
Evaluating the Impact of Washington State's Transportation Initiative for TANF Adults

Presented at the NAWRS 2017 Workshop

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Today's Road Trip

1. Assessing the Problem

Transportation Needs of TANF Clients in Washington State
(2014 study)

2. Evaluating the Initiative

Evaluating the Impact of Washington State's Transportation Initiative
for TANF Adults (2015-2016 pilot project)

3. Looking to the Future

Looking Forward as the Initiative Expands



I. Assessing the Problem

*Transportation Needs of TANF Clients in Washington State
(2014 study)*



Vehicle ownership

- 🚗 38% report owning a personal vehicle
- 🚗 Higher rates of ownership in:
 - 🚗 Rural counties
 - 🚗 Counties (and zip codes) without a public transit system*



Parenting

- 🚗 While 2/3 of TANF clients have a preschool child, such clients are less likely to own a vehicle



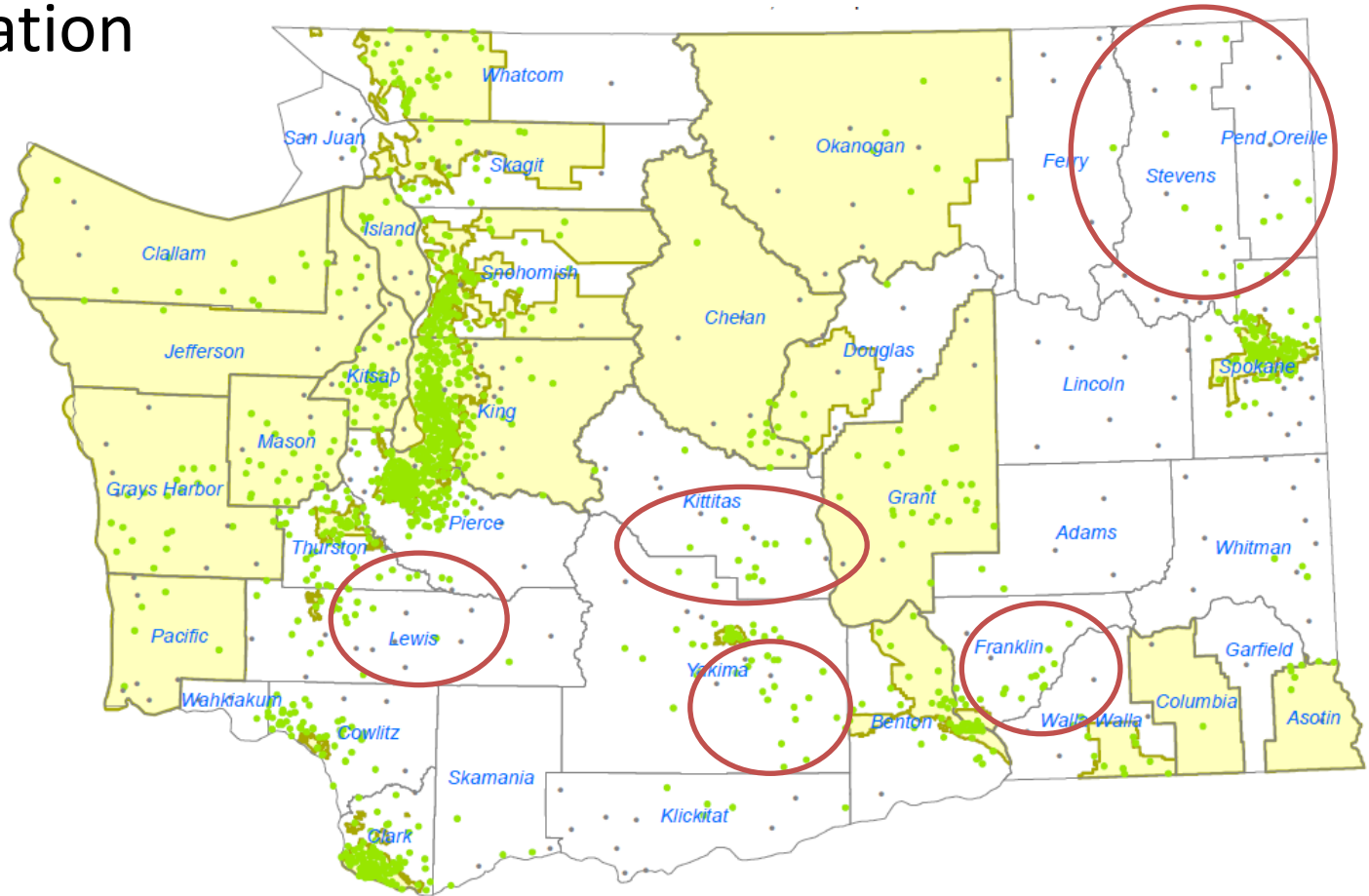
* Served by public transit system or within Public Transportation Benefit Area.
Study N = 51,870 adult TANF clients in WA state in FFY 2013



