



NEWS

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MTA TO PLAY MAJOR ROLE IN RECENTLY ADOPTED WELFARE-TO-WORK TRANSPORTATION PLAN FOR LOS ANGELES COUNTY

As the regional transportation planning agency for Los Angeles County, MTA will play a major role in implementing the recommendations made as a result of a study underway as part of the region's Welfare-To-Work Transportation Plan.

The Welfare-To-Work Transportation Plan, approved by the Los Angeles County Board of Supervisors in June, calls for a coordinated effort on the part of 17 major transportation operators in the county as well as small local transportation providers in incorporated cities in providing transportation options for welfare participants.

The recently adopted plan addresses a number of transportation related issues that include the lack of a transportation needs assessment, dedicated staff to address those needs, access to public transportation information, accessibility of existing transportation services, car repair reimbursement or car ownership, and the lack of coordination between social service agencies and transportation agencies regarding transportation services for welfare-to-work participants.

MTA served as the co-chair of the Welfare-To-Work Transportation Inter-Agency Task Force that included more than 50 individuals from public and private agencies and other interested community representatives.

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Under the plan, a needs assessment study will be conducted over the next year that will focus on examining what the actual needs of welfare participants are, how can government better provide information about public transportation options available, what are possible solutions based on the needs and how can they be implemented.

The Welfare-To-Work Transportation Plan has dedicated \$15.6 million for FY00, including start-up costs, for a needs assessment study and transportation projects that may be developed and implemented.

In phase one of the plan, a Welfare-To-Work Participant Transportation Needs Assessment Study will be conducted by the Los Angeles County Chief Administrative Office of Urban Research in conjunction with UCLA. The study is expected to take a year and will make various recommendations as to possible solutions and transit programs that could be implemented.

MTA will be responsible for managing those solutions and will be responsible for implementing recommendations made as a result of the study.

Those solutions may include supporting and/or supplementing existing transportation services such as vanpools, shuttles and guaranteed ride home services, car ownership/loan programs and/or developing new transportation services such as payment of car repairs.

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