



NATIONAL RURAL DEVELOPMENT PARTNERSHIP

Child Care and Transportation Strategies for Rural Communities:

Meeting the Welfare Reform Challenge

September 1998

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Welfare Reform Task Force

Table of Contents

I. Introduction

.....4

II. Child Care Programs

State level

Iowa Child Care/Early Education
Initiative.....7
West Virginia Apprenticeship Program for Child Development Specialists.....9

Regional/County Programs

North Carolina Church Child Care
Initiative.....11
Chautauqua County Child Care Council
.....13
Qual-a-Homes™ Family Child Care Quality Enhancement Network.....15
Washington State Office of Child Care Policy: Training TANF Recipients.....17
Maine Department of Transportation/Federal Highways Administration.....19

Local Programs

Hillcrest Nursing Home Day Care
Center.....21

Child Care Ideas

Employer's Tool
Kit.....23
One-Stop Centers
.....23
Market Differential
Rates.....23

III. Helpful Child Care Resources

National Child Care Information
Center.....24
National Institute on Out-of-School
Time.....24
National Association for the Education of Young Children.....25
Center for Career Development in Early Care and Education.....25
National Association of Child Care Resource and Referral Agencies.....26
National Association for Family Child
Care.....26
Child Care Bureau,U.S. Department of Health and Human Services27

IV. Transportation Programs

State-level

Family Independence Transportation
(SC).....29
Families First Program
(TN).....31
Florida Commission for the Transportation Disadvantaged (FL).....33

Regional/County Programs

Welfare to Work Task Force Transportation Initiative
(IN).....34
Rides Mass Transit
(IL).....36
Delta Area Rural Transit System-DARTS
(MS).....38
AdVANtage Program
(MD).....40

Car Ownership and Leasing

Programs.....41
Wheels to Work
(NC).....42
Pickaway County Wheels to Work
(OH).....44
Wheels to Work
(SD).....45
Charity Cars, Inc.
(FL).....46
Drive to Work
(OH).....47
Big Sandy Vehicle Leasing Program
(KY).....48

V. Helpful Transportation Resources

Community Transportation Association of America.....49
-Rural Transit Assistance
Program.....49
-Community Transportation Assistance
Project.....49
-National Transit Resource Center
.....50
Federal Transit Administration, U.S. Department of
Transportation.....51

VI. Other Helpful Rural and Welfare Resources

Welfare Information
Network.....52
The Aspen Institute Rural Economic Policy
Program.....53

Center.....	The Rural Information	53
Counties.....	National Association of	54
Institute.....	Rural Policy Research	54
Organizations.....	National Association of Development	54
	Managing Information with Rural America/W.K. Kellogg Foundation.....	55
Association.....	National Governors	55
Partnership.....	Welfare to Work	56
Team.....	Welfare to Work Technical Assistance	56
Center.....	The Foundation	57
	U.S. Department of Labor	57
	U.S. Department of Health and Human	58
Services.....	U.S. Department of	59
Agriculture.....	U.S. Department of	60
Education.....		

VII. Appendix

Agencies.....	NRDP Truman Fellows at Federal	61
Organizations.....	Welfare Reform Task Force Member	62

Introduction

What is the National Rural Development Partnership?

The National Rural Development Partnership, through 36 State Rural Development Councils and a National Rural Development Council, brings together federal, state, local, and tribal governments, as well as the private for-profit and non-profit sectors, to work in partnership for the improvement of rural America's communities.

What is the Welfare Reform Task Force?

The National Rural Development Partnership's Welfare Reform Task Force was established in January 1997 to provide a forum for local, state, tribal and federal government representatives, and private and non-profit sector members to exchange information about the impact of welfare reform in rural communities. From small town mayors to rural public transit operators to university-based researchers, the Task Force offers a distinct, cross-cutting perspective on rural welfare reform issues.

Welfare Reform Task Force Mission

Vision: Transition with Hope

Rural America is driven by pride in its heritage and faith in its future. By combining a spirited sense of vision with a rural perspective, the NRDP Welfare Reform Task Force strives to meet the challenges of global competitiveness and self-sufficiency confronting corporate and private citizens. This can only be assured by improving the quality of life while preserving the characteristics which give rural communities their unique sense of place. The Task Force will support the Partnership and individual members by:

- ❶ Providing access to and exchange of information;
- ❷ Monitoring, reviewing and commenting on legislation, federal regulations, and policy;
- ❸ Working for expanded public transportation, accessible child care, and community-related infrastructure;
- ❹ Pursuing workforce development initiatives, reflected in rural employment, education and training programs.

Why this report on child care and transportation?

Local, state, tribal and federal officials as well as national research organizations have continually cited child care and transportation as the two biggest challenges to successful welfare reform implementation. In rural areas, the limited availability of public transportation, geographic isolation, low population density, and limited technical capacity and infrastructure call for flexibility in federal and state regulations and significant creativity on the part of rural communities.

The Welfare Reform Task Force has compiled this report on child care and transportation strategies to provide community leaders, state and tribal officials, and national representatives

interested in rural issues with ideas and resource contacts for building rural strategies. We have chosen to include both child care and transportation in a single report because the two issues are closely connected. In order for an individuals to make the transition from welfare-to-work, they need child care for their dependents, as well as a reliable and affordable way to get to child care and a work or training site.

Some of the projects included in this report have only recently been funded and are in the early stages of implementation. We chose to include them because of their clever and promising approaches to solving child care and transportation needs. Likewise, some of the projects featured in this report are from urban areas, but we have included them because their strategies could work for rural areas. That said, it is worth emphasizing that each community has particular needs, resources, cultures and histories which require different approaches to implementing welfare reform.

To learn more about the NRDP or the Welfare Reform Task Force contact:

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Note: This document is available through the NRDP's website.

Child Care

Iowa Child Care/Early Education Initiative

Partners and Funding Sources: Iowa Rural Development Council, USDA-Rural Development, Iowa Department of Education, Iowa Department of Economic Development, Child Care Resource and Referral and Iowa State University.

Goal: To provide community leaders with information to help them identify individual community child care/early educational needs and to build partnerships for future action.

Program Description:

In 1997 the Iowa Rural Development Council and the USDA Rural Development launched regional forums to convene community members to identify child care needs and build partnerships. Parents, teachers, business owners, city officials, child care providers, religious leaders, representatives from Dept. Of Human Services, WIC, Head Start, Child Care Resource and Referral agencies, community colleges, and others, gathered together at 15 regional forums (3 to 4 hour meetings) held between Fall 1997 and Spring 1998.

- ▶ **“I Am Iowa’s Child.”** The meetings began with an educational and inspirational presentation by the “I Am Iowa’s Child” coalition about the importance of early education and healthy development during the first three years of life.
- < **Local Knowledge.** At each forum, local statistics were presented, such as: the number of licensed providers in the county, number of children in different age groups, number of children being served by home-providers or centers, etc. Meeting participants then shared stories about child care problems and problem-solving.
- ▶ **“How-to” Manuals.** Three manuals prepared by the Iowa State University Extension Service were distributed at the forums. *“Child Care: An Action Manual for Communities”* outlines steps communities can take to build an effective team to address child care. *“Child Care Options for Employers”* offers examples of resource and referral services, alternative work schedules, dependent care assistance plans, on-site care, and other family-friendly policies. *“Child Care: Financial Basics”* covers budgets, how to estimate expenses and incomes, and ways to increase resources and income. The Small Business Administration’s publication, *“How to Start a Quality Child Care Business”* was also distributed.

Accomplishments/Program Highlights:

- ▶ Key partners were brought together. The forums were organized locally, ensuring that the key players in each particular community participated.

- ▶ Emphasis on early education and quality care. The Iowa forums helped to align “early education” with “child care” by stressing the importance of quality care during the first three years of a child’s life.
- ▶ Laid groundwork for future child care plans. The forums succeeded in raising awareness and building partnerships in the communities. Surveys were taken at each forum to identify needs. This information is now being used by communities to work with government agencies to address their problems.

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West Virginia Apprenticeship Program for Child Development Specialists WV Department of Labor

Partners: U.S. Department of Labor WV Bureau of Apprenticeship and Training, WV Department of Education, County Vocational Schools, Head Start, Child Care Resource and Referral Agencies, WV Department of Health and Human Services, Governor's Cabinet on Children and Families.

Goal: Increase the number of trained child care aides for centers, Head Start, preschools, school-age care programs, and public schools and ultimately improve the provision of quality early childhood development care in the state.

Program Description:

In 1989 the WV Bureau of Apprenticeship and Training piloted the Apprenticeship for Child Development Specialists (ACDS) program in two counties. Over the years the ACDS program has grown into a statewide collaborative involving 150 employers, including for-profit and nonprofit child care providers, Head Start programs, and a variety of educational institutions.

The WV ACDS program has become a model for a nation-wide initiative, scheduled to start in 1999. For more information about the apprenticeship plans in your state, contact the state DOL Bureau of Apprenticeship and Training, the State Child Care Administrator at DHHS, or the state Child Care Resource and Referral Network.

- ▶ ***Trainer's Academy.*** Child Care providers with a B.A. in Early Childhood or a related field and three years experience are eligible to become trainers for the ACDS program. After completing the Trainer's Academy they teach the apprentices at community colleges and vocational schools.
- ▶ ***College Credit and Degrees.*** Apprentices complete 2 years (4 semesters) of education and training, with 300 classroom hours and 4,000 hours of On-the-Job-Training (OJT). Apprentices earn 33 hours of college credit ; these credits can be applied towards an Associate of Applied Science degree and/or a four-year Board of Regents degree, a non-traditional degree allowing credit for work experience and relevant training.
- ▶ ***Training costs covered by employers.*** Employers pay between \$50 and \$75 per semester per student. Occasionally DHS and DOL provide grants to cover these costs for the first rotation of students. Sometimes students must pay \$50 up-front and this money is returned to them upon completion of the apprenticeship.
- ▶ ***In-kind support from educational institutions.*** Classes are often held at vocational schools and community colleges at no cost to the WV Bureau. The Bureau does pay the institution's instructors on their pay scale.

Accomplishments/Program Highlights:

- ▶ Over 90% completion rate. The WV ACDS program has a remarkable completion rate with very little turnover. About 550 apprentices are enrolled in the program this year. While the majority of apprentices work with established centers, a few open their own family-based programs.
- ▶ State, federal and local collaboration. The WV ACDS initiative has been successful due to its collaborative nature and combination of federal, state, and local funds as well as in-kind support from educational institutions.
- ▶ Increased cooperation among providers. The ACDS program has fostered greater cooperation among child care providers. For example, if a Head Start program has paid for an ACDS program but has not been able to fill all of the available apprentice slots, they will call other area providers and offer the apprenticeship slots at no cost.