Transportation “Deserts”

Green dots =
clusters of TANF
clients *without cars*

Yellow areas =
areas with *public
transit system*



Transportation “Deserts” Impede Work Participation

% Clients meeting federal WPR		Lives near Public Transit*	
		Yes	No
Owns vehicle	Yes	16.5%	11.6%
	No	14.3%	8.7%



* Living in a zip code area served by public transit system or within Public Transportation Benefit Area.

2. Evaluating the Initiative

Evaluating the Impact of Washington State's Transportation Initiative for TANF Adults (2015-2016 pilot project)

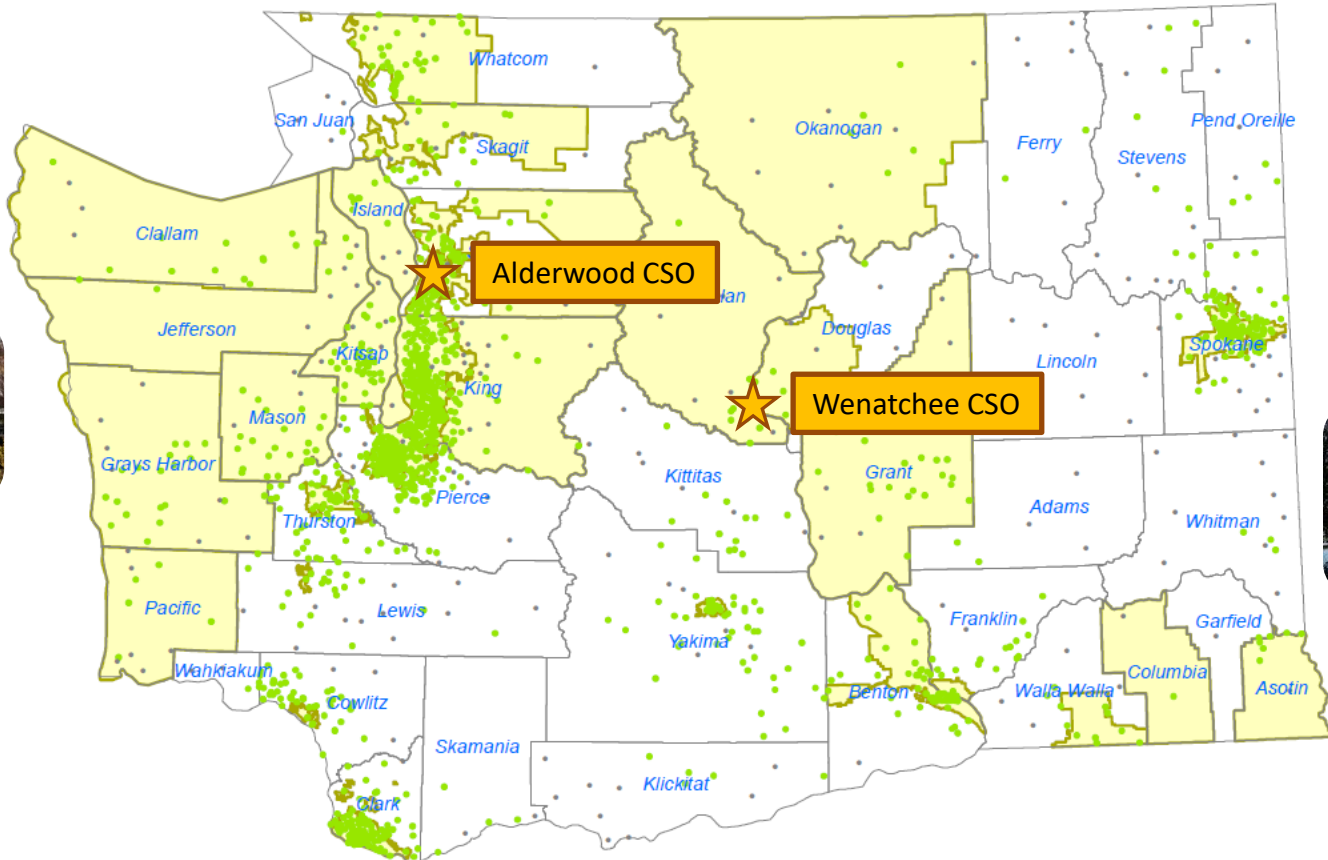


Transportation Initiative

- WA State Department of Social and Health Services (DSHS)
- Implemented **Transportation Initiative** pilot program in December 2015
- Provides **enhanced transportation services** to assist adult TANF clients with participation-related activities
- We evaluated the **initial 6 months** of the pilot program



