORKS/www.dot.state.nc.us/transit/transitnet/](http://www.dhhs.state.nc.us/NCWORKS/www.dot.state.nc.us/transit/transitnet/)

<sup>30</sup> <http://www.ctaa.org/ntrc/atj/pubs/states-move/welfare-oh.shtml>

<sup>31</sup> <http://www.ctaa.org/ntrc/atj/pubs/innovative/innov5.shtml#california>, <http://www.goventura.org>

<sup>32</sup> [http://dpss.co.la.ca.us/calworks.c/transportation\\_plan.htm](http://dpss.co.la.ca.us/calworks.c/transportation_plan.htm)

But perhaps most importantly, we must recognize that transportation policies alone cannot be expected to achieve the transition for CalWORKs participants from public assistance to employment. Transportation assistance programs should be part of an integrated set of policies that include supportive services, childcare, post employment services, diversion programs, economic development, housing assistance, and education and work force readiness to strengthen the capacity of welfare families to transition from public assistance to long term family self sufficiency.