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Church Child Care Initiative North Carolina

Partners and Funding Sources: Rural Center, Duke Endowment, North Carolina Council of Churches, Duke Divinity School.

Goal: Increase the number of child care slots available in rural communities by initiating church sponsored programs.

Program Description:

In 1991 and 1992 several rural counties were forced to revert their child care subsidy money to the state due to the lack of eligible providers, despite the high demand for child care in their communities. Recognizing that many rural churches have accessible and safe buildings which could serve as child care sites, the Rural Center convened religious leaders from around the state for a policy forum on community child care needs in 1993. The North Carolina Council of Churches, the Duke Endowment and the Duke Divinity School participated in the coalition. An advisory board of twelve denominations worked with the aforementioned partners to design a series of workshops about church-sponsored child care for churches around the state. The workshops have four components:

- ▶ ***Community needs assessment and program readiness.*** Church leaders are given guidelines for how to work with the local DSS and community leaders, providers and parents to determine child care needs. The Rural Center provides a county fact sheet which lists the number of child care slots, church slots and accredited slots as well as the market rate for child care. Church leaders are given advice on how to engage their congregations in the discussion, so that they will become supportive partners of the child care initiative.

- ▶ ***Program regulations and resource experts.*** Licensing consultants, sanitation (health and safety) representatives, food and nutrition experts counsel church leaders about the fundamentals of operating quality child care programs. The pool of “resource experts” remains available for continuing consultation.

- ▶ ***Financial planning.*** Church directors are instructed how to build a solid business plan. Financial advisors from foundations, local banks and microenterprise organizations counsel the church leaders on how to work with non-profit and business resources in their community.

- < ***Faith community support for child care.*** Church leaders are advised on how congregations can support child care providers in their community. For example, congregations have adopted child care homes and helped with repairs, donated toys and educational resources, volunteers, etc.

Accomplishments/Successful Strategies:

- < *True Partnership.* The initiative has been able to engage leaders from across denominational lines and from DSS offices all across the state. Shared leadership has been crucial to the success of the project.

- ▶ *“A Child at the Door: A Guidebook for Starting a Child Care Program in Your Church”*
The Rural Center has written and distributed a publication on creating child care programs in churches. The Rural Center has provided churches with detailed information on government resources and regulations as well as financial planning.

- ▶ *“Communities of Faith and Welfare Reform Conference.”* In March 1997 and 1998 state-wide conferences on welfare reform and churches were held in partnership with the Rural Center. This movement resulted from the work of the Church Child Care Initiative. Church leaders are also becoming involved in welfare reform programs by providing mentoring services, clothing and transportation.

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Chautauqua County Child Care Council

Chatauqua County, New York

Partners and Funding Sources: Family Day Care Association, Chautauqua County Day Care Directors Association, Chautauqua County Association for the Education of Young Children (CCAAYC), Success by Six, Chautauqua County Department of Social Services, Chautauqua County Legislature, Early Childhood Community Fund, Health and Safety Grant (\$47,000).

Goal: Increase the availability of quality child care in Chautauqua County through county-wide coordination of training and mentoring, inspection, funding, and parental education.

Program Description:

In 1996 The Chautauqua County Child Care Guidance Team was formed by the county legislature to bring together the Chautauqua Child Care Council, Department of Social Services, child care providers, parents and private sector representatives to study the county's child care system, forecast child care needs and to recommend a model which better meets the needs of Chautauqua's children.

In 1998 the county legislature unanimously approved the Guidance Team's proposed county-wide model which consists of three main components: mentoring and training, inspection, parental education.

- ▶ ***Mentoring and Training.*** The DSS (with the financial support of United Way and private industry) will contract with the Child Care Council to provide for 600 informal providers in the greater Chautauqua County area over the next three years. The 10-18 month mentoring program and 18 hours of mandated training will enable informal providers to meet state standards for quality family child care.
- ▶ ***Differential Market Rates.*** Successful completion of the mentoring/training program will result in a higher pay rate for the providers caring for public clients. The incentive differential market rates will be funded through state waivers. Likewise, low-income working families will receive differential subsidy rates (also funded through state waivers) so that they can afford the higher rate, quality care.
- ▶ ***Coordinated Inspection and Funding.*** All of the county child care money and efforts will be consolidated in order to facilitate inspection of both informal and formal providers. Informal providers will be eligible to receive food from the County Child and Adult Care Food Program. Food program inspections will be dovetailed with other regulatory inspections to maximize dollar value.

- ▶ **Parental education** will be coordinated by the DSS as well as a county-wide information and referral line. Every family who receives services from DSS will be counseled on the benefits and characteristics of quality care. An information and resource referral line will provide parents with information on the availability of child care slots, the level of training and certification of the provider, verified regulatory complaints which have not been resolved, and the definition of “quality” child care.
- ▶ **Non-traditional care.** The Child Care Council has also received a Health and Safety Grant from the New York State Office of Children and Families to help expand the availability of non-traditional care (sick children, second shifts, emergency backup, etc.).

Accomplishments/Program Highlights:

- ▶ The comprehensive child care initiative in Chautauqua County has involved key players from local and state government, the early childhood community, private industry and parents. Collaboration with the county legislature enabled the county to get the flexibility from the state government in order to implement the differential market and subsidy rates.
- ▶ The mentoring program helps child care providers earn living wages; protects the integrity of the profession by integrating and supporting informal providers; and increases the availability of quality care for families, particularly low-income and public assistance families.
- ▶ Private industry has been able to invest in quality care while serving only their employee population, if so preferred. The Chautauqua County program successfully links quality care issues with accessibility and affordability.

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Qual-a-Homes™

Livingston, Wayne and Monroe Counties, New York

Partners and Funding Sources: Child Care Council, Inc., American Business Collaboration for Quality Dependent Care Sponsor Companies Bausch & Lomb, Blue Cross/Blue Shield, Eastman Kodak Co., IBM Corp., and Xerox Corp.

Goal: To support family child care providers through the improvement process and increase the number of quality care providers available for employees of the five local sponsor companies.

Program Description:

In 1995 the Child Care Council (a child care resource and referral agency) won a grant from the American Business Collaboration for Quality Dependent Care (ABC) to provide training and technical assistance to family care providers in the greater Rochester, NY area.

The participating companies wanted to make sure their employees could access quality care for their dependents. ABC's corporate members contribute money to the program. Family child care providers who are serving ABC member employees are eligible to enroll when an employee nominates them through the Child Care Council. Or, if there is a high concentration of employees within a zip-code region, family care providers residing in that region can enroll in Qual-a-Homes™, as long as they agree to give priority enrollment to sponsor company employees within the project year.

All active participants are indicated in the Child Care Council's database as a Qual-a-Homes™ provider, and parents can learn which care givers are supported by the program and meet quality standards. Since March 1995, the Qual-a-Homes™ program has supported and trained 112 family child care providers in 4 counties, and is currently working with 45 providers.

- < ***Needs Assessment and Goal-Setting.*** When providers enroll in the project they complete a self-assessment using the *Family Day Care Environmental Rating Scale* by Thelma Harms and Richard Clifford, along with an Education Specialist from the Child Care Council. Together they determine what steps need to be taken to improve their child care services. Completing the needs and goals plan also enables the provider and Qual-a-Homes™ to measure their progress at the end of the project year.
- < ***Home Visits.*** Qual-a-Homes™ Education Specialists visit member providers once a month for an hour and a half. On-site visits allow the specialists to better assess the needs and progress of the provider.
- ▶ ***Training and Mentoring.*** Qual-a-Homes™ provides 25 hours of training within the project year to each enrolled provider. There are different levels of training to accommodate each individual's training history. Some experienced providers have been specifically trained to act as peer mentors for other, newer providers within the network.
- < ***Curriculum Kits Lending Library.*** At each Home Visit, Qual-a-Homes™ delivers a

Curriculum Kit to the provider that can be used for a one-month loan period. These 10 kits are Music, Art, Math/Science, Literature, Family Life, Large Motor, Small Motor, Sensory Play, Dramatic Play, and Blocks.

- < ***Equipment Minigrants.*** Qual-a-Homes™ providers can apply for a minigrant to purchase toys, materials, and/or equipment that would assist them in achieving their identified goals.

Accomplishments/Program Highlights:

- ▶ ***Support Network.*** Even after a child care provider has completed her participation with the Qual-a-Homes™ program, the staff remain in contact with the provider through training and periodic Home Visits, and are available for advice and assistance when needed. This way, family care providers remain part of a support network.
- ▶ ***Business involvement.*** Bausch & Lomb, Blue Cross/Blue Shield, Eastman Kodak, IBM, and Xerox have funded Qual-a-Homes™, thereby advancing awareness and support for quality child care among their employees.
- ▶ ***Minigrants.*** The Qual-a-Homes™ minigrants help providers improve their environment and/or program and help them gain experience with a grant application process.

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TANF 250 Training Projects

Washington State

Partners and Funding Sources: Office of Child Care Policy, Department of Social and Health Services, community colleges, child care resource and referral agencies, Head Start, education service districts, tribal nations.

Goal: To train 250 TANF recipients to become family child care providers or child care center teachers.

Program Description:

In 1996 the Washington State Legislature passed legislation which charged the Department of Social and Health Services, Office of Child Care Policy (OCCP) to “train two hundred and fifty recipients of Temporary Assistance for Needy Families to become family child care providers or child care center teachers.” After extensive research of past and current child care training programs for welfare recipients around the country, the OCCP issued a request for proposals in February 1998. The OCCP has funded nine organizations who are now launching training programs to meet the “Tanf 250” goal.

Some examples include:

▶ **South Puget Intertribal Planning Agency and Northwest Indian College**

Partners include: Lummi Clinic, Skokomish Indian Tribe, Shoalwater Bay Indian Tribe, Kuquamish Good Kids Tribal Day Care, Samish Longhouse Preschool, Nisqually Indian tribe, child care resource and referral, Family Child Care Association.

Proposal highlights: Comprehensive screening and placement test, mentoring, post-job training, job placement and retention services.

▶ **Coastal Community Action Child Care Resource and Referral**

Partners include: Grays Harbor Community College, Community Service Office, DSHS, Chehalis Tribe, Quinault Tribe, Grays Harbor Family Child Care Association, local child care center, local family child care center.

Proposal highlights: One week of assessment/evaluation workshops; background check and interview; 20 hours of Building Blocks training through CCR&R; 45 college credits or CDA through community college; mentoring/technical assistance/job coaching; business start-up for family child care; job placement and work experience.

▶ Institute for Extended Learning, Community Colleges of Spokane

Partners include: Community Service Office of DSHS, CCR&R, Head Start, Career Path Services, Spokane Regional Health District, Even Start Family Literacy Program, Central Valley School District, Employment Security.