2 Pilot Sites...One Urban, One Rural



Changes to Transportation Services

Service	Standard (Before Pilot)	Enhanced (During Pilot)
Vehicle repair	Limited assistance	Repair limit removed; Includes vehicle used by client for participation, regardless of ownership
Gas assistance	Limited frequency	Relaxed limits
Driver's license	Assistance with license fee only	Assistance with license reinstatement, license fee; Collaboration with courts, collection agencies, community service
Driver training	Few training sites, vendors	Expanded training site, vendors
Collaboration with DOL	For license fees only	For license fees and driver testing
Public transit	Public transit card, bus tickets	Public transit card, bus tickets
On-demand transportation	No on-demand services	On-demand services (ramped up during pilot)



Q: Did enhanced transportation services help?

Outcomes Examined

- Receipt of transportation services
- Client sanctions
- “Countable” activities
- Work participation rate
- Employment



Outcome Analyses: Complicating Factors

Clients received...

- TANF for a differing number of months
- ...with differing *types* of transportation services
- ...for a differing number of months
- ...and *used* such services on a differing number of occasions
- ...for differing purposes (not always work-related)

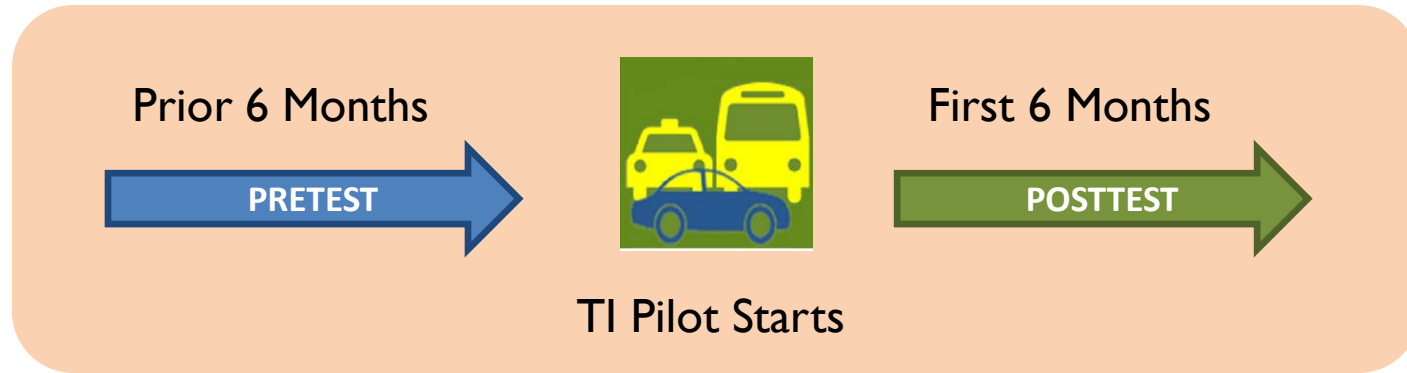


Limited sample sizes



The “Separate Pre-Post Samples” Design¹

...applied to the TI Evaluation study



¹ Source: Cornell Office for Research on Evaluation, Research Methods Knowledge Base, “Other Quasi-Experimental Designs” (www.socialresearchmethods.net/kb/quasioth.php).

Received standard
transportation services

A = 156
W = 59



Received *enhanced*
transportation services

A = 158
W = 101



Prior 6 Months



TI Pilot Starts

First 6 Months



Received standard
transportation services

A = 156
W = 59



COMPARE

Received *enhanced*
transportation services

A = 158
W = 101



Prior 6 Months

PRETEST



First 6 Months

POSTTEST

TI Pilot Starts

A = 475
W = 323



Did not receive
transportation services

COMPARE

A = 433
W = 276



Did not receive
transportation services



A = Alderwood sample size; W = Wenatchee sample size.