Proposal highlights: Screening process using the Wheelock College child care assessment tools; bilingual/ESL focus; “coaches” used to assist participants throughout the classes and work experience; 20 hours per week work experience at Head Start and child care sites for 13 weeks (in addition to classroom training); post-employment and retention and wage progression services.

▶ Benton Franklin Community Action Committee--CCR&R&R

Partners include: Department of Community, Trade and Economic Development, Community Service Office of DSHS, Employment Security, Columbia Basin Community College, Benton Franklin Health Department, Washington State University, Family Child Care Association, Washington State School Age Care Alliance.

Proposal highlights: Screening for intention, health, ability, and potential barriers; life skills workshop; advanced training through Columbia Basin Community College; CTED is funding small business development training to family child care providers.

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Maine Department of Transportation/ Federal Highways Administration Child Care Initiative

Partners and Funding Sources: Maine Department of Transportation, Maine Division of Federal Highways Administration, Portland YMCA, Department of Human Services, Child Care Resource and Referral Agencies.

Goal: To attract and retain women employees in the highway construction industry by providing flexible, affordable and quality day care.

Program Description:

The Maine Division of the Federal Highway Administration and the Maine Department of Transportation have targeted employment and training programs to increase women's employment in highway construction and maintenance. Both agencies recognized that adequate child care was a major obstacle to attracting and retaining women employees. Often there were no facilities in the project area, or the existing facilities could not accommodate the long and sometimes unpredictable hours worked by contractors.

In 1994 the FHWA and the MDOT embarked on a pilot child care initiative at the Portland Bridge Project, a long-term project that held promise for a lot of local hires and on-the-job training slots. The Portland YMCA was awarded the MDOT contract and has been the primary provider for the Portland Bridge construction workers. The Portland Bridge Project is scheduled to finish in 1999, but the child care project has been adapted for two other highways projects in somewhat more rural areas: the Waterville/Winslow Bridge and the Bath/Brunswick Bypass Project.

- ▶ ***Provider Flexible Hours.*** The Portland YMCA is located within one mile of the Bridge Project. The YMCA agreed to have flexible hours for the construction workers; when necessary care was provided before 7 a.m. and after 6 p.m.
- ▶ ***Project Financing.*** MDOT pays the provider directly for the slots; the net cost for the child care is considered eligible construction administration cost for Federal reimbursement. The employer deducts the employee's cost (pretax) from the employee's paychecks. The cost of the child care is 15% of the weekly gross wages, with a minimum of \$50/week and a ceiling of the actual contract maximum cost per child care slot of \$115/week.
- ▶ ***Child Care Resource and Referral Agencies for rural areas.*** For the Waterville/Winslow Bridge and the Bath/Brunswick Bypass Project, the MDOT has contracted with Child Care Resource and Referral Agencies, rather than directly with providers. The MDOT pays a \$200- \$300 monthly administrative fee to the CRRs, who in turn work directly with the area providers to extend their hours. Contracting with CRRs is much less costly than buying slots directly from providers. The parents' costs follow the same model as the Portland Bridge Project (15% weekly gross wages, etc.).

Accomplishments/Program Highlights:

- ▶ Highest participation rate of women in the nation. The Portland Bridge Project has attained the highest rate of female employment of any highway project in the country, with 10% of the project hours being worked by women.
- ▶ Child care as an eligible project cost. Building the day care costs into the highway project budget made it possible to fund the program.
- ▶ Employment initiatives. The success of the Portland Bridge Project and the child care initiative was possible due to other program supports, such as: pre-employment training and preparation; the establishment of a Job Bank of women interested in working in non-traditional occupations (NTOs), providing on-site Civil Rights compliance monitoring.
- ▶ Outreach Because women and parents often select themselves out of jobs with nontraditional hours, the MDOT and FHWA felt it was necessary to do extensive outreach to current and potential employees. They produced and distributed a child care brochure and secured substantial press coverage of their program.
- ▶ On-site care is not always the answer. The child care initiative began as a plan for on-site care, but the Portland YMCA proved to be the most affordable and best facility available. Likewise, in the Waterville/Winslow and Bath/Brunswick projects, parents of school-age children preferred to have their children cared for in their communities, rather than on-site. Thus, working with area home-based providers made the most sense.

Contact: Christy Cross, Affirmative Action Officer, Maine Department of Transportation, State House Station 16, Augusta, ME 04333. Phone: (207)287-3551. Fax: (207)287-2083.

Hillcrest Nursing Home Day Care Center McCook, Nebraska

Partners and Funding Sources: \$10,000 from Hillcrest Nursing Home employees, over \$80,000 donated from families of the nursing home residents, community-members and local businesses.

Goal: Provide quality, on-site child care for nursing home employees while enabling nursing home residents to interact with children.

Program Description:

The Hillcrest Nursing Home administration wanted to provide on-site child care to reduce employee absenteeism and stress. They also recognized the opportunity to enhance the nursing home community by having children on-site to interact with their elderly residents.

The administration put forward \$10,000 and requested employees to contribute a portion of each paycheck to the child care fund. Families of nursing home residents donated money, community-members held garage sales to raise funds, and local businesses offered in-kind support.

The well-equipped, state-licensed day care center opened in September 1997. It is open from 5:30 a.m. to 10:00 p.m., Monday through Saturday. The center serves 60 children, ages 6 weeks up to 12. Part-time children are welcome at the center; they are currently raising money to expand their facility to include a "sick bay" for ill children.

- ▶ ***Intergenerational activities.*** Several activities during the day are scheduled with the children and nursing home residents. They share meals together, participate in story-time and crafts projects. The day care staff has found that many activities are mutually beneficial for the residents as well as the children. For example, working with play-doh is good therapy for residents with arthritis, and it develops the children's creative and manual abilities.
- ▶ ***30 Families served.*** There is only one other licensed day care center in McCook (population 8,300). The Hillcrest Nursing Home Day Care Center has provided quality child care for about 30 families; approximately 20 of whom are not employees of the nursing home. Non-employee parents are asked to volunteer at the Nursing Home one hour a month.

Accomplishments/Program Highlights:

- ▶ Employer/employee support. The strong employer and employee collaboration made this day care center possible. Also, by involving the greater McCook community in the project from the beginning, the day care center has been able to maintain business and community support and offer its services to non-employee parents.

- ▶ Intergenerational care. A particularly successful component of the program has been the interaction between the elderly residents and the children. The residents are happier, better connected to community and family life, and benefiting emotionally, mentally and physically from the program. The children receive special attention from the residents and they learn about how people are different (i.e., disabled, different ages).

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Child Care Ideas

Employer's Tool Kit

The Scott County Step Ahead Council joined forces with three other counties to create the “Building a Family Friendly Workplace, An Employer’s Tool Kit” to help local businesses recognize the economic importance of quality child care for their employees and their communities. The tool kit includes a series of briefs about family-friendly company policies, costs and benefits of supporting child care, quality child care, surveying and planning company family policies, as well as brochures from local child care and children’s health services. *For more information contact Carolyn King, Scott County Partnership, Scottsburg, IN. Phone (812)280-0010.*

One-Stop Centers

Around the country, towns have been consolidating their children and families programs into one building to make it easier for working parents to access their services. Scottsburg, Indiana is home to *Kids Place*, a center which houses a Child Care program, the WIC office, the Family Support and Preservation Program and the Early Intervention First Steps Program. *For more information contact Carolyn King, Scott County Partnership, Scottsburg, IN. Phone (812)280-0010.*

In Columbus, OH plans are underway to open a public bus transit center complete with around-the-clock child care, a health clinic, laundry facilities, and job referral services. *For more information contact BREAD (Building Responsibility, Equality and Dignity) at (614) 258-8748.*

Market Differential Rates

Some counties and states pay higher rates to accredited centers and family care providers that offer care during nontraditional hours, care for special needs children and infants and toddlers. Differential rates encourage providers to increase special services and they can be used to help low-income families access a wider range of child care options (see Chautauqua County Child Care Council example, page 9). *For more information about differential rates, contact the National Child Care Information Center 1-800-616-2242.*

Helpful Child Care Resources

National Child Care Information Center

243 Church Street NW 2nd Floor
Vienna, VA 22180
Toll-Free Phone: 1-800-616-2242
TTY: 1-800-516-2242
Fax: 1-800-716-2242
Web: <http://nccic.org>

NCCIC disseminates child care information to policy makers, parents, programs, organizations, child care providers and the public. The NCCIC can connect you to electronic networks and databases, information about funding sources, Administration for Children and Families issuances, State, Territorial and Tribal program activities, promising practices and other child care resources.

Outreach and Publications include:

- ▶ *Child Care Bulletin*, distributed 6 times a year.
- ▶ *Adjunct ERIC Clearinghouse for Child Care*. Information and resources available on-line through the Internet. The address is: <http://nccic.org>.

National Institute on Out-of-School Time

Wellesley College Center for Research on Women
Wellesley, MA 02181
Phone: (617) 283-2547
Web: <http://www.wellesley.edu/WCW/CRW/SAC/>

The mission of the National Institute on Out-of-School Time (formerly the School-Age Child Care Project) is to improve the quantity and quality of school-age child care programs nationally through collaborative work with communities, individuals and organizations, and to raise the level of public awareness about the importance of children's out-of-school time. The Institute concentrates its efforts in four primary areas: research, education and training, consultation and program development.

Publications include:

- ▶ *Out-of-School Times*. This quarterly newsletter reports on school-age programs, funding sources and relevant legislation. The NIOST rural Save the Children projects are also highlighted in the newsletter.
- ▶ *A Resource Guide for School-Age Child Care*.
By Kathryn A. Wheeler. © 1996, 34 pp.

National Association for the Education of Young Children (NAEYC)

1509 16th Street, NW

Washington, D.C. 20036

Phone: (800) 424-2460 or (202) 232-8777

Web: <http://www.naeyc.org/>

NAEYC is a nonprofit professional organization of more than 90,000 members dedicated to improving the quality of care and education provided to our nation's young children. The Association administers the National Academy of Early Childhood Programs, a voluntary, national, accreditation system for high-quality early childhood programs, and the National Institute for Early Childhood Professional Development, which provides resources and services to improve professional preparation and development of early childhood educators and fosters development of a comprehensive, articulated system of high-quality professional development opportunities. NAEYC's primary goals of improving the professional practice of early childhood education and building public understanding and support for high quality early childhood programs are shared and implemented by a national network of more than 450 Affiliate Groups. young children.

Publications Include:

- ▶ *Young Children*. Bimonthly journal covers early childhood education issues.
- ▶ *Developmentally Appropriate Practice in Early Childhood Programs* and other books, videos and brochures are distributed by NAEYC.

Center for Career Development in Early Care and Education

Wheelock College

200 The Riverway

Boston, MA 02215

Phone: (617) 734-5200, ext. 211

Web: <http://ericps.crc.uiuc.edu/ccdece/ccdece.html>

The Center for Career Development in Early Care and Education strives to improve the quality of care and education for young children by creating viable career development systems for practitioners. The multi-faceted activities of The Center are designed to help states and localities bring about systemic change to replace the fragmented system of training that now exists.

Publications Include:

- ▶ *Making A Career Of It: The State of the States Report on Career Development in Early Care and Education*. Morgan et al. ©1993.
- ▶ *Action Packs*. The Center distributes a series of “Action Packs” to help planners and advocates build career development systems for early care and education practitioners.

National Association of Child Care Resource and Referral Agencies

1319 F Street, NW, Suite 810

Washington, D.C. 20004-1106

Phone: (202) 393-5501

Web: <http://www.childcarerr.org>

NACCRRA is a national membership organization of over 400 community child care resource and referral agencies (CCR&Rs) in all 50 states. NACCRRA's mission is to promote the growth and development of high quality resource and referral services and to exercise leadership to build a diverse, high quality child care system with parental choice and equal access for all families. The CCR&Rs it represents are the only portion of the child care delivery system which maintains daily contact with both parents and child care providers in hundreds of local communities.

CCR&Rs work closely with a broad array of community leaders, including employers and unions. Increasingly, NACCRRA and its members offer innovative guidance to policy makers on service delivery and regulatory issues and strategies.

National Association for Family Child Care (NAFCC)

206 6th Avenue, Suite 900

Des Moines, IA 50309-4018

Phone: (515) 282-8192 or (800) 359-3817

Fax: (515) 282-9117

Web: <http://www.nafcc.org>

E-mail: nafcc@nafcc.org

The National Association for Family Child Care (NAFCC) is the national membership organization working with the more than 400 state and local family child care provider associations in the United States. The focus of NAFCC is to promote quality family child care through accreditation and to promote training and leadership development through specialized technical assistance.

Publications Include:

- ▶ *National Perspective.* Quarterly newsletter covers family child care issues.
- ▶ *In the Neighborhood: Programs That Strengthen Family Day Care for Low Income Families* is one of the publications offered by NAFCC.

Child Care Bureau

U.S. Department of Health and Human Services
Administration for Children, Youth, and Families
Child Care Bureau
Switzer Building, Room 2046
330 C Street, SW
Washington, DC 20447
Phone: (202) 690-6782.
Web: <http://www.acf.dhhs.gov/programs/ccb/programs/>

The Child Care Bureau administers Federal funds to States, Territories, and Tribes to assist low income families in accessing quality child care for children while parents work or participate in education or training. Some of the key programs sponsored by CCB include:

- ▶ *Child Care and Development Fund.* The CCB administers the CCDF, the new child care fund which combines four existing child care programs into a single stream of funding.
- ▶ *Research, Data and Systems.* The CCB offers several reports, such as: “Profile of Child Care Work Force” and “Profile of Child Care for Young Children: Demographics.”
- ▶ *Technical Assistance Network.* The CCB Technical Assistance Network includes:
 - National Child Care Information and Technical Assistance Center
 - Child Care Technical Assistance Logistics Support Project
 - Healthy Child Care America
 - Tribal Child Care Technical Assistance Center
 - Public/Private Partnerships
 - Child Care Inclusion Project for Children with Disabilities
 - Child Care Information Systems Technical Assistance Project

Transportation

Family Independence Transportation South Carolina

Partners and Funding Sources: South Carolina Department of Social Services (Family Independence Agency), local transportation providers.

Goal: Assist Family Independence customers secure transportation to and from training, interviews, jobs, and child care providers so that they can be employed.

Program Description:

The South Carolina Department of Social Services is charged with implementing the state Family Independence Act (1995) and the federal Personal Responsibility and Work Opportunity Reconciliation Act (1996).

Various approaches have been used to provide transportation; some strategies for rural areas include:

- ▶ Reimbursing client providers (relatives, neighbors, or volunteers) for eligible transportation costs.
- ▶ Utilizing certified Medicaid volunteers to transport FI customers for low volume transportation needs under an approved Memorandum of Understanding with the State's Health and Human Services Department.
- ▶ Providing payments to approved vendors for the cost of repairs of customers' personal automobiles so that safe and reliable transportation can be available.
- ▶ Providing transitional transportation support to customers up to 24 months after employment has been found.
- ▶ Rotating existing SCDSS-leased and owned vehicles among county offices which are used for agency-sponsored programs.
- ▶ Encouraging employers to use the Transit Benefit Program to subsidize transit costs of employees, with the employer receiving tax credits.

- ▶ In 1996 the Hampton County FI office hired two FI customers to drive other FI customers to and from job training, interviews and jobs. The FI office contracted the drivers through a temporary service agency. The vans were purchased by the state FI office. The drivers schedule the routes with the clients, relieving the case managers from this duty. FI customers can use the van services until they are employed and able to make car pooling arrangements with their coworkers. This strategy has worked well for Hampton County, a rural area with limited public transportation.

Accomplishments/Program Highlights:

- ▶ *Flexibility.* The SCDSS has modified transportation policy guidelines to enable county DSS staffs to use discretion in how to support customers.
- ▶ The SCDSS has published a “Statewide Directory of Qualified Transportation Providers” which includes information county DSS offices about how to determine customer transportation needs, how to contract with providers and a complete list of providers, hours and rates.
- ▶ The SCDSS is compiling a report on best practices from their county offices. The report will be available in October 1998.

Contact:

Karen Ross Grant
Project Administrator for Transportation
South Carolina Department of Social Services
Room 333, 1535 Confederate Avenue Extension
P.O. Box 1520
Columbia, SC, 29223
(803)737-3792

Families First Program

The State of Tennessee

Partners and Funding Sources:

Tennessee Department of Human Services, Job Training Partnership Act (JTPA) agencies, gas stations, senior citizens groups, local faith-based organizations, community foundations, and local automobile dealers.

Goal: To provide flexible transportation to WtW clients through a brokerage system.

Program Description:

The Tennessee Department of Human Services contracted with JTPA agencies in 14 Service Delivery Areas (SDAs) for transportation brokerage services. The JTPA agencies subcontract with transportation providers to arrange transit services for those moving from welfare to work. The local Department of Human Services offices refer welfare recipients to the transportation broker who assist the recipient in the development of a transportation plan. The plan may be amended at anytime based on the needs of the welfare recipient.

The broker system allows innovation and flexibility in rural areas.

- ▶ Brokers often work with local gas stations to provide gasoline vouchers. The gasoline vouchers enable participants providing their own transportation to attend training classes and employment interviews with no out-of-pocket expenses.
- ▶ The brokers also provide ancillary transportation services such as car repairs, automobile tags, and driver's licenses.
- ▶ Some counties have utilized school buses and car pooling for participant transportation.

Accomplishments/Program Highlights:

- ▶ The flexible transit system makes it possible for recipients in rural areas to include child care transportation as a part of their personal transit plan.
- ▶ The model for the transportation brokerage system in Tennessee came from the past success of a similar brokerage system for child care. Both systems encourage cooperation and collaboration among neighbors, services providers, and employers.
- ▶ In one year, the Families First Program met the transportation needs of 39,600 people.

Contact:

Sherry Carroll

Tennessee Department of Human Services

Citizens Plaza, 12th Floor

400 Deaderick Street

Nashville, TN 27219

Phone: (615) 313-5758

Fax: (615) 313-6639

Florida Commission for the Transportation Disadvantaged State of Florida

Partners and Funding Sources: The Commission is an independent agency located in the Department of Transportation for administrative and fiscal purposes. The Commission has 27 members including representatives from disabled and elderly citizen groups, citizen advocates, transit coordinators and associations, the Early Childhood Council, the Florida Association for Community Action, the non-transportation business community, and the secretaries or directors of the state Departments of Labor and Employment Security, Elder Affairs, Veterans Affairs, Children and Family Services, Education, Transportation, and the Agency for Health Care Administration.

Goal: To ensure the availability of efficient, cost-effective and quality transportation services for transportation disadvantaged persons.

Program Description:

The Florida Legislature created the Commission for the Transportation Disadvantaged to serve as the state-level policy board responsible for coordinating transportation services.

The Commission has everyone at the table who plays a major part in either funding transportation services, purchasing them for client groups, consumers, providers of services, and advocates for Florida's seniors, disabled, children, and low-income residents. The coordination requires that welfare reform and other transportation issues be coordinated through the state independent Commission as well as locally established Coordinating Boards and Community Transportation Coordinators who serve as mobility managers for agencies, clients, and others.

Accomplishments/Program Highlights:

- ▶ *Brokerage system.* An example of a local success as a result of the coordinated program occurred in Pinellas County. A brokerage operation is being utilized for the WAGES (state welfare to work) program in this area. The Community Transportation Coordinator will be distributing Shell Oil gas cards and bus passes. They also will work with an existing State Van Pool Program to maximize its usage as well as establishing van routes and handling billing, trip data collection, and other administrative tasks.

Contact:

Jo Ann Hutchinson or Ed Griffin
Commission for the Transportation Disadvantaged
605 Suwannee Street, MS 49
Tallahassee, FL 32399-0450
Phone: 1-800-983-2435 or 850/488-6036
Fax: 850-414-9420 E-mail: joann.hutchinson@dot.state.fl.us

Welfare to Work Task Force Transportation Initiative

Scott County Partnership

Scott County, Indiana

Partners and Funding Sources: Department of Social Services (IMPACT), County Sheriff's Office, Volunteer Fire Department, Community Corrections Office, senior citizens, church groups and community members.

Goal: Help TANF recipients make the transition to work through volunteer transportation networks.

Program Description:

The Scott County Partnership (SCP) consists of representatives from private businesses, social service agencies and the local school system. The SCP's Welfare-to-Work Task Force began collaborating with local IMPACT (Indiana Manpower Placement and Comprehensive Training; state welfare-to-work agency) case managers to find ways to help their clients get to work.

The task force initiated volunteer transportation networks through several avenues: senior citizens, corrections officers, employers and employees. The volunteers provide transportation for a transitional period (2-4 weeks) until the IMPACT clients have established their own car-pooling arrangements.

- ▶ **Senior Citizens Volunteers.** Task force members recruited senior citizens in the community to drive TANF clients to and from job interviews and work. The senior citizens naturally became mentors for the clients. They helped them fill out applications, find babysitters, and offered advice about paying rent, utilities, etc. This strategy worked well for the "cream of the crop" IMPACT participants who needed transitional support.

- ▶ **Corrections Officers and Volunteer Fire Department.** As IMPACT case managers began dealing with the "hard-core" IMPACT clients, senior citizens were less willing to volunteer and at the same time there was an increased need for second and third shift transportation. The Task Force turned to the Sheriff's Office, the Community Corrections Office and the Volunteer Fire Department, all agencies which have vehicles traveling throughout the county around the clock. This strategy helped fill the second and third shift gap. This approach also successfully served IMPACT clients who do not have driver's licenses due to past offenses and poor driving records.