Received standard transportation services

A = 156
W = 59



Received *enhanced* transportation services

A = 158
W = 101



Look for “difference of differences”

Prior 6 Months



First 6 Months



TI Pilot Starts

A = 475
W = 323



Did not receive transportation services

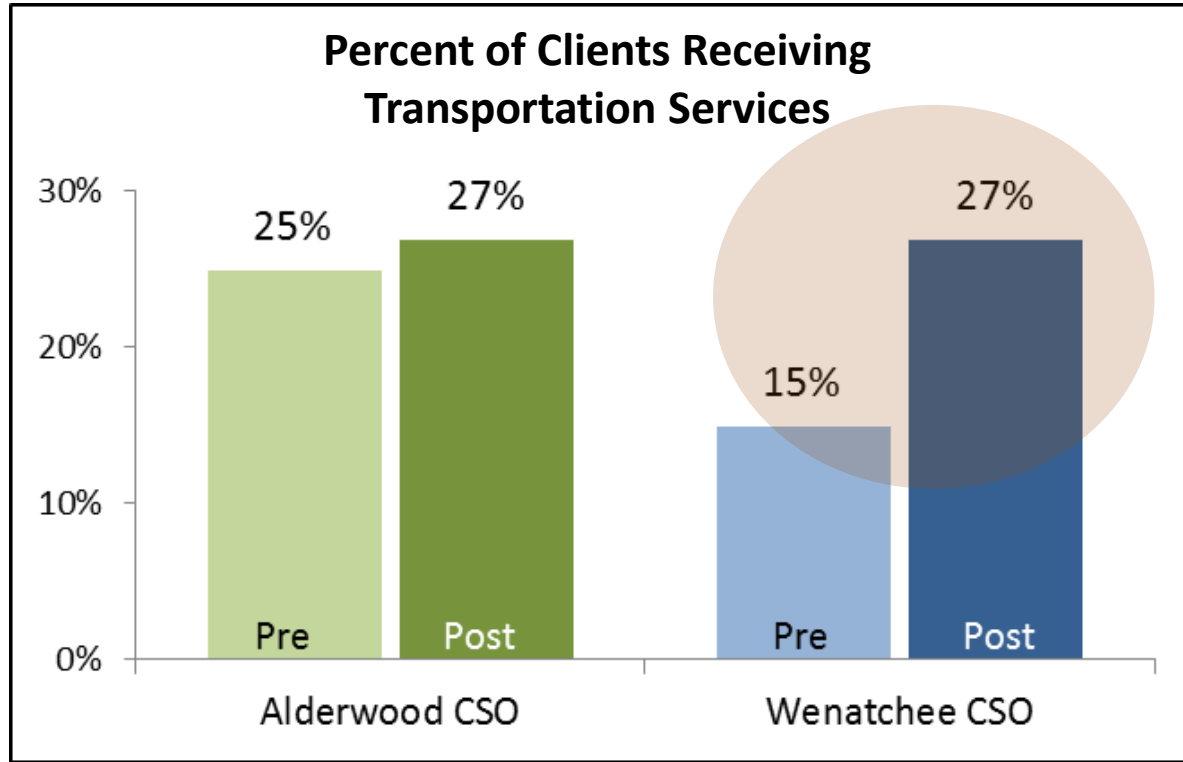


Did not receive transportation services

A = 433
W = 276



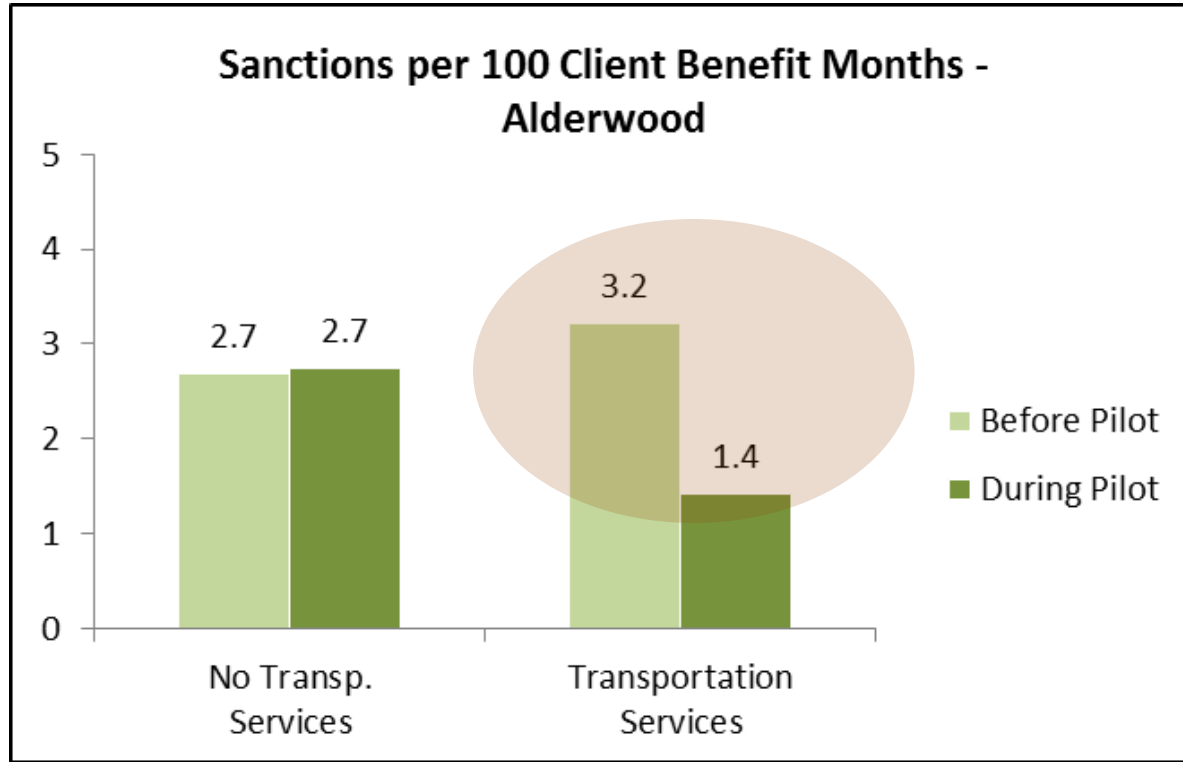
Findings: Client use of transportation services



Large increase in use of transportation services at Wenatchee site



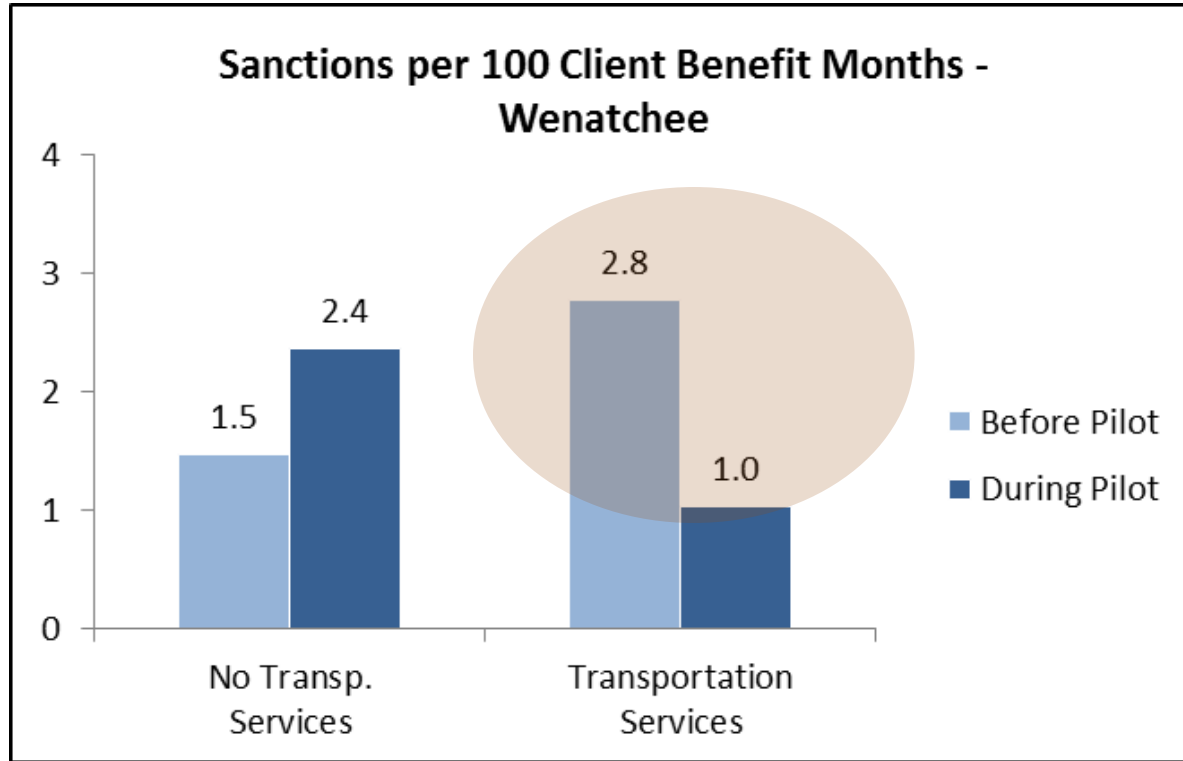
Findings: Client sanctions (Alderwood)



Large decrease in client sanctions at Alderwood site



Findings: Client sanctions (rural Wenatchee)



Likewise, large decrease in client sanctions at Wenatchee site



Other Outcomes: Mixed Results, More Dependent on Location



Wenatchee site

Larger increases in countable activities (per client month) among transportation clients than among non-transportation clients.