- ▶ ***Employers and Employees.*** The SCP's already established Service Industry Forum worked with managers from fast-food restaurants and other businesses to coordinate transportation and work schedules. Ride boards were posted in factories and at work sites; employees were asked to ride share with IMPACT clients. One store manager sent out his employers to pick up people and bring them to work.

Accomplishments/Program Highlights:

- ▶ *Flexibility and coordination* have been key to the volunteer system. Task force members and IMPACT case managers have had to respond to changing client needs and circumstances, often on an individual client basis.
- ▶ *Local leadership* has been critical to the program. Strong support and involvement from the business community and the mayor's office made this initiative possible.
- ▶ *Mentoring* has been a nice development from the volunteer transportation system. The driver volunteers have become mentors for IMPACT clients, providing the personal support that is necessary for the work transition.

Contact:
Jack Kitka
P.O. Box 410
Scottsburg, IN 47170
Phone (812) 752-6224 ext. 231

Rides Mass Transit District
Pope, Hardin, Gallatin, White, Wayne and Wabash Counties, Illinois
Incidental service provided in Hamilton and Edwards Counties.

Partners and Funding Sources: Department of Transportation, Section 18 (5311), Department of Human Service (formerly known as Department of Public Aid), Department on Aging, Department of Rehabilitative Services, Private businesses, Social Service Programs, Adult Day Care, Job Corps, After-School Programs, Medicaid, Community colleges. They also work closely with the Illinois Rural Transit Assistance Program (RTAP). In FY 1998 Section 18 (5311) accounted for 32% of Rides operating budget, state transportation funds 47% and local fares and contracts 21%.

Goal: Provide comprehensive public transportation across an 8 county rural district.

Program Description:

The Rides program began in 1977 as a Section 147 Research and Demonstration Program. They were funded to purchase 4-15 passenger vans and operate for two years. Over the years Rides has evolved into a comprehensive, general public transit system which partners with a wide array of community programs. Rides operates 46 vehicles (30 handicap accessible) in 7 counties with a combination of established routes and demand and response systems. Each county has a transit office and dispatcher which coordinates the county service as well as across county borders. Some examples of Rides contracts:

- ▶ ***Community College.*** Rides provides general public service to the college and contracts with agencies to provide service for their TANF clients.
- ▶ ***Project Success.*** Rides provides transportation for the children in the Project Success after-school and summer camp programs.
- ▶ ***Community Care.*** Transports elderly passengers for medical, grocery and other transportation needs.

Accomplishments/Program Highlights:

- ▶ ***Mixed Clients.*** On any Rides vehicle you may have several funding sources. In each contract, Rides reserves the right to mix clients. For example, the nutrition route will deviate to pick up a public aid client traveling to the doctor or a teenager to a work program. This way, Rides eliminates empty vehicles and maximizes resources.
- ▶ ***Mass transit district.*** In 1990 Rides formed the first rural mass transit district in Illinois. Before that counties were the individual applicants for the Section 18. The district ensures continued access to public transportation that is not totally dependent on any one source of funds or organization. It also enables better cross-county coordination, a critical element for rural areas.

- ▶ 24 hour reservation policy. Rides passengers must reserve a seat 24 hours in advance. The policy enables the dispatchers to better coordinate vehicles. However, Rides will honor a call if the bus is still in the callers area and seats area available.

Contact:

Betty S. Green, Director
Rides Mass Transit District
P.O. Box 190
Rosiclare, IL 62982
Phone: (618)285-3342

DARTS
(Delta Area Rural Transit System)
Aaron E. Henry Community Health Services Center, Inc.
Clarksdale, Mississippi

Partners and Funding Sources: Mississippi Department of Transportation, Clarksdale and Cohoma County, Community Action Agencies, Community Transportation Association of America, Federal Transit Administration (Innovative Financing Grant), U.S. Department of Agriculture, Cohoma Community College, local casinos.

Goal: To provide general public transportation, with a focus on health and employment needs.

Program Description:

The Aaron Henry Community Health Services Center, Inc originally focused on health care needs, but it has grown into a diversified support agency for the northern Mississippi delta region. Its venture into the transport field, spurred initially by medical transport needs, expanded the scope of the Center.

After starting client transport in 1990, the Center quickly realized that the need for medical trips was symptomatic of a much greater need for transportation services. In 1991, the Center sought and received an FTA Section 18 grant capital and operating assistance of a rural public transportation system through the state Department of Transportation.

In 1992, the Center began the operation of DARTS as a rural public transport system providing both demand-response and scheduled service. The service began with one van and has grown into a fleet of 15 small and mid-size busses, a transit manager, two dispatchers, accountants, and 27 drivers.

- ▶ ***Central maintenance facility.*** Outreach work by the Community Transportation Association of America (CTAA) in 1995 helped the Center develop plans for a central maintenance facility to improve the quality and reliability of its fleet.
- ▶ ***Training.*** The Center is also planning the development of a transportation training program for drivers and mechanics from throughout the northern Mississippi region. This is a collaborative effort with the State Department of Transportation and the Cohoma Community College.
- ▶ ***Joblinks to casinos.*** In 1993, the casino industry became the single largest employer in the region. Although these tend to be high turnover entry-level jobs, the availability of jobs through casinos has become the major focus for DARTS work-related transport service. The Center is working with the casinos and local counties to expand service to the casino area. Under the Center's Joblinks program, DARTS also gives free passes to job interviewees to cover the time they need to make several job interviews.

Accomplishments/Program Highlights:

- ▶ In 11 months, 369 clients were served with the Joblinks program. Interviews with local employment service officials indicated that the program received high marks from all involved.
- ▶ Reports that most Joblinks riders continue to use DARTS after they get jobs is probably the best testimony to the fact that DARTS appears to have succeed in integrating work transport into its system and re-engineering its system to meet current needs (especially working with the casinos). DARTS is becoming an increasingly diverse public transport system and has gone beyond a human service agency focused system.

Contact:

Aurelia Jones Taylor
Executive Director
Aaron E. Henry Community Health Services Center, Inc.
P.O. Box 1216
510 Highway 322
Clarksdale, MS 38614
Phone: (601) 624-4292 Fax: (601)624-4354

AdVANtage Van Service Entrepreneurs Anne Arundel County, MD

Partners and Funding Sources: Community Transportation Association of America (\$140,000 grant) , Anne Arundel County Department of Social Services, YMCA of Annapolis and Anne Arundel County, and the YMCA of the Greater Baltimore Areas, Inc.

Goal: To capitalize and incorporate 12 cash assistance applicants or recipients as van company owners in Anne Arundel County.

Program Description: .

The Community Transportation Association of America, through funding provided by the U.S. Department of Transportation, has contracted with the Anne Arundel County Department of Social Services to operate the AdVANtage Van Service entrepreneurs project.

- ▶ ***Microenterprise development.*** The County Department of Social services subcontracted with the YMCA of Annapolis and Anne Arundel County and the YMCA of the Greater Baltimore Areas to provide business training, assistance with incorporation, certification as a passenger carrier, and follow-up/networking for the van company owners. The YWCAs work with the entrepreneurs to ensure that their businesses are self-sufficient.

- ▶ ***Work-related transportation.*** Customers of the County’s two Job Centers (a part of the Department of Social Services) use the AdVANtage vans for their job search and commuting needs. Full fare is subsidized for all customers who meet Food Stamps eligibility.

Accomplishments/Program Highlights:

- ▶ The AdVANtage program expects to serve more than 3,000 Job Center customers.

Contact:

Vesta Kimble
Deputy Director

Anne Arundel County Department of Social Services
80 West Street, Annapolis, MD 21401
Phone: (410) 269-4603 Fax: (410) 974-8566

Car Ownership and Leasing Programs

Many rural organizations have created car ownership and leasing programs to meet the transportation needs of welfare-to-work clients in their communities. The ownership and leasing programs provide people with flexibility and independence while empowering them with asset-building and management skills.

There are many variations of these programs, and new ones continue to crop up around the country. We have compiled several examples of car ownership and leasing programs and detailed how they operate. All of these initiatives demonstrate a unique partnership of public and private resources. The Wheels-to-Work program in Forsyth County, North Carolina is one of the first car ownership programs and it has served as a model for other organizations establishing similar programs.

Most ownership programs are in the early stages of development and have varying degrees of success. Car ownership and leasing programs are just one piece of the transportation network. We believe that public transit is an essential component of a community infrastructure that supports families and businesses.

Wheels-To-Work

Forsyth County, North Carolina

Partners and Funding Sources: Forsyth County Commissioners, Department of Social Services, Goodwill Industries of Northwest North Carolina, Inc., local car dealership, local insurance agent and local transit authority.

Goal: Provide individuals who have no access to public transportation with a reliable, affordable vehicle so that they can acquire and maintain employment.

Program Description:

In August 1996 the director of Social Services of Forsyth County and the president of Goodwill Industries shared ideas about developing a car ownership program for individuals who needed transportation to get and maintain a job. They then brought together representatives from a local car dealership, the county transportation office, an insurance representative, legal council and the local transit authority to develop the program.

Under program guidelines, selected participants in the WorkFirst (DSS) program can own a vehicle by reimbursing to Goodwill the initial cost of liability insurance, repairs, taxes, license, and title fees. The vehicles, which are donated by private citizens and Forsyth County to Goodwill, become the sole property of the participant after one year. Throughout the year the participant must make monthly payments to Goodwill and handle monthly maintenance of the vehicle (oil, fluid, repairs, etc.).

- ▶ ***Donated vehicles.*** The first several cars used in the program were surplus vehicles donated by the Forsyth County Transportation. Since then, Goodwill has appealed to the community for donations and private citizens have contributed 8 reliable vehicles.
- ▶ ***Local car dealership inspects and repairs vehicles.*** The partner dealership agreed to do a safety inspection and make any necessary repairs at a discount. For example, for the first three cars the repair costs would have been \$1,143 but the dealer discount brought the cost down to \$543. It was decided that more than one car company participate in the program to share costs and technical expertise.
- ▶ ***DSS identifies individuals to participate in the program.*** DSS Case Managers select individuals who otherwise cannot obtain transportation through public means or their work schedule is outside the normal operating hours of the public transportation system. Case managers review the program terms with the individual and incorporate the responsibility for the vehicle into the client's Personal Responsibility Contract.
- ▶ ***Goodwill helps to secure insurance, title transfer, taxes and licenses.*** The insurance company determines the insurance rate for each participant. Once insurance is written, the individual takes the proof of insurance to Goodwill and they arrange for the title. The title and a check for the transfer fees, license and taxes are given to the participant and s/he goes to the NC License Plate agency to get a tag. A Goodwill representative calls the License Plate agency in advance to find out the exact cost; establishing this contact makes it easier for the individual to navigate the licensing process.

Accomplishments/Program Highlights:

- ▶ Government, business and citizen partnerships. The county government donated the first batch of vehicles and the local car dealerships contributed the in-kind services necessary to make them operable. Private citizens have also been donating reliable cars.
- ▶ Involvement of local transit authority. Early in the development of the program a representative from the local transit authority was invited to participate in the meetings in order to determine whether there would be a conflict in service provision. This step helped ensure that the transit authority understood the program's purpose, and that it was not viewed as "competition."
- ▶ Owner Responsibility. Throughout the year the Wheels-to-Work participants gain experience handling their monthly payments and vehicle maintenance; necessary skills for long-term vehicle ownership.
- ▶ Model program. A total of 15 WorkFirst clients have become car owners. The program has been duplicated in four other NC counties and it has inspired other car-ownership programs around the country.

Contact:

Bobbi Bales
Forsyth County Department of Social Services
P.O. Box 999
Winston-Salem, NC 27012
Phone: (336) 727-2175

Wheels to Work Pickaway County, Ohio

Partners: Pickaway County Community Action, Department of Human Services, Private Industry Council (Job Training Partnership Act), HYS Credit Union.

- ▶ ***Car dealer auctions.*** A reliable car dealer accompanies a staff member to an auction the day prior to sales so they can select cars first and get a lower rate.
- ▶ ***Flexible payment schedule.*** Payments can be made monthly, every two weeks, or weekly depending on the customer's need and his/her income schedule. Program coordinators found that breaking down the payments into weekly amounts helped the participants see the car loans as affordable and doable options.
- ▶ ***Savings accounts.*** Program participants are required to put \$60.00 into a savings account with the local credit union when they receive a car loan for their vehicle; they are encouraged to add to it each month. The customer can access his/her savings when necessary for car expenses.

Contact:

Jane Bogard
Pickaway County Community Action Organization, Inc.
1080 U.S. Rte. 22 West
P.O. Box 67
Circleville, OH 43113-0067
Phone: (740) 477-1655

Wheels to Work Sioux Falls, South Dakota

- ▶ **Transportation Survey.** The planning committee for the Sioux Falls Wheels to Work program designed and implemented a survey for low-income people to assess transportation needs and costs. Over 600 people completed the survey, which was distributed through various city agencies (Community Health Office, Food Stamp and Social Services office, etc.).

- ▶ **Partnership with local technical institute.** Instructors at the Southeast Area Technical Institute inspect the donated vehicles upon receipt to determine what repairs need to be done; the cars are also inspected after the repairs to ensure they are in good shape.

- ▶ **Referrals from the court system.** The Wheels to Work program coordinators heard that a car mechanic was going to be assigned community service hours for a minor legal offense. The program directors wrote the presiding judge and recommended that the mechanic be assigned to repairing cars for his community service detail. The judge concurred and the mechanic was ordered to donate 500 hours of labor to the program. Both the mechanic and the judge are now strong supporters of the program.

Contact:

Karen Hattervig
East River Legal Services of Sioux Falls
355 North Maine St.
Suite 300
Sioux Falls, SD 57104
Phone: (605)336-9230

Charity Cars, Inc.
Florida (and national affiliates)

Partners: Florida Independent Automobile Dealers Association, AAA, corporations and business, government agencies.

- ▶ ***Car donations.*** All vehicles in the Charity Cars program have been donated by automobile dealers, private donors, corporations and businesses, government agencies. Repair services, automobile parts, and AAA memberships have also been donated.
- ▶ ***Full-service site.*** Charity Cars has a full service site where cars are repaired and retrofitted and case managers work directly with vehicle recipients. Charity Cars provides a vehicle, tags, insurance down payments, service and towing free of charge to qualified recipients.
- ▶ ***Prospective recipients are referred to Charity Cars*** by city, county, state and local social service agencies that are involved with unemployment. Car recipients must be employed within thirty days upon the receipt of a vehicle and must remain employed throughout the lien period.
- ▶ ***Lien maintained on car for three years.*** Vehicles are registered and titled in the recipient's name, however, Charity Cars retains a lien on each vehicle for a period of three years so the vehicles cannot be sold. (After consultation with the IRS, this arrangement developed in part as a way to for Charity Cars to not qualify as a licensed dealer and to be exempt from collecting sales taxes.)
- ▶ ***Recipient tracking.*** The three year lien also enables Charity Cars case managers to monitor the recipient's insurance and employment status. The statistical data collected on the recipients allows Charity Cars to measure its outcomes; it will also be made available to interested government agencies and researchers.
- ▶ ***Charity Cars, Inc. is a 501(c) (3) nonprofit corporation.*** Charity Cars, Inc. is in the process of establishing several national affiliates. The CCI headquarters will provide support to each affiliate through ongoing technical assistance and training, monitoring for quality and accountability, and fundraising assistance. Affiliates may adopt the full-service model or a modified service model where pre-existing case management personnel are used.

Contact:

Brian S. Menzies, President
1980 N. Cameron Avenue
Sanford, FL 32771
Phone: (407) 324-5050 Fax: (407) 324-7900
www.charitycars.org

Drive to Work The Plains, Ohio

Partners: Enterprise Development Corporation, Athens County Dept. Of Human Services, Appalachian Development Federal Credit Union, Institute for Local Government Administration and Rural Development, Appalachian Regional Commission, local car dealerships.

Goal: The Enterprise Drive to Work is an innovative program designed to provide TANF recipients with the opportunity to acquire the means to transport themselves to employment, job readiness training, and the search for work.

- ▶ ***Car ownership classes.*** Drive to Work participants complete two classes. The first class helps prepare participants for the loan process (however, it does not guarantee the participant will get a car loan). The second class takes place after the car purchase.

Class 1: Individuals are taught how to shop for dependable cars, identify insurance options, review their license status, review their personal credit history and loan-qualifying status, and savings account options.

Class 2: Participants learn car maintenance basics such as oil changes, air and fuel filter changes, spark plugs/spark plug wires, when to call a mechanic, and basic operating guidelines.

- ▶ ***Loan provision, servicing and education.*** The Appalachian Development Federal Credit Union will provide small, short-lived loans to approved applicants (generally referred by DHS) for the purchase of a vehicle, first quarter insurance payment, purchase taxes and license fees. Participants will learn about their personal credit history and what it takes to apply and qualify for a loan throughout the application process.
- ▶ ***Savings and budgeting plans.*** Throughout the Drive to Work process, individuals are taught that savings and budgeting are necessary for car ownership and independent living. Drive to Work participants are eligible for Enterprise Individual Development Account (IDA) program. Loan recipients can open IDAs and have their savings matched at a 2 to 1 rate for the purposes of buying a home, higher education/job training, or to capitalize a small business.
- ▶ ***Emergency Repair Fund.*** The Drive to Work program has established an emergency repair fund for unforeseen needs such as tire blowouts, burst radiator hose, en route fuel pump failure, etc. Participants must provide 50% of the repair costs.

Contact:

Andy Studniarz

Enterprise Development Corporation

9030 Hocking Hills Drive, The Plains, OH 45780

Phone: (740) 797-9646 Fax: (740) 797-9659

Big Sandy Vehicle Leasing Program

Floyd, Johnson, Magoffin, Martin and Pike Counties, Kentucky

Partners: Big Sandy Area Development District (Community Connections for Children), Department for Social Insurance, Department for Employment Services, Department of Social Services, AmeriCorps Appalachian Self-Sufficiency Program, Christian Appalachian Project, Prestonsburg Community College.

- ▶ **Partner funding and sponsorship.** The Kentucky Cabinet for Families and Children funds the leasing program through three separate and unrelated sources. The Americorps Appalachian Self-Sufficiency Program purchases the vehicles. Community Connections for Children purchases the fleet liability insurance and the K-TAP program pays for the physical maintenance and upkeep of the vehicles.
- ▶ **Work-based eligibility.** In order to qualify to lease a vehicle, the participant must be receiving K-TAP (Kentucky Temporary Assistance for Needy Families) benefits and be three months or less from employment. OWEP (Other Work Experience Program) training participants are also eligible.
- ▶ **Leasing fees and agreements.** The Big Sandy Area KY WORKS Transportation Committee, comprised of representatives from the participating organizations, reviews and approves lease applications.

The participant pays \$30 per month while searching for employment. After the first month of employment the fee will be increased to \$60 per month.

There is a 6 month lease with an option to renew. Once employed, the lessee can maintain the vehicle for a maximum of 1 year.

Lessee must agree to car pool other KY WORKS participants in need of transportation.

Lessee must agree to monthly scheduled inspections of the vehicle and participate in ongoing training pertaining to maintenance, leasing or buying a vehicle.

Contact:

Stephanie Marshall
Kentucky WORKS Regional Planner
Big Sandy Area Development District
100 Resource Drive
Prestonsburg, KY 41653
Phone: (606)886-2374 Fax: (606) 886-3382

Helpful Transportation Resources

Community Transportation Association of America (CTAA)

1341 G Street, NW Suite 600

Washington, DC 20005

National Transit Resource Center Hotline: 1-800-527-8279

Fax: 202-737-9197

E-mail: resources@ctaa.org

Web site: <http://www.ctaa.org>

CTAA is a nonprofit membership association whose members are dedicated to mobility for all people, regardless of wealth, disability, age, or accessibility. CTAA conducts research, provides technical assistance, offers educational programs and serves as an advocate in order to make coordinated community transportation available, affordable, and accessible.

CTAA operates the National Transit Resource Center, an information and technical assistance clearinghouse for the Federal Transit Administration's Rural Transit Assistance Program (RTAP) and the U.S. Department of Health and Human Services' Community Transportation Assistance Project (CTAP).

▶ **Rural Transit Assistance Program (RTAP)**

RTAP is a program of the Federal Transit Administration (FTA) of the U.S. Department of Transportation. Since its authorization in 1986, RTAP has provided a range of services to transit professionals across the country. RTAP has a national program and state programs that work together in partnership. Every state is funded to set up their own RTAP program and develop services for their particular state. In addition, states are able to tap into the national RTAP program which offers training materials, technical assistance and communications.

▶ **Community Transportation Assistance Project (CTAP)**

CTAP, the U.S. Department of Health and Human Services Community Transportation Assistance Project, provides information and answers to questions about transportation issues such as accessibility, coordination, funding opportunities, training, management, legislation, and regulations.

CTAP offers health and social services planners and providers options for meeting client access needs. They offer human services transportation providers the technical information and assistance that ensures safe, successful, and cost-efficient transportation.

▶ **National Transit Resource Center**

The National Transit Resource Center, administered by CTAA, is an information and technical assistance clearinghouse for CTAP and RTAP. The Resource Center has more than 15,000 computerized entries of publications and databases on a wide range of human services and community transportation topics. Resource Center staff are knowledgeable in the latest federal regulations and pending legislation. The NTRC offers a toll-free hotline, fax-on-demand service, peer-to-peer network, a comprehensive web site and a transit library.