Alderwood site

Work Participation Rate (WPR) increased considerably more among transportation clients than among non-transportation clients.

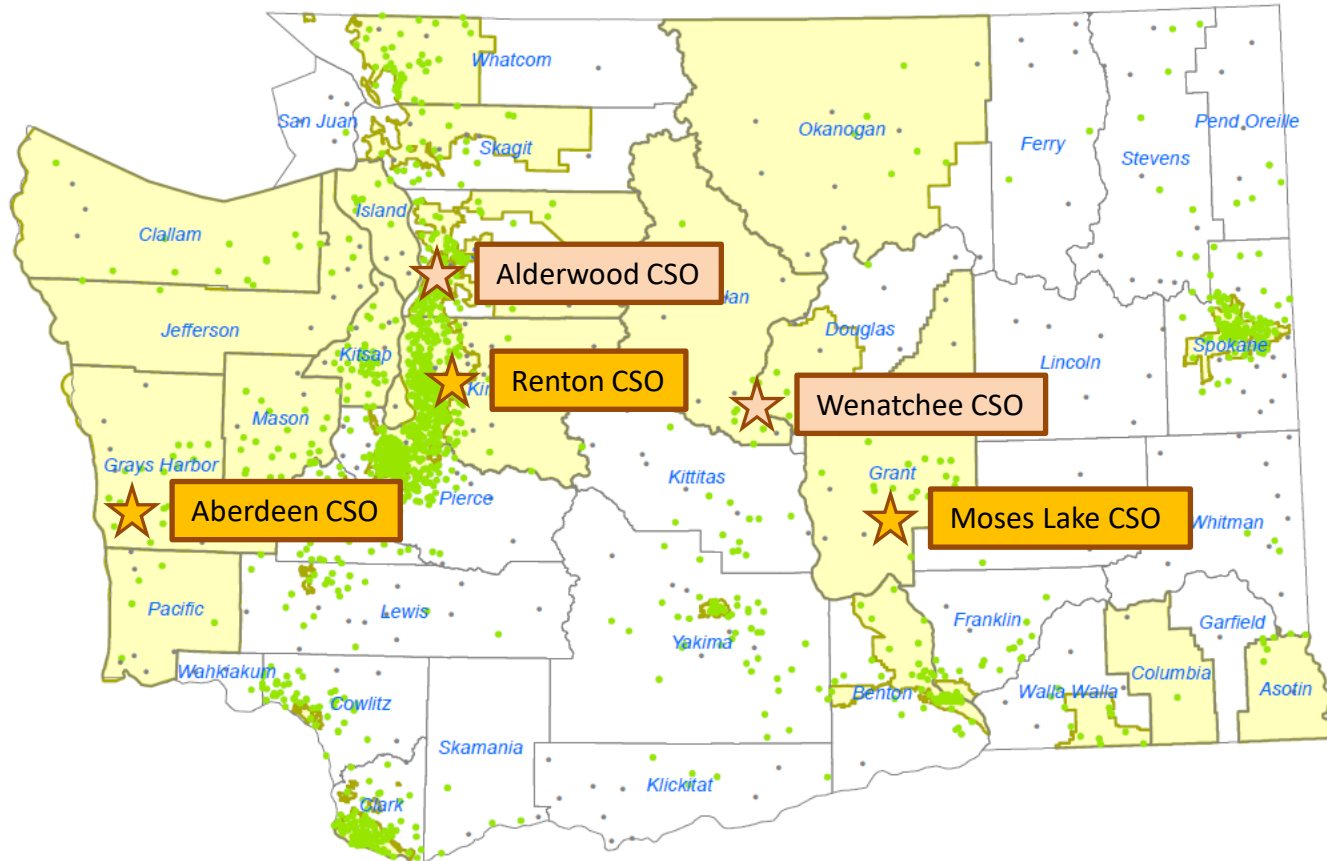
Largest improvement in employment among clients who received transportation assistance during the pilot.

3. *Looking to the Future*

Looking Forward as the Initiative Expands



Current pilot: 3 More Pilot Sites



Current pilot: Extended, Expanded

Pilot now projected to run through **June 2018**.