CTAA Publications include:

- ▶ *Community Transportation*, CTAA's monthly magazine, offers a complete source of news and information for the community transportation industry. *Community Transportation* includes updates on the latest transit happenings on Capitol Hill, how-to technical assistance articles, and explanations of the latest regulations.
- < "Access to Jobs: A Guide to Innovative Practices in Welfare-to-Work Transportation," January 1998. This report includes an excellent review of innovative welfare transportation programs and a listing of federal funding sources for welfare-to-work transportation.
- ▶ *Status Report on Public Transportation in Rural America.*
- ▶ *Atlas of Public Transportation in Rural America.*
- ▶ A complete series of technical assistance briefs, including subjects such as:
Rural Transit Service Design and Scheduling
American Indian Transportation: Issues and Successful Models.
- < *Community Solutions*, CTAP newsletter provides brief descriptions of new transportation designs and models.
- ▶ *Transportation in Indian Country: Getting Started.*
- ▶ *1998 Resource Guide*
This annual publication includes a federal and state funding table, federal and regional contacts, and a state-by-state welfare-to-work transportation analysis.

Current CTAA Projects include:

- ▶ *JOBlinks*, a series of FTA demonstration projects testing a variety of transportation strategies to help unemployed and underemployed people reach economic self-sufficiency.

- ▶ *USDA Rural Passenger Technical Assistance Program.* CTAA staff provide on and off-site technical assistance for planning, system start-up, facility development, development of marketing plans and materials, transportation coordination, training and other public transit problem-solving activities.

Federal Transit Administration (FTA)

U.S. Department of Transportation
400 Seventh Avenue SW
Washington, DC 20590
Phone: (202) 366-4043
Web: <http://www.fta.dot.gov>

The FTA provides financial resources and technical assistance for public transportation programs.

- ▶ *Job Access and Reverse Commute Program*
This program provides competitive grants to states, local governments, metropolitan planning and public transit agencies, tribal organizations and non-profit organizations to develop transportation services to connect welfare recipients and low-income persons to employment and support services. The Job Access and Reverse Commute program has been authorized by the new transportation legislation (signed June 1998), *Transportation Equity Act for the 21st Century (TEA-21)*. In FY99 the Job Access and Reverse Commute program has been appropriated \$75 million, 20% of which will go to rural communities.
- ▶ *Transit Benefit Program.*
Under Section 132 of the Internal Revenue Code (IRC), an employer may provide up to \$65 per month to those employees who commute to work by transit or vanpool. The employer can deduct these costs as business expenses and the employees do not report the subsidy as income for tax purposes. The subsidy is considered a "qualified transportation fringe" benefit.
- ▶ *"Use of TANF and Welfare-to-Work Funds for Transportation."* This joint guidance from the U.S. Department of Transportation, the U.S. Department of Health and Human Services and the U.S. Department of Labor is available online at: <http://www.fta.dot.gov/wtw/dcwtw.htm>.

Other Helpful Rural and Welfare Resources

Welfare Information Network

1000 Vermont Avenue NW

Suite 600

Washington, DC 20005

Phone: 202/628-5790

Fax: 202/628-4206

E-mail: welinfo@welfareinfo.org

Web site: www.welfareinfo.org

The Welfare Information Network (WIN) is a foundation-funded project to help states and communities obtain the information, policy analysis, and technical assistance they need to develop and implement welfare reform that will reduce dependency and promote the well-being of children and families.

- ▶ **The WIN web site** includes summaries of federal welfare legislation, a catalog of and links to other welfare related web sites, a calendar of welfare related events, and links to over 2,700 organizations and publications pages containing program information, policy analysis, legislative information, technical assistance service offerings, and "best practices". The site provides links to state agency sites and to electronic versions of state TANF plans. A "Hot Topics" page highlights recent publications, planned research and evaluation activities, and contains discussions of emerging issues.

For child care: www.welfareinfo.org/child.htm

For transportation: www.welfareinfo.org/transport.htm

For tribal: www.welfareinfo.org/tribal.htm

- ▶ **Rural Issues by WIN.** This section of the WIN web site includes links to several organizations, as well as research and data on rural welfare reform.
www.welfareinfo.org/rural.htm

Publications include:

- ▶ *Financial Resources for Child Care.* April 1998. By April Kaplan.
- ▶ *Transportation: The Essential Need to Address the "To" in Welfare-to-Work* June 1998. By April Kaplan.

The Aspen Institute Rural Economic Policy Program

1333 New Hampshire Ave. NW, Suite 1070

Washington, DC 20036-1511

Phone: 202/736-5804

Fax: 202/467-0790

E-mail: diane.morton@aspeninst.org

Web site: <http://www.aspeninst.org/rural/>

Some of the REPP programs include toolkits and best practices guides geared towards policymakers and small town leaders as an outgrowth of their work as a funder of rural development research. It also manages a technical assistance and learning program for eight state-wide community foundations.

Publications include:

- ▶ *Rural Update*. This electronic newsletter covers small town and rural community economic development issues. To subscribe access the REPP web site.
- ▶ *Incubating New Enterprises: A Guide to Successful Practices*.

The Rural Information Center

National Agriculture Library

U.S. Department of Agriculture

Beltsville, MD 20705

Phone: 1-800-633-7701

Web site: <http://www.nal.usda.gov/ric/>

E-mail: ric@nal.usda.gov

The Rural Information Center (RIC) is a joint project of numerous U.S. Department of Agriculture departments. RIC provides information and referral services to various groups and individuals including local government officials, community organizations, cooperatives, and rural citizens. RIC can refer users to organizations or experts in the field who can provide additional information, perform brief database searches of requested topics on a complimentary basis, furnish bibliographies and Rural Information Center Publication Series titles, and identify USDA and Department of Health and Human Services research and Cooperative Extension systems programs and funding opportunities.

Publications include:

- ▶ *A Guide to Funding Resources*, Rural Information Center Publication Series, No. 56
- ▶ *Federal Funding Sources for Rural Areas: Fiscal Year 1998*, Rural Information Center Publication Series, No. 59

National Association of Counties

440 1st Street, NW, Suite 800

Washington, DC 20001

Phone: 202/393-6226

Fax: 202/393-2630

Web site: <http://www.naco.org>

The National Association of Counties (NACo) is the national organization that represents county governments in the United States. It provides services including legislative, research, and technical as well as public affairs assistance to its members.

- ▶ Rural resources include an online Rural Development Clearinghouse located at <http://www.naco.org/resource/issues/rural/index.ctm>. The Clearinghouse has innovative programs, data sets, organization contacts and federal information.

Rural Policy Research Institute

200 Mumford Hall

University of Missouri

Columbia, MO 65211

Phone: 573/882-0316

Fax: 573/884-5310

E-mail: rupri@mucmail.missouri.edu

Web site: www.rupri.org/

The Rural Policy Research Institute (RUPRI) conducts policy-relevant research and facilitates public dialogue to assist policy makers in understanding the rural impacts of public policies and programs.

- ▶ In 1998, RUPRI began the Rural Welfare Reform Initiative, an effort to assist policy makers in better understanding and addressing the unique rural implications of welfare reform policies and programs. Their web site further explains this project, at <http://www.rupri.org/projects/welfare.html>.

National Association of Development Organizations (NADO)

444 North Capitol Street, Suite 630

Washington, DC 20001

Phone: 202/624-7806

Fax: 202/624-8813

E-mail: NADO@SSO.ORG

Web site: <http://www.nado.org/nadorf.htm>

NADO provides training, information, and representation for regional development organizations in small metropolitan and rural America. The association is an advocate for a regional approach to community and economic development and provides a network for its members to share ideas and innovation. The NADO Research Foundation provides research education and training for community and economic development practitioners and policy makers.

Publications include:

- ▶ *Economic Development Digest.* This monthly publication features news for the economic development community.

Managing Information with Rural America/ W. K. Kellogg Foundation

MIRA Initiative

W.K. Kellogg Foundation

One Michigan Avenue East

Battle Creek, MI 49017

Phone: 1-888-264-6662

Web site: <http://www.WKKF.org>

Managing Information with Rural America (MIRA) is a grant-making initiative of the W.K. Kellogg Foundation's Food Systems/Rural Development program area. Each year over the next four years, MIRA will provide grants for clusters of community teams, community support organizations, and policy support organizations to work with electronic communications and information systems issues in rural America.

National Governors' Association (NGA)

Hall of States

444 North Capitol Street

Washington, DC 20001

Phone: 202/624-5300

Web site: <http://www.nga.org>

NGA is a bipartisan national organization of, by, and for the nation's Governors. Through NGA, the Governors identify priority issues and deal collectively with issues of public policy and governance at both the national and state levels.

- ▶ Welfare Reform information, including legislation analysis, best practice reports and current state news can be found at: <http://www.nga.org/CBP/Activities/WelfareReform.asp>
- ▶ The NGA also has information online about child care, transportation and welfare-to-work.

Welfare to Work Partnership

1250 Connecticut Avenue NW
Suite 610
Washington, DC 20036-2603
Phone: 202/955-3005
Fax: 202/637-9195
E-mail: info@welfaretowork.org
Web Site: <http://www.welfaretowork.org>

The Welfare to Work Partnership, a national, nonpartisan, not-for-profit organization, was created in May 1997 to encourage and assist businesses in hiring individuals from public assistance without displacing current workers. Founded by United Airlines, UPS, Burger King, Monsanto and Sprint, The Partnership is focused on supporting small, medium and large businesses hiring former welfare recipients. The Partnership facilitates business to business education, communication and interaction to help owners and managers avoid the risks of hiring welfare recipients and promote successful employment practices.

- ▶ *Blueprint for Business* manual serves as a guide for finding, recruiting, training, hiring and retaining former welfare recipients.
- ▶ The Partnership publishes a directory of Business Partners and a database of service providers to aid business to business connections. The Partnership also publishes a newsletter and fax updates.

Welfare to Work Technical Assistance Team

45 Cameron Drive
Potsdam, NY 13676
Phone: (315) 265-6812
Fax: (315) 265-3508
E-mail: Ambender41@aol.com

The Welfare to Work Technical Assistance Team was established in partnership with the New York State Department of Labor and Education, the Office of Temporary and Disability Assistance and the State University of New York. The Team conducts research and delivers workshops on state and national levels. Topics of research and workshops include: identification and sharing of successful practices; welfare reform as economic development; rural service integration; WtW block grant initiatives; employer services; post-employment activities, and more. The Team also works with state and local agencies to facilitate the development and growth of capacity within and across organizations and systems. For more information, contact April M. Bender, Facilitator.