Expanded support services for transportation in the five pilot sites include:

- 🚗 Enhanced gas support
- 🚗 Contract for on-demand transportation services
- 🚗 Enhanced vehicle repair assistance
- 🚗 Assistance with reinstatement of suspended driver's licenses
- 🚗 Driver's training and improved collaboration with Department of Licensing (DOL)



Current pilot: License reinstatement

Anecdotal evidence from the current pilot is suggesting that helping clients **get their driver's licenses reinstated**—in part through close collaboration with DOL—**is a big benefit to clients.**

-  Assistance with reinstatement of suspended driver's licenses
-  Driver's training and improved collaboration with Department of Licensing (DOL)



Helping clients get their driver's license reinstated is addressing a big roadblock for the poor...

THE AMERICAN SOCIOLOGICAL ASSOCIATION'S
ROSE SERIES IN SOCIOLOGY



Los Angeles County Suspended Thousands Of Driver's Licenses For People Too Poor To Pay Court Fines

– Forbes, 8/11/2016

Report: Minorities, Poor Residents More Likely to Have Their Driver's License Suspended

– GOVERNING Magazine, 4/14/2016

Driver's license suspensions push poor deeper into poverty, report says

– Los Angeles Times, 4/8/2015

A Pound of Flesh

Monetary Sanctions as Punishment for the Poor

ALEXES HARRIS

As Court Fees Rise, The Poor Are Paying The Price – NPR, 5/19/2014



Summary

1. Prior study revealed **considerable gaps in access to transportation** among TANF clients
2. Evaluation of Transportation Initiative suggests that enhanced transportation services can **increase use of services** and **dramatically lower client sanctions**
3. Future research should include an examination of the benefits and efficacy of **helping clients get suspended driver's license reinstated**



Thank you!

For questions, please contact:

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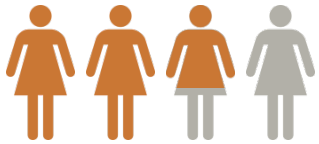
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Receipt of Transportation Services



1 in 4 (24%) TANF clients **received transportation assistance.**



62% of those “transportation clients” received **gas assistance only.**



Notable client characteristics: Alderwood

- Alderwood clients using transportation assistance (whether before or during the pilot) were **more likely to have completed high school.**
- ...and were **more likely to live in a household with access to a vehicle.**



Notable client characteristics: Wenatchee

- Wenatchee clients using transportation assistance (whether before or during the pilot) were **more likely to have a pre-school child.**
- ...and were **more likely to live in a household with access to a vehicle.**



FOR REFERENCE: Types of Services Received

SCENARIO	TYPE(S) OF ASSISTANCE RECEIVED BY CLIENT					ASSESSMENT	# CLIENTS (Total = 1,986) ^a	
	TI Indicator	Bank of America (BOA) Gas Card	VOUCHERS				Client Received Transportation Assistance ^b	Within Each Scenario
			Voucher other than Public Transportation	Public Transportation (Bus) Voucher	Public Transportation (Bus) Voucher ONLY			
1	✓	✓	✓	✓		YES	0	Transp. Assistance (479) ^c
2	✓	✓	✓			YES	37	
3	✓	✓		✓	✓	YES	4	
4	✓	✓				YES	0	
5	✓		✓	✓		YES	0	
6	✓		✓			YES	14	
7	✓			✓	✓	“Bus-only”	14	
8	✓					YES	0	
9		✓	✓	✓		YES	0	
10		✓	✓			YES	21	
11		✓		✓	✓	YES	7	
12		✓				YES	297	
13			✓	✓		YES	1	
14			✓			YES	22	
15				✓	✓	“Bus-only”	62	
16						No	1,507	



FOR REFERENCE: Client Characteristics

ALDERWOOD CSO	Before Pilot		During Pilot	
Received Transp. Assistance or Not?	TA	No	TA	No
Number of clients	157	475	158	433
Gender				
Female	79.0%	81.7%	79.1%	80.8%
Male	21.0%	18.3%	20.9%	19.2%
Age				
Under 21 Years Old	0.6%	5.3%	3.8%	5.5%
21-29 Years Old	28.0%	36.6%	23.4%	38.6%
30-39 Years Old	46.5%	37.7%	53.2%	35.1%
40-49 Years Old	19.1%	14.9%	16.5%	14.3%
50+ Years Old	5.7%	5.5%	3.2%	6.5%
Age (mean average)	34.8	32.6	33.5	32.7
Hispanic origin				
Hispanic	7.6%	7.6%	8.9%	10.6%
Non-Hispanic	92.4%	92.4%	91.1%	89.4%
Race				
White	56.7%	61.1%	56.3%	57.3%
Black	19.1%	16.8%	17.1%	17.8%
Asian	7.0%	5.5%	8.2%	5.1%
Native American/Alaska Native	1.9%	1.3%	2.5%	1.2%
Native Hawaiian/ Other Pacific Islander	0.0%	0.4%	0.0%	0.5%
Multiple Race	2.5%	1.1%	1.3%	1.2%
Other	7.0%	11.4%	5.1%	12.0%
Unknown	5.7%	2.5%	9.5%	5.1%



FOR REFERENCE: Client Characteristics

ALDERWOOD CSO	Before Pilot		During Pilot	
	Received Transp. Assistance or Not?	TA	No	TA
Number of clients	157	475	158	433
Children				
# Children living at home (mean average)	1.8	1.6	1.8	1.7
Has child under age 6	59.9%	62.9%	60.1%	61.9%
Education level				
Did Not Complete HS	12.7%	20.4%	17.1%	19.6%
Completed HS or GED	49.7%	53.1%	50.6%	51.7%
Post-Secondary Education	36.3%	24.6%	29.1%	26.8%
Unknown	1.3%	1.9%	3.2%	1.8%
Citizenship status				
U.S. citizen	79.0%	77.9%	75.9%	73.4%
Non-citizen	21.0%	21.9%	24.1%	26.6%
Unknown	0.0%	0.2%	0.0%	0.0%
Homeless status				
Homeless with Housing	17.8%	20.4%	18.4%	16.2%
Homeless without Housing	5.1%	5.7%	1.3%	4.2%
Emergency Housing/Shelter	1.3%	0.2%	0.0%	1.2%
Battered Spouse Shelter	0.0%	0.2%	0.0%	0.2%
Not homeless	75.8%	73.5%	80.4%	78.3%
Transportation				
Has own vehicle (car, truck, van, motorcycle)	42.7%	33.7%	36.7%	27.9%



FOR REFERENCE: Client Characteristics

WENATCHEE CSO	Before Pilot		During Pilot	
Received Transp. Assistance or Not?	TA	No	TA	No
Number of clients	59	323	101	276
Gender				
Female	83.1%	80.2%	80.2%	79.7%
Male	16.9%	19.8%	19.8%	20.3%
Age				
Under 21 Years Old	6.8%	9.0%	6.9%	11.6%
21-29 Years Old	37.3%	37.8%	46.5%	41.3%
30-39 Years Old	39.0%	35.9%	36.6%	30.4%
40-49 Years Old	10.2%	12.4%	6.9%	12.3%
50+ Years Old	6.8%	4.9%	3.0%	4.3%
Age (mean average)	31.3	31.5	29.8	30.4
Hispanic origin				
Hispanic	22.0%	23.8%	26.7%	23.6%
Non-Hispanic	78.0%	76.2%	73.3%	76.4%
Race				
White	78.0%	73.1%	77.2%	70.7%
Black	0.0%	1.2%	0.0%	0.7%
Asian	0.0%	0.0%	0.0%	0.4%
Native American/Alaska Native	1.7%	1.2%	0.0%	0.7%
Native Hawaiian/ Other Pacific Islander	0.0%	0.6%	0.0%	0.0%
Multiple Race	0.0%	0.6%	0.0%	0.4%
Other	16.9%	19.5%	20.8%	23.9%
Unknown	3.4%	3.7%	2.0%	3.3%



FOR REFERENCE: Client Characteristics

WENATCHEE CSO	Before Pilot		During Pilot	
Received Transp. Assistance or Not?	TA	No	TA	No
Number of clients	59	323	101	276
Children				
# Children living at home (mean average)	1.7	1.6	1.9	1.6
Has child under age 6	69.5%	62.2%	73.3%	64.1%
Education level				
Did Not Complete HS	22.0%	23.2%	23.8%	26.1%
Completed HS or GED	52.5%	59.8%	54.5%	60.1%
Post-Secondary Education	23.7%	16.1%	21.8%	13.4%
Unknown	1.7%	0.9%	0.0%	0.4%
Citizenship status				
U.S. citizen	93.2%	91.6%	94.1%	92.0%
Non-citizen	6.8%	8.4%	5.9%	8.0%
Unknown	0.0%	0.0%	0.0%	0.0%
Homeless status				
Homeless with Housing	25.4%	23.5%	21.8%	25.7%
Homeless without Housing	1.7%	2.2%	2.0%	2.2%
Emergency Housing/Shelter	0.0%	0.0%	0.0%	0.4%
Battered Spouse Shelter	0.0%	0.0%	0.0%	0.0%
Not homeless	72.9%	74.3%	76.2%	71.7%
Transportation				
Has own vehicle (car, truck, van, motorcycle)	57.6%	40.9%	47.5%	32.2%