Publications include:

- ▶ *Welfare-to-Work: Strategies for Rural Communities.* This is an excellent workbook which focuses on rural service integration from a family-centered perspective and welfare reform as economic development. The workbook has extensive contact information for welfare-related resources and programs. Successful practices are highlighted and there are comprehensive bibliographies on a variety of welfare topics.

The Foundation Center

79 Fifth Avenue

New York, NY 10003

Phone: 1-800-424-9836

Web: <http://www.fdncenter.org>

The Foundation Center is an independent nonprofit information clearinghouse established in 1956. The Center's mission is to foster public understanding of the foundation field by collecting, organizing, analyzing, and disseminating information on foundations, corporate giving, and related subjects. The Foundation Center staff can help direct your search for funding sources and connect you to information about proposal writing. The Center has field offices in Washington DC, Cleveland, Atlanta and San Francisco.

Publications include:

- ▶ *The Foundation Directory* includes current data on the largest foundations in the country; a second directory provides data on mid-sized foundations.
- ▶ *Foundation Grants Index* lists grants of \$10,000 or more awarded by more than 1,000 of the largest independent, corporate, and community foundations in the United States.
- ▶ *Foundation Center's Guide to Proposal Writing* offers a comprehensive look at the steps involved in preparing an effective funding request and gives advice on such subjects as proposal formats, budget preparation, and follow-up.

U.S. Department of Labor

200 Constitution Ave. NW

Washington, DC 20210

Web: <http://www.dol.gov>

- ▶ **Employment and Training Administration (ETA)**
The ETA currently administers a multitude of worker programs, many of which will be integrated under the new Workforce Investment Act (WIA) which was signed into law in August 1998. The WIA consolidates 60 separate federal programs (including employment, training, literacy, vocational rehabilitation) into three block grants, with considerable flexibility for the states. For more information, access www.doleta.gov.

- ▶ **Welfare-to-Work** Office is responsible for implementing WtW formula grants to states and WtW competitive grants to local communities to create additional job opportunities for the hardest to employ TANF recipients. The web site <http://wtw.doleta.gov> has extensive information about program regulations, the activities of WtW grantees, and technical assistance services. The second round of competitive grant awards are scheduled to be announced October 1998. The third round of competition is scheduled for Winter 1998/99. 30% of WtW competitive grants are to be set aside for rural communities. For more information call (202) 219-0180.

- ▶ **Division of Indian and Native American Programs** is responsible for WtW grants to Tribes. For more information see <http://www.wdsc.org/dinap/dinapw2w/index.html>. Or call (202) 219-8502.

- ▶ Other ETA programs include: **Division of Migrant and Seasonal Farmworker Programs** (call 202/219-8216), **Apprenticeship and Training** (call 202/219-5921), **One-Stop Career Centers** (call 202/219-8395).

- ▶ **Women's Bureau (WB)**
 The WB can provide you with data and research about child care best practices, employer options, working parent's child care needs, and more. The WB Clearinghouse provides no-cost, in-house database searches on employer sponsored dependent care options, bibliographies, Federal and State government resources, and non-profit organizations. The Clearinghouse can be accessed between 11:00 a.m. and 4:00 p.m. EST, Monday-Friday. Telephone (202) 219-4486.

U.S. Department of Health and Human Services

Office of Family Assistance and/or Division of Tribal Services
 370 L'Enfant Promenade, SW
 5th Floor
 Washington, DC 20447

- ▶ **Office of Family Assistance** oversees the Temporary Assistance for Needy Families (TANF) program. The web site <http://www.acf.dhhs.gov/news/welfare> will connect you to extensive information about welfare reform, including: policy guidance and status documents, funding allocations, research and statistics on welfare caseloads.

- ▶ **Welfare Peer Technical Assistance Network** is a federally funded initiative that will provide peer-to-peer technical assistance between states, counties, localities, and community-based organizations implementing the TANF program. For more information contact: John Horejsi, (see above address) Phone: (202)401-5031. Fax: (202) 205-5887. See web site: <http://www.calib.com/peerta>.

- ▶ **Division of Tribal Services** is a central point for assisting in implementation and coordination of ongoing consultation with tribal governments and, where appropriate, state and federal agencies regarding issues relating welfare reform. It is also responsible for development of regulations and guidelines and for providing leadership, policy direction, technical assistance and coordination of tribal services programs. It is responsible for activities related to tribal data collection reporting requirements relating to the programs. Contact them at: Phone: (202) 401-9214. Fax: (202) 401-4687. 370 L'Enfant Promenade, Fifth Floor East, Washington, DC 20447. Web site: <http://www.acf.dhhs.gov/dts>

U.S. Department of Agriculture

Rural Development

1400 Independence Ave. SW

Washington, DC 20250

Phone: (202) 720-0813

Web: <http://www.rurdev.usda>

The USDA Rural Development agency administers several programs which can be used for economic and community development, in some cases child care and transportation facilities and services are eligible.

- ▶ **Community Facilities Loans.** The Rural Housing and Community Development Service can make and guarantee loans to develop essential community facilities in rural areas and towns of up to 20,000 in population. Municipalities, counties, nonprofit corporations and tribal governments may apply.
- ▶ **Rural Business and Cooperative Development Service** offers:
 - Rural Business Enterprise Grants.
 - Rural Technology and Cooperative Development Grants.
 - Local Technical Assistance and Planning Grants.
 - Rural Economic Development Loans and Grants.
- ▶ **Empowerment Zones and Enterprise Communities (EZ/EC)**
Communities develop strategic development plans, including job creation, small business expansion, and job training, in cooperation with their state and local governments. Designated EZ/EC communities receive Health and Human Services grants, tax credits and tax-free facility bonds, among other benefits. To find out more about the program and how to apply, contact the USDA EZ/EC Team at (202) 619-7980 or 1-800-645-4712
Web site: <http://www.ezec.gov>.

You can also contact your state USDA Rural Development office for detailed information about these programs.

U.S. Department of Education

Information Resource Center

Phone: 1-800-USA-LEARN

Web site: [http:// www.ed.gov](http://www.ed.gov)

The Information Resource Center (IRC) hotline can provide you with information on the Department of Education's programs and agendas, including Read*Write*Now and Technology Literacy Grants. The IRC can also provide you with publications, videos, directory assistance for the Department and referrals to Department specialists or other experts.

Programs of particular interest include:

- ▶ **School-to-Work** program is a joint initiative between the U.S. Department of Education and the U.S. Department of Labor. These systems offer young Americans who reside or attend school in high-poverty areas access to services designed to prepare them for a first job in high-skill, high-wage careers and for further education and training. For more information, contact: *School-to-Work Learning and Information Center* 1-800-251-7236
Web site: <http://www.stw.ed.gov>

- ▶ **21st Century Community Learning Centers** program provides communities with grant money to develop their educational after-school, weekend and summer learning programs. Only rural or inner-city public schools or consortia of such schools--in collaboration with other public and non-profit agencies and organizations, local businesses, educational entities (such as adult education programs, community colleges, etc.) are eligible to participate. For more information see: <http://www.d.ed.gov/offices/OERI/21stCCLC> or contact the

- ▶ **ERIC Databases.** The Educational Resources Information Center (ERIC) is a national information network of clearinghouse (see info about the child care ERIC clearinghouse on page 20). ERIC has the world's largest education databases and can connect you to articles on rural issues such as:

The Role of the Rural Community College in Rural Community Development
Rural School Consolidation and Student Learning.

To access the ERIC databases call 1-800-LET-ERIC or see the Department of Education web site.

National Rural Development Partnership Truman Fellows

Truman Fellows manage different task forces for the NRDP and raise awareness about rural issues in their respective agencies. The Truman Fellows listed below will serve until June 1999.

Jamal Harris

U.S. Department of Health and Human Services

200 Independence Ave. SW, Room 630F, Washington, DC 20201.

Phone: (202) 205-3505 Fax: (202) 690-5672 E-mail: jharris@os.dhhs.gov

Jamal works in Intergovernmental Affairs. He is the strategy manager for the NRDP Health Care Task Force.

Corine Hegland

U.S. Department of Transportation

400 7th Street, SW, Washington, DC 20590

Phone: (202) 366-8850 Fax: (202) 366-3393 E-mail: corine.hegland@ost.dot.gov

Corine works in the Office of the Secretary. She is working on departmental welfare-to-work initiatives.

Ann Ochsendorf

U.S. Department of Labor

200 Constitution Ave. NW, Room N4641, Washington, DC 20210.

Phone: (202) 219-8216 ext. 143 Fax: (202) 219-6338 E-mail: aochsendorf@doleta.gov

Ann works in the Division of Migrant and Seasonal Farmworker programs. She is the strategy manager for the NRDP Welfare Reform Task Force and for the NRDP-Workforce Investment Act Working Group.

Joe Woodring

U.S. Department of Veterans Affairs

810 Vermont Ave. NW, O75C, Washington, DC 20250

Phone: (202) 273-9399 Fax: (202) 273-5716 E-mail: joseph.woodring@mail.va.gov

Joe works in Intergovernmental Affairs on homelessness and health care issues for veterans.

Julie Zwibelman

National Partnership Office

1400 Independence Ave. SW, Room 4225, MS 3205, Washington, DC 20250.

Phone: (202) 690-4746 Fax: (202) 690-1262 E-mail: jzwibelm@rdasun2.rurdev.usda.gov

Julie is the strategy manager for the NRDP Pathways from Poverty task force. The Pathways group is currently addressing liveable wage and working poor issues.

Welfare Reform Task Force Member Organizations 1998

Alaska Department of Community and Regional Affairs
Arizona Department of Economic Security
Bureau of Indian Affairs
Central Massachusetts Regional Employment Board
Florida Coalition Against Domestic Violence
FL WAGES Board
Forum for Rural Maryland
Indiana State Department of Health
Iowa State University
Lower Outer Cape Cod Community Coalition
Maine Federal Highway Administration
Massachusetts Department of Housing and Community Development
Michigan State University Extension
Minnesota Food Association
Minnesota Rural Partners
Missouri Rural Opportunities Council
Missouri Department of Economic Development
Missouri Valley Human Resource CAA
National Congress of American Indians
National Governors' Association
North Central Regional Center for Rural Development
NY State Welfare-to-Work Technical Assistance Team
Rural Policy Research Institute
Rural Services Institute, State University of New York
Shoshone Tribe Economic Development
Southern Rural Development Center
USDA Economic Research Service
USDA Fund for Rural America
USDA Rural Development
U.S. Department of Labor
U.S. Department of Transportation
U.S. Department of Health and Human Services
West Virginia Community Action Directors Association
Wisconsin Department of Commerce

State Rural Development Councils: AK, CT, FL, IN, ME, MA, MO, MT, ND, OH, OK, PA, SC, SD, UT, WV, WI, WY.

